

people, rather incongruously, are discussed three chapters after European exploration, following sections on fish and plants and animals. Only through a careful reading (the pictures are no help on this score) would one know that native people remain a major element of Yukon society.

There are a few omissions on the maps; the Haines Road, for example, is not indicated on the largest map in the book. Perhaps not surprisingly, the tone of the book is unrelentingly positive and upbeat, with little indication of the ecological, social and economic problems that affect the area. The absence of a guide to further readings is also troubling, in that the readers anxious to pursue an interest in the region are left on their own. In the final analysis, one is left with a collection of attractive photographs, carefully selected and appropriately introduced, and an unfortunately narrow text that will add little to a visitor's appreciation of the area.

The fault lies not with the author, who has clearly done the best possible with a limited format, but with the publisher's conception of the travel guide. Perhaps driven by market forces, and the tourists' desire for simplistic, heavily illustrated coffee-table books, publishers have presented an array of such volumes on the North. They seldom go beyond superficial images and ideas and leave the reader or user with little real appreciation of the region under study. Such books are obviously popular back home, hence the publishers' interest in producing such volumes.

Several recent publications, however, have broken out of this staid and uninspiring mold and are offering more regionally based introductions to the North. George Calef's *The Dempster Highway*, a short and well-illustrated volume, provides a more careful and detailed guide to travel along this famous route.

From Trail to Highway: A Highway Guide to the Places and the People of the Southwest Yukon and Alaska Panhandle offers an even better example of the possibilities for such guidebooks. The Champagne-Aishihik band and Sha-Tan Tours produced this volume, which offers a general introduction to the region, plus a mile-by-mile guide to the area between Whitehorse, Yukon, and Haines, Alaska. The book is beautifully and appropriately illustrated — the equal of *The Upper Yukon Basin* in the selection of appropriate archival and contemporary photographs — but goes far beyond the standard regional travel guide. Drawing heavily on the knowledge of native elders, *From Trail to Highway* offers a careful assessment of native habitation in the area and uses that same knowledge to introduce the reader to the lands surrounding the highway routes. Any traveller utilizing this volume would leave the area with a much greater appreciation of the land and its people than would otherwise be possible.

Judged against the standards set by *From Trail to Highway*, Alaska Geographic's *The Upper Yukon Basin* does not fare well. The illustrations are very good, but no better than those available in a number of other books on the Yukon. The text is accurate but lacking in detail and insightful analysis. Ultimately, this book does not adequately convey a sense of the place and is of little help to travellers or outsiders attempting to understand the upper reaches of the Yukon River watershed.

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BEREGOVAIA CHERTA. By A.I. ALEKSEEV. U.S.S.R.: Magadan, 1987. 238 p., photos. In Russian.

This book, written by a senior scholar of the Institute of History of the Academy of Sciences of the U.S.S.R., a specialist in history of geographic exploration and cartography, is an important con-

tribution to the field of North Pacific studies. The focus is on the history of hydrography of the Russian Pacific coasts, especially of the Bering Sea, of the Sea of Okhotsk and of the polar ocean shores from Bering Strait to Novaia Zemlia. The period covered is from the 17th century to the 1920s.

Alekseev is one of a number of major Soviet scholars who have devoted their research to documenting Russian exploration of the polar regions and the North Pacific, such as the late M.I. Belov, A.I. Andreev, L.S. Berg, V.A. Divin, and last, but not least, A.V. Efimov. Unfortunately, their work is available only in Russian (with one exception) and their contribution, as well as the contributions of the younger scholars who follow in their footsteps, finds little reflection in Western literature on the cartography and history of these regions.

This latest publication by Alekseev is unique in that it focuses on the particulars of charting hitherto unknown coasts by men whose aim is to make navigation safe, or rather safer, for their successors. In short, his focus is on the day-to-day work of men who have, through the ages, produced the equivalents of our modern *Coast Pilot*, the *lotsias* (from the Dutch *Lotse*), which contained sailing directions and detailed descriptions of coastal features as well as charts of the local features. In fact, the title of the book itself suggests that focus. While literal translation might read "The Coastline," the Russian word *cherta*, in contrast to the word *liniia*, has also the connotation of "feature." This focus is stressed in the author's choice of a quote from Lomonosov on the dangers of sailing and in his preface in which he discusses the origin of the science of hydrography. It is appropriate to remind the reader that to this day all navies of the world maintain an office of hydrography.

The book contains eleven chapters and a list of pertinent literature. In the first chapter, a brief synopsis of the history of Russian hydrography is presented and several important historical figures, such as admirals F.I. Soimonov and A.I. Nagaev, are introduced. In the second chapter, entitled "How Legends Are Born," Alekseev examines the origin and evolution of the notions of the Strait of Anian in the 16th century and the later emergence of the notion that American and Asian continents were joined. He shows how these notions affected Russian exploration and cartography. In this context, he examines the Russian penetration along the polar coast and to the Pacific. The details he provides on the basis of new archival research provide a useful supplement to the treatment of the topic in such influential work as Lantzeff and Pierce's *Eastward to Empire: Exploration and Conquest on the Russian Open Frontier to 1750* (published in 1973 by McGill-Queen's University Press, Montreal and London). Chapter three deals with the early hand-produced charts of the North Pacific that have survived. The data are a useful addition to those published earlier by Belov, Andreev, Efimov and other scholars mentioned above. Chapter four deals with the Russian official naval expeditions that settled beyond the shadow of a doubt the question of the existence of the Bering Strait. Chapter five deals with Russian sailings to America and the charting of the North American coasts. Incidentally, one important aspect of Alekseev's contribution is his discussion of methods of observation and observational technology available at any given period. Another useful aspect is his discussion of individual contributions of navigators, cartographers and geodesists and not on the general results of famous expeditions. The context is always the development of Russian cartography in general. Chapter six is devoted exclusively to hydrographic work conducted by the *promyshlenniki*, the Russian entrepreneurs who sailed to America in search of furs in the 18th century. This chapter is somewhat disappointing, as it adds little to what has been published earlier, though he does introduce new elements in the discussion of the voyage of Lt. Sindt and the work conducted by navy hydrographers in Kamchatka and Okhotsk Sea waters. He discusses the data on cartography and hydrography compiled by brothers Shmalev in Kamchatka, which to this day remain unpublished. Chapter seven

deals with the systematic involvement of the government and the navy toward the end of the 18th century and in the early 19th. Useful is his discussion of errors introduced by Kruzenshtern, especially as they relate to the status of Sakhalin as an island (it so appeared on all earlier Russian charts) due to Kruzenshtern's overreliance on data provided by Western navigators, specifically in this matter by Laperouse. In this connection, Alekseev treats in this and the next chapter later hydrographic work in the Amur region by Nevelskoi and his successors in the 1850s and 1860s.

Of interest are the data he provides on the extremely rare atlas compiled by the native Alaskan officer and explorer A.F. Kashevarov. To my knowledge, no copy of this atlas is available in the West and therefore I repeat here Alekseev's description. The atlas, begun in 1846 in the Hydrographic Department of the Russian navy, covers the area between 35° and 69°N latitude and 120-125° longitude, that is the Sea of Okhotsk, the Bering Sea and part of the north-west coast of America. There are a total of ten charts, plus six charts representing approaches to various ports, from San Francisco to Honolulu to Petropavlovsk on Kamchatka.

In chapter nine the author discusses the development of technologies of the late 19th century that permitted the conduct of hydrographic work at a new level of accuracy. He covers here the Russian hydrographic work not only in the areas discussed previously but also in the Sea of Japan. He also cites rare hydrographic publications, such as the *lotsiia* of the "Northwestern Part of the Eastern Ocean," which included sailing directions for the Bering Sea shores (from Point Barrow), both eastern and western, St. Lawrence Island, Herald and Wrangell islands, St. Matthew Island, Nunivak Island, and Pribilof, Aleutian and Commander islands. This *lotsiia* was part of a four-volume series, published between 1902-10, that covered the Korean coasts, the Sea of Japan and the Sea of Okhotsk, in addition to the Bering Sea.

The tenth chapter deals with systematic early 20th-century hydrographic work along the Great Northern Sea Route (the polar coasts of Russia), and in the eleventh and concluding chapter he deals with the refinements of the determination of the coastal features from Sakhalin and Ussuri region in the Soviet Primor'e to the Wrangell Island, finishing with the discussion of the *lotsiias* published in Vladivostok in 1923. The data on the history of the hydrographic work at Wrangell and other islands off the Siberian coast should be of interest to those who are following the controversy that refuses to die about the validity of the Russian claim to this island. It was claimed at one time by Canada and is being claimed by some private interests today as United States territory.

The book, a scholarly contribution and the result of many years of painstaking research, is written, as is Alekseev's wont, in a style that makes it accessible to an average educated reader. One only wishes that more scholars followed his example in this regard.

The list of Alekseev's contributions to the study of exploration and cartography of the North Pacific is extensive, and a selected list of references is given below: *Brat'ia Shmalevy* (Brothers Shmalev, Magadan, 1958); *Okhotsk -kolybel' Russkogo Tikhookeanskogo flota* (Okhotsk — the cradle of the Russian Pacific Navy, Khabarovsk, 1958); *Admiral Nagaev* (Magadan, 1959); *Uchenyi Chukcha Nikolai Daurkin* (The learned Chukcha Nikolai Daurkin, Magadan, 1961); *Russkaia gidrograficheskaiia nauka v XVIII veke* (Russian hydrographic science in the 18th century, in *Trudy instituta istorii, estestvoznaniia i tekhniki*, Vol. 37(2), Moscow, 1961); *Issledovanie morei omyvaiushchikh Rossiu* (Investigation of the seas which wash the shores of Russia, in *Russkie okeanicheskie issledovaniia v XIX-nachale XX v.*, Esakov *et al.*, editors, Moscow, 1964); *Karta iuzhnogo Sakhalina* (The chart of Southern Sakhalin, in *Priroda* 1966, Vol. 2); *Kolumby Rossiiskie* (The Russian Columbuses, Magadan, 1966); *Fedor Petrovich Litke* (Moscow, 1970); *Gavriil Andreevich Sarychev* (Moscow, 1966); *Syny otvazhnye Rossii* (Russia's intrepid sons, Magadan, 1970); *Amurskaia ekspeditsiia 1849-1855 g.* (The Amur Expedition 1849-1855, Moscow, 1974); *Delo vsei zhizni* (Entire life's

business, Khabarovsk, 1972); *Sud'ba Russkoi Ameriki* (The Fate of Russian America, Magadan, 1975); *Il'ia Gavrilovich Voznesenskii* (Moscow, 1977); *Osvoenie russkimi liud'mi Dal'nego Vostoka i Russkoi Ameriki (do kontsa XIX veka)* (Mastering by the Russian people of the Far East and Russian America, to the end of the 19th c., Moscow, 1982); *Gennadii Ivanovich Nevel'skoi* (Moscow, 1984).

As is seen from the above list, many of Alekseev's works are biographies of Russian naval commanders and explorers whose work was very important for the development of the Russian America (Alaska) and, in a more general sense, of the Russian presence in the Pacific. It is to be regretted that only his biography of the natural scientist Voznesenskii has been translated into English (see *The Odyssey of a Russian Scientist, I.G. Voznesenskii in Alaska, California and Siberia 1839-1849*, translated by William C. Follette, edited by Richard A. Pierce, 1987, Kingston, Ontario, The Limestone Press). One hopes that soon more of his work will become available to English language readers.

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ECHOES FROM A FROZEN LAND. By DONALD MARSH. Edited by WINIFRED MARSH. Edmonton: Hurtig Publishers, 1987. 187 p., 62 photos, maps. Hardbound. Cdn\$22.95.

By coincidence I read Donald Marsh's *Echoes from a Frozen Land* at the same time as I was re-reading Farley Mowat's *The Desperate People* and working in the National Archives on material related to the relocation of the Inuit in the Eastern Arctic. These activities provided some strange contrasts.

Echoes from a Frozen Land is a collection of the notes and papers of Donald Marsh, a former Anglican missionary who arrived in Eskimo Point in 1926 and who went on to become Bishop of the Arctic in 1950. He died in 1974. Winifred Marsh has edited her husband's notes and papers to produce this collection of essays on the Inuit in the vicinity of Eskimo Point during the period 1926-43.

It is difficult to locate the style and content of these essays. This is a minimal historical record and, while some readers will find the content provides insights into the traditional culture of the Padlimiut, complemented by some excellent photographs, more extensive anthropological material on the same culture exists elsewhere. The collection is more revealing of the author's sensibilities and the world view of a late-Victorian mind than of historical events or even of Inuit culture.

In editing her husband's papers, Winifred Marsh has failed to relate this late-Victorian world view to our contemporary (and critical) awareness of how non-native North Americans have treated native people. Marsh comes across as having been everything Mowat claimed northern administrators (clergy, Hudson's Bay Company managers and R.C.M.P.) to have been — paternalistic and profoundly patronizing. Oddly enough, herein lies the value of the book, for it provides superb insight into the consciousness that colonized the Arctic during this period.

Marsh cannot escape his own culture or his Christian mandate in attempting to understand the Padlimiut. The Inuit are children — simple, brave, suffering and in need of salvation. Similarly, the landscape is seen as beautiful, cruel — and useless. "These were the men of the Arctic wastes, the men I would come to know intimately in their snow houses, as seated besides their fur-clad wives, they heard time and again the old story of the love of God for men and women" (p. 26).

Marsh describes his travels, the arrival of the supply ship at Eskimo Point, hunting, and missionary activity. He goes on to make obser-