

land use planning—in order to counterbalance its view of sustainable development as solely driven by business ventures.

This book has much to offer those looking for practical examples of how Aboriginal groups might address natural resource use and management in a contemporary context. Its functional perspective on the intersection of socio-economics, sustainable development policy, and business opportunity opens the door for discussion on how Aboriginal communities can improve economic conditions. With such a business-focused gaze, who might this volume interest? Because of its case-based nature and its mixture of writing levels and styles, it will likely appeal to senior undergraduate and graduate students in college and university programs, especially those interested in environmental studies, business, native studies, and interdisciplinary studies. Overall, this is a fascinating collection that provides a new lens through which to understand the ways natural resources are perceived by Aboriginal peoples in Canada. Editors Bone and Anderson skilfully incorporate a diversity of Aboriginal groups, interests, and geographic locations in the volume in order to show the multiplicity of experiences of culturally-relevant economic development across Canada.

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*Arctic Labyrinth: The Quest for the Northwest Passage.* By Glyn Williams. Toronto: Viking Canada, 2009. xix +439 pp. Illustrations, maps, index.

In his preface to *Arctic Labyrinth*, Glyn Williams calls it “a sobering thought that my first research notes on the northwest passage, made in the archives of the Hudson’s Bay Company in the days when they were held in Beaver House, London, are dated October 1956” (p. xviii). Williams himself may find the thought sobering, but readers can only be impressed by the published work that has resulted from his decades of research. Williams is among the most distinguished historians of exploration, and *Arctic Labyrinth* is one of his best books. It begins with the voyages of Martin Frobisher and ends with the current disputes over Canada’s claim to the Northwest Passage. In both its scope and the level of detail provided along the way, it is a work of great distinction. Williams knows his primary sources, both published and archival, as well as or better than any other scholar in the field. His discussion of the plans for Sir John Franklin’s last expedition is particularly illuminating (268–76).

However, the fact that Williams's work has its roots in the 1950s does pose one major drawback—a drawback which he himself does not discuss or even acknowledge. He has clearly kept rigorously up-to-date with the most recent Arctic scholarship over the years, and his work on Pacific exploration has dealt sensitively with the subject of cultural contact. But in *Arctic Labyrinth* Williams demonstrates little interest in postmodern or post-colonial approaches to northern exploration history. Whatever its flaws, postcolonial scholarship has opened up important new perspectives. *Arctic Labyrinth* is old-style empirical history at its very best, but it is impossible to read it without dismay at the cursory treatment of Aboriginal peoples and their interactions with the various exploring expeditions. Such famous figures as Thanadelthur, Matonnabee, and Akaitcho simply appear, provide information or assistance to the “white men,” then disappear again without further comment from Williams.

For Williams, the centuries-long quest for the Northwest Passage is a story of illusions repeatedly shattered by brutal reality. More than once, he compares it to the trench warfare of the First World War. Armchair explorers in Britain, he says, were like the deluded generals who sent millions of men out to die, always hoping “that the next ‘Push’ would overcome the last remaining obstacles and reach its objective” (p. xvi). The major theme running through the book is the conflict between geographical theorizers and their misleading maps on one side and pragmatic explorers with actual experience of new lands on the other. Williams evaluates maps purely in terms of their correspondence (or lack of correspondence) with physical reality. Bad maps were produced by ambitious promoters of exploration in Europe; good maps were produced by careful observers like Captain James Cook. According to Williams, it is a measure of the passage's false glamour that even Cook was seduced into seeking it on his third and fatal voyage (Chapter 8).

On a purely empirical level, Williams's account of these developments is cogent and often fascinating. The chapter on Cook's third expedition is among the most interesting in the volume. However, surely Williams should have made some use of the insights contained in J.B. Harley's famous essay “Maps, Knowledge, and Power” and in the work of such writers as Felix Driver and David N. Livingstone. Even the most accurate map, as these scholars have shown, is always much more than an innocent, straightforward representation of geographical reality. Instead, like literary texts, all maps are culturally and socially constructed.

From another point of view, the emphasis on illusion versus reality is open to objection. In hindsight, it is obvious that the great majority of

Arctic expeditions were foredoomed to failure. As a result, both writers and readers today can easily fall into the presentist trap of ridiculing the explorers for their false hopes. A strain of derision can certainly be detected in Williams's work, though for the most part he keeps it reasonably well in check. He makes little effort to understand the social and cultural backgrounds and the motives of either the explorers or the expedition promoters. From the explorers' point of view, what they were doing made sense, but Williams does not try to recapture their world view. Instead, he looks at them from the outside, mainly in the isolated context of their expeditions and not against the broader background of their times. There are occasional flashes of deeper understanding, for example when he remarks on Cook's situation as a man from a lower-class background with limited financial means whose success as an explorer had permitted him to mingle in exalted social circles. Perhaps, Williams convincingly suggests, these circumstances made Cook more susceptible to the lure of the Northwest Passage and the financial reward offered by the British government for its discovery.

Williams's schematic dichotomy between theorizers and empirical observers does not always fit with the facts, but he avoids acknowledging such problems. For example, he criticizes Samuel Purchas for printing Henry Briggs's map of northern America instead of the chart by William Baffin, downplaying the mistake made by Baffin when he concluded that Smith, Jones, and Lancaster Sounds were all dead ends (44). In his discussion of early nineteenth-century exploration, Williams evades the inconvenient fact that John Barrow—the quintessential armchair explorer—was right when he speculated that Lancaster Sound might be the gateway to the Northwest Passage, while John Ross (like Baffin) incorrectly described it as a bay (172, 178).

As is inevitable in a book of such ambitious scope, there are a few small factual errors and occasionally Williams has missed an important piece of evidence. For example, he identifies the Native people encountered by Martin Frobisher in Greenland as Inughuit (33). In fact, the Inughuit live far to the north of the areas visited by Frobisher; the first European to meet them was John Ross in 1818. Edward Parry's first narrative was not, as Williams claims, the only such volume to be officially sanctioned by the Admiralty (191). The discussion of Richard King's letters to the government in 1847 and the official response to them (281-82) could have been improved by reference to a letter from Alexander Kennedy Isbister to the editor of the *Athenaeum*, in which Isbister sharply criticized King's plan for an overland Franklin search expedition.

However, it is probably better to appreciate this book for what it does well than to criticize it for what it does poorly. When it comes to producing a vividly written account of explorers struggling over the centuries to make sense of a vast geographical puzzle, Williams has few rivals. He has made excellent use of both published narratives and unpublished diaries and letters, skillfully selecting the most telling details and anecdotes. Someday perhaps someone will write a similar volume that incorporates Aboriginal oral history. Until then, *Arctic Labyrinth* is among the best books available, either for general readers who simply want to enjoy a good story based on solid historical research or for students and academics in search of a comprehensive, accurate account of the various northern expeditions.

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***Baychimo: Arctic Ghost Ship.* By Anthony Dalton. Surrey, BC: Heritage House Publishing Co. Ltd., 2006. 255 pp.**

In the annals of polar literature, one story is especially well-known about a vessel trapped in sea ice—its leader determined to save his men, the crew fighting to survive, its boards eventually crushed to splinters by pack ice pressure. The story in question, of course, concerns the *Endurance*'s ill-fated voyage and 1915 destruction during Sir Ernest Shackleton's Imperial Trans-Antarctic Expedition. Receiving less literary fanfare is the topic of pack ice itself, and how it often becomes the determining factor in the success or failure of a ship's expedition. Anthony Dalton's book *Baychimo: Arctic Ghost Ship* provides a welcome corrective with its account of *Baychimo*, a Hudson's Bay Company steamship that supplied Arctic trading posts and settlements from April 1921 to October 1931 when the crew abandoned ship after being stuck in an ice floe as winter approached. Rather than sink, though, the empty ship drifted away, and for almost forty years afterwards was spotted periodically in northern waters, thus earning the moniker "ghost ship."

Based in London, *Baychimo* was a 1,322-ton coal-fired ship that transported cargo and passengers from Siberia to Alaska and across northern Canada. Dalton's narrative provides a detailed look at both mundane and epic aspects of *Baychimo*'s travels. It describes quotidian elements such as cargo items (ranging from pickled cabbage to chamber pots to sealskins), types of passengers (including missionaries, trappers, HBC employees, and sled dogs), ship chores (such as shifting coal to keep