

years earlier and published in *The Central Eskimo*. It becomes apparent, as the editors note on page 290, that Boas had a limited grasp of Inuktitut, and thus, of the material that the Inuit provided him with.

The editors are to be congratulated on having pursued this extensive project over a number of years and having cooperated closely with Inuit researchers and experts from Tinijjuarvik and other regions in Nunavut. This book will be useful for people who are interested in Arctic and Inuit history, the evolution of Christian missionization, and the emergence and consequences of culture contact between peoples of different disposition, attitudes, and goals.

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CAPTAIN FRANCIS CROZIER: LAST MAN STANDING? By MICHAEL SMITH. Cork, Ireland: The Collins Press, 2006. ISBN-13: 978-1905172092. xiv + 242 p., maps, b&w illus., chronology, notes, selected bib., index. Hardbound. Price £17.99; Euro23.95.

Francis Crozier, one of the most experienced Arctic and Antarctic explorers, died during Sir John Franklin's tragic final Arctic exploring expedition. In the century and a half since 1848, his probable date of death, Crozier has been largely forgotten—except in his hometown of Banbridge, County Down, Northern Ireland.

Crozier joined the British Navy in 1810 at age 13. In the war of 1812–14, he served on *Briton*, which was involved in convoy duty. After helping a damaged merchantman reach Rio de Janeiro for repairs, *Briton* was sent on the dangerous trip around Cape Horn to search for enemy American ships in the Pacific Ocean. *Briton* was only the second ship in 14 years to visit remote Pitcairn Island, occupied by descendants of mutineers from Bligh's *Bounty*. Following Britain's victory over Napoleon in 1815, Crozier was one of a minority who retained employment in the peacetime navy. One interesting assignment was to carry provisions to St. Helena, where Napoleon had been exiled.

In 1821, Crozier, in his ninth year as a midshipman, volunteered to serve on *Fury* and *Hecla* as part of William

Edward Parry's Second Arctic Expedition in search of the Northwest Passage. The other midshipman on Parry's flagship, *Fury*, was James Clark Ross. Their first winter, 1821–22, was at Winter Island off Melville Peninsula. Their first full summer allowed them to discover the aptly named *Fury* and *Hecla* Strait. Their second winter was spent near the small aboriginal community of Igloolik.

Crozier and James Ross, now a second lieutenant, returned on the even less successful Third Parry Expedition in 1824–25. Blocked by ice in Prince Regent Inlet, they wintered on the Baffin Island shore. The next year, *Fury* was wrecked on the opposite shore of the inlet, at *Fury* Beach, and abandoned. Everyone returned on *Hecla*.

Promoted to lieutenant in March 1826, Crozier served the following year on *Hecla*, as part of Parry's attempt to reach the North Pole over the ice, with James Ross as Parry's second-in-command. Crozier spent the summer anchored off the north coast of Spitsbergen, and laid down provisioning depots on islands north of Nordaustlandet for Parry's return. Meanwhile, Parry and 13 of his men hauled sledges north against the south-moving ice, "like walking the wrong way up a fast-moving escalator" (p. 63). At least Parry set a record for farthest north, 82°45', that stood for half a century.

In 1836, Crozier was chosen as second-in-command to James Ross on a search for missing whalers in Davis Strait. A more successful exploring adventure, following his 1837 appointment as commander, placed Crozier in charge of *HMS Terror*,—again as second-in-command to James Ross, who commanded *Erebus*—for two austral summers (1840–42) of what Roald Amundsen described later as "the boldest journey known in Antarctic exploration" (p. 100). The ships broke their way through Antarctic ice to reach what were later named the Ross Sea, Ross Ice Shelf, and Ross Island, which contained Mount Terror and the world's most southerly volcano, Mount Erebus. The cape on the eastern edge of the island, adjacent to the Ross Ice Shelf, is Cape Crozier. In the second summer, the explorers attained 78°10' south, "the most southerly point that any human had attained" (p. 115). One unachieved objective, kept from them by many miles of icy landmass, was the southern magnetic pole.

Finally, in 1845, Crozier was appointed captain of *Terror* and second-in-command on John Franklin's final and fatal Arctic expedition. Smith summarizes, in seven chapters, what little is known of the tragic disappearance of Franklin and his officers and men.

After the British Admiralty gave up the search, Lady Franklin, with help from public subscriptions, sponsored Captain Leopold McClintock on a sort of "last chance" undertaking in 1857–59. On a cairn on the northwestern coast of King William Island, Lieutenant William Hobson found a note signed by Lieutenant Graham Gore on 28 May 1847, and a similar note in another cairn a few miles distant, the "last word of the expedition ever to be found" (p. 218), was dated 25 April 1848 and signed by Crozier and James Fitzjames. This note told of both ships' having

been deserted on 25 April 1848, and of the deaths of nine officers and 15 men to that date, most notably that of Franklin himself on 11 June 1847. The document was stained by rust from the tin canister. Smith (p. 120) quotes McClintock's (1859:288) poignant comment: "So sad a tale was never told in fewer words."

Upon Franklin's death, Crozier finally assumed command. Sadly, Crozier led his men in a hopeless direction, south toward the mouth of the Great Fish (Back) River and away from possible search vessels to the east and north. Their skeletons, some of which lay for a century scattered along the shores of King William Island, offered mute testimony to their desperate plight.

The final chapter deals with the lasting memorials to Crozier, especially the imposing statue in Banbridge and the commemorative plaque in the nearby parish church. In addition to Cape Crozier in the Antarctic, it describes seven other geographic features named for Crozier, six of them in the North American Arctic and one in Spitsbergen. But perhaps most impressive is the 14-mile-wide crater on the moon, located near other moonscape features named for celebrated Arctic explorers Cook, Parry, Ross, Nansen, Amundsen, Scott, and Shackleton.

Smith has researched the history of Crozier and his family. He tells interesting stories, especially about Crozier's infatuation with Lady Franklin's niece and companion, Sophy Cracroft, whom Crozier came to admire during two long stays with the Franklins at Hobart, Van Diemen's Land (now Tasmania), while en route to and from the Antarctic. Clearly Crozier was smitten, and he was probably Sophy's most distinguished suitor, although Sophy, "an incorrigible flirt," had set her sights on the already engaged senior officer, James Ross. Ross married his young fiancée, Ann Coulman, less than four weeks after his return from Antarctica, with Crozier acting as best man. Sophy, still unmarried in spite of Crozier's repeated entreaties, returned to London as the constant companion of Lady Franklin. After Lady Franklin's death in 1875, Sophy sorted her voluminous papers for posterity.

Crozier has long merited a full-length biography. The chapter headings are well chosen, the maps well done, and the dust cover attractive. The index seems complete, but misspells "Scoresby", as does the text on p. 151. In the Falkland Islands, on the return from Antarctica, Smith tells us that the men were unhappy to learn, via the lieutenant governor there, that Crozier was the only officer to have received promotion. However, Rear Admiral M.J. Ross, the great-grandson of James Ross, tells us in *Polar Pioneers* (1994:243) that the lieutenant governor instead told of promotions of four officers, not of Crozier alone as Smith states on page 120. An incomplete statement by Smith on p. 52 links "Franklin and Richardson" rather than "Franklin and Back" as the party that penetrated along the northern coast of Alaska to within 160 miles of Captain Beechey's concurrent expedition approaching from the west in 1826. Richardson at that moment was successfully exploring the Arctic coast from the Mackenzie to the Coppermine. There

are minor omissions. Smith fails to explain that both the north magnetic pole, discovered by James Clark Ross in 1831, and the southern magnetic pole are slowly but constantly moving over large distances. Nor are we told that Ross Island is now the home of the largest research station in Antarctica (McMurdo, named for Archibald McMurdo, Crozier's first lieutenant on the *Terror*).

Smith deserves credit for producing an attractive, readable, and informative book, even though the second part of its title is overly speculative and highly improbable.

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EMPIRE'S EDGE: AMERICAN SOCIETY IN NOME, ALASKA 1898–1934. By PRESTON JONES. Fairbanks: University of Alaska Press, 2006. ISBN-13: 978-1-889963-89-1. x + 158 p., map, b&w illus., notes, bib., index. Softbound. US\$19.95.

People know about Nome, Alaska, today because of two practically iconic historical events. The first was the discovery of gold in the sandy beaches of western Alaska in 1899. The second was the heroic run of sled teams from Nenana to Nome in 1925: despite fierce blizzard conditions, the sleds arrived with serum in time to halt a threatening diphtheria epidemic (inspiring, of course, the Iditarod sled dog race). But if readers are expecting tales of rugged gold miners, devious con men, risqué can-can girls, and Balto in this study of early 20th-century Nome, then they will be disappointed.

The portrait of Nome life in *Empire's Edge: American Society in Nome, Alaska 1898–1934*, by historian Preston Jones, begins with the 1898–99 gold strikes and ends with the great fire of 1934. In describing a town that Alaskans believe was built upon "golden beaches," Jones intentionally avoids the romance of boomtown lore. Instead, he attempts to show that Nome was an ordinary American town, founded by ordinary people, who were making their way in an unfamiliar environment. In fact, Jones argues that "if that lust [for gold] had not been subdued in Nome, the city probably would not have survived" (p. 1).

Jones supports his self-described "town history" with details garnered from local newspapers, which he refers to as "a town's diaries" (p. viii). He points out that the court, municipal, and business records that might have aided his research unfortunately burned up in Nome's 1934 fire (p. ix). To show just how residents displayed qualities of