

A TOUR OF DUTY IN THE PACIFIC NORTHWEST: E.A. PORCHER AND H.M.S. *SPARROWHAWK*, 1865-1868. Edited and annotated by DWIGHT L. SMITH. Fairbanks: University of Alaska Press, 2001. xvii + 172 p., map, colour plates, bib. Index. Hardbound. US\$34.95.

Captain Edmund Augustus Porcher began his career in the British Navy in 1837 and served aboard several vessels before taking command of H.M.S. *Sparrowhawk* in Portsmouth, England on 4 March 1865. The ship was a three-masted barque and had two coal-fired steam engines. She was 190 feet long with a complement of 90 officers, engineers, seamen, carpenters, servants, stokers, and marines.

The *Sparrowhawk* was assigned to the Royal Navy's Pacific Station at Esquimalt, Vancouver Island, British Columbia. The ship left England on 9 March 1865. After sailing around the southern end of South America and visiting the Hawaiian Islands, the ship arrived in Esquimalt Harbour on 28 October of the same year.

In his diary, Porcher describes his activities for the next two years. As a representative of the Royal Navy, the captain was responsible for keeping law and order in the area and at times holding court. After visiting Metlakatla, Fort Simpson, and the Queen Charlotte Islands, the ship made two trips to San Francisco for repairs and to pick up mail. In 1867 the *Sparrowhawk* carried out a variety of governmental duties, but Porcher also shared in many social activities in the community. In June 1867, the ship made a brief visit to Sitka, Alaska, and Porcher describes the Russian post there and the Natives (p. 98–101). In the fall, Porcher and the governor went up the Fraser River to deal with problems related to the "Grouse Creek War." In April 1868, the ship toured the Puget Sound area. Later Porcher accompanied the governor of British Columbia and his party when the capital was moved from New Westminster on the mainland to Victoria on Vancouver Island.

Before leaving his station at Esquimalt in August 1868, Porcher carried out an inspection trip to the Queen Charlotte Islands and then visited the southern tip of Alaska. He also held court regarding Indian-related matters and visited a coal mining operation. Departing Esquimalt on the last day of August, he sailed to San Francisco and Acapulco, traveled across the Isthmus of Panama, and then sailed to England, arriving in Southampton on 14 October 1868.

Porcher's journal is much more than a simple logbook; it is a diary of his activities, social events, dealings with the Natives, and observations regarding the settlements and people he visited. There are lists of sites visited, miles traveled, coal deposits, and expenses. He mentions the names of many prominent individuals he met in his travels and at social events.

Porcher was not just a ship's captain; he was also a talented artist. The book contains 53 plates, reproductions of his watercolor paintings from the places he visited. The paintings are an excellent addition to the text. The entire text and these illustrations are of the highest quality. However, this reviewer found the one map (p. xvii)

completely inadequate. It shows the coastline from San Francisco to Sitka, and for British Columbia, Esquimalt is the only location given. For readers who are not familiar with the location of the many places Porcher visited, a set of charts or maps would have been very useful.

The book is a fine addition to the historical literature on 19th century British Columbia and the Northwest Coast. The informative footnotes by the editor, Dwight L. Smith, are a significant contribution to the text. The editor refers to many newspaper articles regarding the activities of the *Sparrowhawk* and its commander. Smith has also done a fine job of dividing the journal into nine chapters, providing a brief introduction to each one.

Anthropologists will also find many interesting observations concerning the Natives and their relationship to the immigrants. For example, on pages 92 to 98, Porcher describes Reverend Duncan's mission at Metlakatla, the post at Fort Simpson, and the Tsimshian Indians living in those two settlements. There is also a significant amount of geological information, especially regarding coal deposits and their use at the time.

In addition to providing an interesting journal of activities on board the *Sparrowhawk*, the book furnishes a new look at daily life along the Northwest Coast by a careful observer and artist.

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BOREAL TIES: PHOTOGRAPHS AND TWO DIARIES OF THE 1901 PEARY RELIEF EXPEDITION. Edited by KIM FAIRLEY GILLIS and SILAS HIBBARD AYER III. Albuquerque: University of New Mexico Press, 2002. ISBN 0-8263-2810-5. 232 p., maps, duotone illus., bib., index. Hardbound. US\$39.95.

Every summer converted Russian icebreakers and ice-strengthened vessels take hundreds of tourists to the High Arctic, even the North Pole. The trips are advertised as adventures in expedition cruising and, although far from inexpensive, they are affordable to a broader range of people than the mere wealthy. A hundred years ago, Arctic tourism was a rare concept, but not completely unknown. Adventure-seeking sons from wealthy families could search out opportunities to join Arctic expeditions, whose leaders were usually eager to obtain funding for their enterprises.

In the summer of 1901, members of the Peary Arctic Club were busy organizing a relief expedition to the Smith Sound region in the High Arctic. Herbert Bridgman, commander of the expedition, was to deliver supplies to Peary and ascertain the fate, not only of the explorer, but also of his wife, Josephine, and daughter, Marie, who had gone