

The numerous illustrations, including photographs, maps, and graphs, are of consistent high quality and provide a nice balance to the text that is arranged in three columns on each page, making it very easy to read. The figure legends are informative, and additional information is provided in neatly presented vignettes throughout the book. Each of the six sections is colour-coded along the outer page margin for rapid access. The book was designed and produced in Whitehorse, and printed in Edmonton, making it a truly Canadian product.

Overall, this volume rates very highly. It can be picked up and read cover to cover, or for a quick read, thumbed through section by section. Due to its well-thought-out layout, each page is almost stand-alone, with useful sub-section headings and supplementary information boxes. The book provides an enjoyable and informative description about the rich heritage of Qikiqtaryuk Island, and the relationship of people with the island's natural environment. It is a must read for those interested in visiting Qikiqtaryuk in the future, or a great read for those interested in learning more about this special place lying off the North Yukon coastline.

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The Last Patrol: Following the Trail of the Royal Northwest Mounted Police's Legendary Lost Patrol. By Keith Billington. Halfmoon Bay, BC: Caitlin Press, 2013. 192 pp. Illustrations, maps, index.

In the winter of 1910-1911, Inspector Frances Fitzgerald and three other members of the Royal North-West Mounted Police perished while travelling from Fort McPherson, Northwest Territories (NWT) to Dawson City, Yukon. This famous event became known as the Lost Patrol. Roughly sixty years later, another group of men, led by Keith Billington, undertook a similar journey in commemoration of the Lost Patrol. In *The Last Patrol*, Billington recounts the narratives of both the Lost Patrol and the latter commemorative patrol, which he dubbed the Dempster Patrol. Thus, this book is both a personal memoir and a popular history. The narrative of the Dempster Patrol also contains various anecdotes highlighting the Gwich'in's historical connection with the region between Fort McPherson and Dawson.

The Last Patrol alternates between chronicling the Lost Patrol and the Dempster Patrol. Billington begins by describing how he became aware of the Lost Patrol while working as a nurse in Fort McPherson during the 1960s. As the Dempster Highway neared completion, Billington wished to undertake this expedition before the opportunity was lost to travel by dog

team through this isolated region. Opportunity struck for Billington when a call went out requesting ideas to celebrate NWT's centennial. He suggested that retracing the route of the Lost Patrol would recognize First Nation contributions to the Mounted Police.

In the book, Billington sets the scene for northern travel, outlining the perils of Arctic travel and acknowledging the importance of learning Gwich'in survival techniques. He also discusses the selection of his patrol members from the Gwich'in community. This included individuals intimately familiar with the landscape between Fort McPherson and Dawson, such as Andrew Kunnizzi.

Billington traces the Lost Patrol's progress following their departure on 21 December 1910 to their sinking fortunes as they struggled to locate the correct route and their final moments when they succumbed to the elements. As the patrol proceeded towards Dawson, deep snow and open water impeded its progress. However, the challenges truly began when their guide, Special Constable Sam Carter, failed to locate a portage. At this point Fitzgerald's confidence in the guide began to wane, sentiments that Billington effectively conveyed through his selection of revealing quotes from Fitzgerald's diary. On 18 January 1911, the party turned back towards Fort McPherson. With dwindling rations the patrol members resorted to shooting and eating their sled dogs. Eventually, Fitzgerald made the decision to leave two members behind at a camp on the Peel River while he and Carter proceeded towards Fort McPherson.

Having left his diary behind, at this point the documentary evidence chronicling the Lost Patrol ends and Billington's narrative becomes more speculative as he considers how Fitzgerald might have felt in those final moments of his life when he came to realize the fate of the men that he was responsible for. This narrative concludes with an account of Corporal William Dempster's relief patrol that eventually located the deceased patrol members. While the narrative of the Lost Patrol is gripping in and of itself, it might have been enhanced and captured the sentiments of the patrol members had Billington quoted more extensively from Fitzgerald's diary.

While the Lost Patrol had set out in December, the Dempster Patrol departed from Fort McPherson on 15 February 1970 with a sack of mail in tow to deliver to Dawson. The chapters dedicated to this journey (much lengthier than those dedicated to the Lost Patrol) recount various events along the trail. While not as dramatic as that of the Lost Patrol, this narrative provides insights into life on the trail. For instance, Billington notes that he tried to observe Andrew Kunnizzi's travel strategy that entailed getting on the trail before 9 am and off the trail by 4 pm. This was to ensure "that

camp could be made in the daylight and our hard-working dogs would get enough rest" (83). Additionally, Billington provides descriptions of setting up camp and trail breaking. As the patrol reached the Dempster Highway—then under construction—travel began to change as the occasional passing truck broke their isolation. Upon arriving in Dawson, the Dempster Patrol paid its respects to the Lost Patrol as it passed by the monument to Fitzgerald and delivered the sack of mail to the post office.

Alternating between the narrative of the Lost Patrol and that of the Dempster Patrol, interesting comparisons emerge such as the types of provisions that each patrol carried. Billington also notes that rather than following the proposed route of the Lost Patrol, the Dempster Patrol chose to follow the Gwich'in route that roughly followed the path of the (then) future Dempster Highway. The author highlights various changes in the landscape since the Lost Patrol that helped facilitate travel, such as seismic cutlines and portages cut by trappers. Perhaps one of the most obvious changes to the landscape was the Dempster Highway, which the Dempster Patrol followed during the final stages of its journey. While two maps are provided at the beginning of the book, it would have benefited by the addition of maps focused on specific sections of the route. This would have been particularly useful given Billington's references to numerous locations that are not identified on the maps provided.

A major feature of *The Last Patrol* is the historical significance of the region between Fort McPherson and Dawson to the Gwich'in. This is laid out early in the book as Billington notes that the Gwich'in of Fort McPherson frequently travelled to Dawson during the Klondike Gold Rush. Moreover, various members of the Dempster Patrol related stories about the region to Billington. This is how he learned of "Calico Town," a tent village from the gold rush era. By retelling these anecdotes, Billington provides historical vignettes highlighting otherwise obscure aspects of the region's history.

Finally, during the festivities following the Dempster Patrol, the Dawson Indian Band (now the Tr'ondëk Hwëch'in First Nation) presented the Gwich'in of Fort McPherson with a sign signifying the connection between the two communities and people. This is commensurate with the spirit of the expedition: to highlight the co-operative relationship between the First Nations and Mounties. While highlighting this relationship, Billington is silent on one significant fact. While briefly hiring a First Nations man to break trail, the Lost Patrol had not made use of a First Nations guide. In fact, it has been argued that the patrol members might have survived had they used a First Nations guide (see Helene Dobrowolsky's *Law of the Yukon*:

A History of the Mounted Police in the Yukon, 161–162, also reviewed in this volume of the *Northern Review*).

The Last Patrol is an easy read with intriguing insights into northern travel for two time periods separated by sixty years. Moreover, it is well illustrated with numerous photographs (most depicting the travels of the Dempster Patrol). This book will be of interest to general northern history enthusiasts and to individuals wishing to gain insights into northern travel in a region that was being transformed by the introduction of modern transportation technologies.

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***Law of the Yukon: A History of the Mounted Police in the Yukon, Revised Edition.* By Helene Dobrowolsky. Madeira Park, BC: Harbour Publishing Co. Ltd., 2013. 248 pp. Illustrations, selected bibliography, map, index.**

Since before the Klondike Gold Rush, the Mounties have had a presence in the Yukon. In *Law of the Yukon*, Helene Dobrowolsky traces the transition of the North-West Mounted Police (NWMP) in the Yukon from a frontier detachment to an entire Royal Canadian Mounted Police (RCMP) division revolutionized by modernized transportation and communications technologies. Originally published in 1995—the centennial of the Yukon’s first detachment—Dobrowolsky writes that in this second edition she was “able to add a few more names, correct a few errors and do a few updates” (13). While noting that *Law of the Yukon* is not comprehensive, Dobrowolsky nevertheless provides a thorough narrative of the evolution of the police force in the Yukon, supplemented with insightful biographies of various individuals, and highlighting various themes of northern police work.

Law of the Yukon’s chapters are organized both chronologically and thematically. Dobrowolsky introduces the book with a general narrative of the NWMP’s introduction to the Yukon. Following an 1894 “fact-finding mission” (21)—after Anglican Bishop William Carpenter Bompas had requested that a police detachment be established in the Yukon to quell the illegal liquor trade—the Canadian government agreed to establish a detachment at Forty Mile, the primary mining community in the Yukon. The following two chapters naturally examine the challenges faced by the fledgling police force during the rush. As Dobrowolsky states, the gold rush was the “greatest challenge yet” that the police force faced (37). The Mounties filled a myriad of duties during this tumultuous time, ranging from mail carriers to customs officers to the protectors of Canadian sovereignty