

### CONQUEST OF THE NORTH POLE

POLE NORD: HISTOIRE DE SA CONQUETE ET PROBLEMES CONTEMPORAINS DE NAVIGATION MARITIME ET AERIENNE. Malourie, J. and Devers, S. (editors). 1987. Paris, Centre National de la Recherche Scientifique. 385 p, illustrated, soft cover. ISBN 2-222-03884-7. FF400.

In November 1983 Professor Jean Malouire, Director of the Centre d' Etudes Arctiques in Paris, organised his tenth international colloquium on a polar theme. The subject was the North Pole, and this volume contains the proceedings of the meeting. The North Pole, as a term in English, is apt to be used somewhat ambiguously: it may connote the geographical point where the Earth's axis of spin meets the surface, or it may refer to the whole of the Arctic and perhaps even the sub-Arctic, or anything in between. The papers given here cover the broader spectrum. The first in the book deals, appropriately, with the problems of defining and locating the point. Two other papers deal with physical aspects of the wider area—the Earth's magnetic field centred on the magnetic pole, and palaeoglaciation and palaeoenvironments. There follow four further scientific papers on aspects of the Arctic Ocean: submarine geology and cartography, and sea ice. All these provide helpful background.

The core of the volume, however, is the set of 28 papers on various themes concerning man's activities in the Arctic. Many facets of Arctic history are illuminated, from classical times to today. Among the most interesting are statements on the Cook-Peary controversy by another footslogger over the sea ice, Wally Herbert, and by Utaaq, son of the Eskimo who accompanied Peary in 1909. One may note, too, the extraordinary story of the Monzino dog sledge expedition to the Pole in 1971. Certain little-known byways are explored, like medals awarded for Arctic exploration, museums and collections of Arctic artefacts, Arctic films, and even stamps franked at the Pole. In a section on transportation, discussions of submarine operations under ice are particularly apposite, as is a summary of maritime law problems in the Arctic Ocean. This well-produced volume contains much that is new, relevant, and interesting, even if it has taken a little while to see the light of day. (Terence Armstrong, Scott Polar Research Institute, Cambridge University, Lensfield Road, Cambridge CB2 1ER.)

### IN SEARCH OF FRANKLIN

OVERLAND TO STARVATION COVE: WITH THE INUIT IN SEARCH OF FRANKLIN, 1878–1880. Klutschak, Heinrich; translated and edited by William Barr. 1988. Toronto, University of Toronto Press. 261 p, illustrated, hard cover. ISBN 0-8020-5762-4. £17.50, Can\$27.50.

Heinrich Klutschak was artist and surveyor with the Schwatka expedition of 1878–80 which searched for written records allegedly left by Franklin's men on or near King William Island three decades before. Four Americans, the interpreter "Eskimo Joe", and twelve Inuit left

the northwest coast of Hudson Bay in April 1879. Their epic sled journey of more than 5300 kilometres, performed in less than a year, included several unusually cold winter months during which they recorded an extreme low temperature of  $-54^{\circ}\text{C}$  ( $-71^{\circ}\text{F}$ ), and has probably never been matched. It was a triumph of the Inuit method—a relatively small party, keeping warm inside fur clothing and snow houses, depending upon dogs for transport, hunting for food along the route, and avoiding scurvy by a meat diet: in every way it was the antithesis of the Franklin expedition whose tragic end they sought to explain. Two books about the expedition appeared in 1881, Gilder's Schwatka's *search* and Klutschak's *Als Eskimo unter den Eskimos*. Almost eighty years later Schwatka's journal was published posthumously under the title *The long arctic search*.

Indulging in his favourite pastime of translating Russian, German and French works for a wide and appreciative audience of monolingual arctic enthusiasts, Prof William Barr has now provided the first English version of Klutschak's narrative. Although the task of translation would seem challenge enough, Barr has gone much farther, and the result is an 'enhanced Klutschak', adorned with a substantial introduction, a detailed postscript, a brief 'afterword', and more than a hundred explanatory notes. The English text flows smoothly, and Klutschak's account, which is always interesting, often exciting, and sometimes amusing, is a delight to read. The fifty-odd sketches in the 1881 edition are reproduced, accompanied by a few recent photographs. Three location maps replace the original ones, but unhappily they do not show the expedition's track, as the earlier maps did. Sketches, photos and maps are printed in lacklustre grey tones, but otherwise the book is attractive and well-designed, with large, readable type, and a handsome dust cover. (W. Gillies Ross, Scott Polar Research Institute, Cambridge University, Lensfield Road, Cambridge CB2 1ER.)

### ARCTIC ENVIRONMENTAL ATLAS

ENVIRONMENTAL ATLAS FOR BEAUFORT SEA OIL SPILL RESPONSE. Dickins, D. F. and 8 others. 1987. Vancouver, D. F. Dickins Associates. 182 p and appendices, illustrated, soft cover. ISBN 0-921623-03-8. The objective of this atlas is to collect together environmental information required for the planning and implementation of oil-spill countermeasures in the coastal and offshore areas of the Beaufort Sea. It covers the coastline from the Alaskan border to the Baillie Islands. The data are summarised in a series of regional maps (1:250,000 scale) and operational maps (1:150,000).

The authors classify the environmental sensitivity of different parts of the coast by a development of a ranking scheme due to Worbel. Thus, at Whale Bay south of Herschel Island, diving ducks are assigned a mark of 9 (because of their high sensitivity to oil), and that mark is multiplied by a weighting factor of 1.75. The product 15.75 becomes part of an overall sensitivity index of