

almost all of them "took off" (110) as soon as they could, daughters in particular ceasing to have contact with their mother. Ada Annie had her successes, as in getting a post office at Boat Basin to complement the makeshift general store she ran for passersby. The genial Willie, who was more decorative than useful, died in 1936. Thereupon Ada Annie advertised in the agricultural press for a successor. "BC Widow with Nursery and orchard wishes partner. Widow preferred. Object Matrimony" (113). There would be three more marriages, none of them satisfactory. Ada Annie retained her fierce independence until 1983, when, at the

age of ninety-five, virtually blind, she was forced to leave Boat Basin. She died two years later.

Cougar Annie's Garden is a very fine book. Horsfield recognizes the importance of context. Interwoven with Ada Annie's story are those of the broader geographical area and of the Aboriginal people, missionaries, loggers, and others who also made their lives around Hesquiat Harbour. The wealth of colour and black-and-white photographs, contemporary and historical, tell their own story, making it quite possible to savour the book without reading a single word.

*At Home Afloat:
Women on the Waters of the Pacific Northwest*

Nancy Pagh

Calgary/Moscow, Idaho: University of Calgary Press/
University of Idaho Press, 2001. 179 pp. Illus., map. \$24.95 paper.

ALISON PRENTICE
University of Victoria

IN THIS FASCINATING study, Nancy Pagh clearly reveals the sources of her interest in women who have travelled the waters of the Pacific Northwest, and I should follow suit. From the time she was a toddler, Pagh explored regions within reach of the State of Washington in her parents' small motor cruiser and came to love the life aboard. I was a wife and mother on board, rather than a daughter, and the boats we chartered for summer holidays that took us from the San Juans to Knight Inlet and eventually around the north end of Vancouver

Island were all small sailing craft. If I am prejudiced in favour of sail, I share Nancy Pagh's love of small boats and happy memories of times afloat. Of course, there were also difficult moments, and I can certainly relate to a major theme of Pagh's study: the way in which women's homemaking concerns are translated to their floating environment. Imagine my dismay when a bucketful of oysters, which I gathered with considerable difficulty during the morning, was chucked overboard in the afternoon. My chief concerns were domestic; the men on

board were more interested in sailing than in eating.

Pagh's study asks what words like "home" mean when women are travelling on the water, and it explores women's relationships to the regional landscapes (the Pacific Northwest coast can be a scary place) as well as the connections between supposed opposites, like recreation and work. Is life on a boat play or labour for wives and mothers? She looks at age-old taboos against women at sea and interrogates stereotypes having to do with life journeys: men as the travellers, women keeping the home fires burning. Many literatures are brought to bear on her findings: the literatures of travel, space, psychology, anthropology, ethnography, and literary criticism – all examined in terms of how they relate to gender, class, and ethnicity.

The book has four chapters, the first dealing with the origins and growth of Pacific Northwest marine tourism. Imperialist travel literature may have been dominated by male writers, but women too were involved, and Pagh documents their travel writings on this coast over a period of 130 years. Initially limited to privileged women, early twentieth-century houseboating opened up marine travel to middle-class women and, after 1950, to working-class women as well. In Chapter 2, entitled "Space for the Mate," we learn that a woman "traditionally enters a vessel through the sponsorship of a man who, in essence, acts as a bridge to bring her on board" (45). Rarely are women captains of their own boats, and, on most boats, women's power is in the cabin. Pagh found what students of other regions have also found: for women, boating may not be a relief from housework but, rather, a

duplication of its frustrations. Women resist nautical language, and their talk about marine travel in the Pacific Northwest, reinforces the idea that women are in male territory when they are at sea.

Chapter 3, "Imaginary Indians," is an intriguing exploration of women travellers' attitudes towards First Nations women and of how, at least in some accounts, racism finally gives way to empathy. In *The Curve of Time* (1961), Muriel Wylie Blanchet used feminine discourse not to label First Nations women as counterfeit ladies (as had earlier female tourists) but, rather, "to expose the possibility" that she herself was "the fake, the counterfeit in this particular world" (114). In small craft women saw more First Nations people, who were believed to be disappearing, seemed less threatening; and feminine discourse had evolved beyond its earlier limited preoccupation with "morals and manners" (114). Chapter 4, which deals with women, girls, and the natural environment, traces another shift as women marine travellers abandoned their tendency to focus on "indescribable" landscapes and collecting curios in favour of relating more closely to the coastal environment. Girls felt that they belonged, and they got involved in log salvaging, fishing, and rowing. Women stopped being exclusively passengers and became co-pilots or "first mates" (141), often writing with genuine love and understanding about the landscapes through which they travelled.

Nancy Pagh leaves us without a conclusion, unless one wants to take her final story as such. *Spawn of the North* by Barrett Willoughby (1932) depicts a woman leaning against her husband as he steers the boat and, to

use Willoughby's words, glorying in her role as part of a "new vigorous race ... potent to mould the beginnings of their wilderness land." As Pagh points out, this "daughter of the coast accepts her heritage as a shaper and conqueror of the landscape ... happily ignorant of woman's position" in the hierarchy of man over nature (152).

Earlier in her study, Nancy Pagh points us to the possibilities for future

work: using the techniques of oral history, dealing with male tourists in greater depth than does this study, looking at women who shared power equally on the water or who were captains of their own boats. Many of us who only made it to "first mate" look forward to such studies. Nancy Pagh's intriguing book has paved the way and has certainly whetted my appetite for more.

*Captain Cook's World:
Maps of the Life and Voyages of James Cook R.N.*

James Robson

Seattle: University of Washington Press, 2000. 211 pp. Maps. US\$40 cloth.

DANIEL CLAYTON

University of St. Andrews, Scotland

IF YOU WANT to know exactly where Britain's illustrious explorer, James Cook, went on his voyages of discovery (and I mean *exactly*), then this is your book. *Captain Cook's World* is comprised of 128 original (hand-drawn and computerized) sketch maps that depict Cook's movements and activities and, in a sense, attempt to explain his life through maps. John Robson, a librarian at Waikato University and the New Zealand representative of the internationally based Captain Cook Study Unit, provides us with an elegant visual synopsis of Cook's travels. Robson's justification for yet another book on this famous figure is that both the scholarly and popular literature is bereft of the kind of detailed and accurate maps that enable us to follow Cook around the world and work out precisely

where he encountered different peoples. The Hakluyt Society of London has published a three-volume collection of charts and maps pertaining to Cook's three voyages, but these volumes are very expensive and are inaccessible to most readers, and many of their maps are not very detailed. Robson has synthesized a much wider range of geographical and cartographic information than was either generated by or available to Cook and his team, and he has produced a book that makes a distinctive and valuable contribution to the enormous literature on Cook's voyages.

The maps in this book incorporate a plethora of place names; the tracks of Cook's vessels; pertinent geographical information; the location of monuments, museums, and archival collections devoted to Cook's endeavours; and small blocks of text that