

the author has included the oral history of the Yuquot that tells of Macquinna's activities after Jewitt had been rescued.

Throughout her book Hilary Stewart has added maps, historical documents, and personal letters written by Jewitt and his family. Included in this edition is a list of related readings and a comprehensive index.

One reservation I have about this book is that the author fails to place the narrative within the context of the literature of its day. Jewitt's narrative was part of the "captive genre" that had vast appeal to the public of the early nineteenth century. The narrative was in fact a joint collaboration between Jewitt and his publisher, Richard Alsop, who helped to embellish the journal in order to appeal to popular readership. Hilary Stewart notes this embellishment in her footnotes but maintains that the narrative is an authentic account of Yuquot life. Some scholars would not agree and point to the many aspects of the narrative that are inconsistent with other historical sources, as well as later ethnographic research. This, they believe, is a product of the narrative's role as a popular literature.

Hilary Stewart hopes Jewitt's narrative will provide additional insight into the history of British Columbia's indigenous people. She missed, however, a golden opportunity to educate the public about the biases in historical material. She is right in stating that "research is such a hoot," but it is more of a hoot when one makes explicit some of the difficulties that may be presented by the historical records themselves, thus providing even more insight into the history of indigenous people, for it permits some understanding of the European view of them.

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*Sappers: The Royal Engineers in British Columbia*, by Beth Hill. Ganges, B.C.: Horsdal and Schubart, 1987. Pp. 182; illus.; maps; index.

Few British Columbians, and probably fewer Canadians, appreciate the impact of a small body of Royal Engineers of the early colonial life of this province. In this charming book Beth Hill sets out to describe the work they did in the formative years of the mainland colony and, by liberal use of the diaries and letters of the engineers themselves, she succeeds in giving a first-rate, lively, and interesting account of this remarkable body of men.

The first small group of Royal Engineers came out to help determine the boundary between Canada and the United States. They arrived at Esquimalt in the summer of 1858 when the Fraser River gold rush was

underway. Governor Douglas called upon them almost immediately to "show the flag" both in Victoria and at the gold diggings on the Fraser. With that accomplished, they then started their work for the Boundary Commission. Working in isolation and in rough terrain, theirs was a tiring and sometimes dangerous task that was finished only after three years of hard and exacting work.

The main body of Royal Engineers, over 200 all ranks, started to arrive late in 1858 under the command of Colonel Moody. They had numerous duties. They provided the colony with skilled men capable of surveying, building roads and bridges, laying out townsites, and acting as a military force which could be called upon to enforce law and order in the mining camps.

Their activities extended primarily from New Westminster, their headquarters base, to Barkerville and beyond. Aside from the short-lived Ned McGowan's "war" early in 1859, they were rarely used in a strictly military sense. Their main job was constructing roads into the Interior as the gold strikes moved from the Fraser into the Cariboo. They surveyed New Westminster, Yale, Hope, and Port Douglas, and started the first outline site of present-day Vancouver. They were the equivalent of a Lands and Works Department for the mainland colony as well as a government printing office. They built barracks, schools, churches, and government buildings, but most of all they built roads that enabled the miners in the Interior to bring their gold out and their supplies in.

By 1863 the great Cariboo Road had been completed, the Fraser River bridged at Spuzzum, and the main artery of the transportation system of southwestern British Columbia established. In that year also the British government decided to withdraw the force, but allowances were made to grant 150 acres to those engineers wishing to remain in the new colony. Most of the N.C.O.s and men decided to stay and after disbandment they became farmers, surveyors, carpenters, constables, printers, construction workers, etc.

One of the very good aspects of this book is the liberal use the author has made of the diaries and journals kept not only by many of the engineers but also by others in the colony who used the roads being built by them at the time. She has brought life to what could have been a dull recounting of the engineers' work. The book deserves to be widely read, for it gives a lively view of pioneer work in colonial British Columbia, which is all too rare in our libraries.