

the French photographer Paul Émile Miot, esteemed in both Canada and France for his engaging photos of Newfoundland's French shore from 1857 to 1860.

A few minor critiques that do not devalue the book can be made about this volume. Photo captions put outposts in context with correlating points on a map (located at the beginning of the book). However, some photos lack matching map locations, e.g., Cape Charles (p. 25) and Sandy Cove (p. 185). Because Harp tells his story in sequence, the reader shares his place-to-place journey and receives the authentic impression of a contiguous coastline unfolding. Consequently, when a photo has no connecting map location, it seems as if the reader has been denied access to a stopover. In addition, some captions lump adjacent communities together: for example, a caption that records a "fine and rich example of housebuilding in Bird Cove, Brig Bay" (p. 38) implies that Bird Cove is located within Brig Bay, which is not so. These two distinct fishing villages are named after, and centred on, two distinct bays, one smaller and more sheltered than the other. With regard to the pictures, one might wish that old fashioned "times" had been better represented, since anecdotes of cordial drinks and instrument-ridden socializing are mentioned in the final chapters, and this activity is a defining characteristic of outpost Newfoundland. However, Harp does mention in the book that his camera was best suited for outdoor photography.

Harp has created a publication filled with quality photos, a charming narrative, and a testimony to outpost people whom he met and befriended. This book is worthy of shelf-sharing with other Newfoundland classics. It is easy to read, has no jargon, and is highly recommended as a resource book for the general public and academics alike. Students in disciplines that involve fieldwork should digest this book as a reminder of the joys that can be experienced in the process of research, rather than in the end results. *Lives and Landscapes* is also recommended for those who have always wanted to take a trip to Newfoundland and Labrador, but have not yet made it. They can consider this book a worthwhile journey there in print.

*Latonia Hartery*  
PhD Candidate  
Department of Archaeology  
University of Calgary  
Calgary, Alberta, Canada  
T2N 1N4

JOURNEY TO THE ICE AGE. By GIL DEWART. Sun Valley, California: Ruobei Tang Publishing, 2003. ISBN 0-9665-156-3-3. xxiv + 333 p., b&w illus., glossary. Softbound. US\$18.99.

The title of the book does not adequately convey its contents, although the author is involved with such a journey throughout most of the book. Dewart was a mem-

ber of the International Geophysical Year (IGY) scientific research programs in Antarctica in 1957–58, taking part as a U.S. geophysicist in the very beginning of the IGY, when locations were being selected for construction of stations on the coast. The United States had seven stations, including one at the Geographic South Pole. The IGY was an opportunistic time for research in that the emphasis on Antarctica, with studies conducted by the 12 countries that established stations there, was the first major research effort in that part of the world. Furthermore, it was the time of the Cold War: the United States, the Soviet Union, and their allies were deeply involved in an escalating arms race with the potential for a thermonuclear confrontation. The cooperation that characterized what transpired in Antarctica in IGY seemed to temper the hostilities, perhaps diverting attention from war-making to research. As the IGY developed, and the countries working in Antarctica began to realize the future potential of additional information from the continent, 12 countries signed the Antarctic Treaty in December 1959. When ratified in June 1961, it became a unique document: it resolved, for the most part, the seven territorial claims that had been made in Antarctica, three of them overlapping (the claims were not relinquished, but were made unenforceable); made Antarctica a nuclear-free zone; prohibited military build-up; and specified free access to all of it, with research results made public. The area of 5.5 million square miles thus remains the largest part of planet Earth to belong to no country. No passport is required for access.

Dewart was thus a player in the days when many areas of the continent were unexplored. Little was known about most of it, in fact, including the amount of ice, its wildlife, the geology, the marine resources, and its role in weather patterns in the Southern Hemisphere. (The ozone hole had not yet been "discovered"; nor had the potential damage to the ozone layer that a yet-to-come chemical—CFC—would ultimately be accused of.) Dewart was mainly concerned with operating a seismological program to assess the incidence of earthquakes in Antarctica and record those outside the area. An analysis of the crustal plate that Antarctica sits on would be a product of this part of his research and would also result in a significant publication for this young scientist.

The book begins with Dewart's travel by ship to the continent, making stops to leave people at various locations before ending his journey on the coast where the United States would establish Wilkes Station. Much is made of the interaction between the participants in the program, especially in the wintering process, when it is hoped that personalities will mesh and pet peeves will not overcome reason. A major component of this aspect of polar living, especially in winter isolation, is the station leader. In this case, it was Dr. Carl Eklund, a seasoned and experienced biologist who could manage any situation that arose, and did so. Eklund had command of not only civilian scientists but also U.S. Navy personnel who were there to support science. The men (no women in Antarctic research

at that time) did what was necessary to achieve their objectives, namely to explore locally and record what was offered (e.g., meteorology, aurora, glaciology). They worked hard, but also had time to play and relax. A 115-foot-deep shaft was dug by hand in compacted snow for study of annual layering and accumulation rate (p. 122). Dog-sledging was a means of transport to research areas. A number of poetic examples arise in the author's descriptions of events and surroundings. In discussions of plate tectonics, a subject not yet fully developed by geologists in 1957–58, Dewart describes the process very well, using current knowledge of this branch of geophysics. He adds that plate tectonics conveniently explains many seemingly unconnected phenomena that previously were little understood, like volcanism, distribution of earthquake epicenters, "and those geometrically striking volcanic island arcs that seem to hang like glowing necklaces around the margins of the Pacific Ocean." Dewart's philosophical thoughts and comments are interspersed throughout the book, revealing his views of events on earth.

Winter at Wilkes Station finally ends, and a ship arrives to relieve the station occupants and take them home. But to Dewart, the voyage is an opportunity to see much of the world that lies between Antarctica and his home base in California. Travel in Australia and Africa is included in his wanderlust. Valuable insights of the author, which illustrate his feelings and thoughts about the various cultures he encountered, are seemingly part of a young person's process of maturing and experiencing as much as possible at this early age. His philosophy about humankind has very thoughtful messages for all inhabitants on Earth, namely the "participants in an 'expedition' [which all of us are] precariously encamped on a tiny patch of livable ground in a vast, largely inhospitable universe. We must learn to live with ourselves as a community and with our limited sphere of beneficial natural surroundings. This basic lesson, about ourselves, is the most important thing that we bring back from our journey to the Ice Age" (p. 311).

I recommend the book to anyone interested in adventure, especially in a polar subject, as it describes in detail what is involved in field research and working with a diverse group of individuals. A single map of Antarctica on the last page provides sufficient geography for the reader, and a 21-page glossary defines many polar terms related to the narrative.

*John Spletstoesser*  
P.O. Box 515  
Waconia, Minnesota, U.S.A.  
55387  
*spletts@usfamily.net*

**NIMROD: ERNEST SHACKLETON AND THE EXTRAORDINARY STORY OF THE 1907–09 BRITISH ANTARCTIC EXPEDITION.** By BEAU RIFFENBURGH. London: Bloomsbury Publishing, 2004. ISBN 0-7475-7254-2. xxiv + 358 p., maps, b&w illus., notes, bib., index. Hardbound. £17.99.

In recent years the name Sir Ernest Shackleton has become almost universally known, at least in the English-speaking world, as a result of the several books, television documentaries and docu-dramas dealing with his Antarctic expedition on board *Endurance*, the Imperial Trans-Antarctic Expedition of 1914–17. It is ironic that in terms of Shackleton's goal, the first crossing of Antarctica, that expedition was a total failure, in that Shackleton did not even achieve a landing on the continent. The dramatic events of the expedition that have so caught the public imagination—from *Endurance's* drift in the ice of the Weddell Sea to the rescue of his crew from Elephant Island—all represent a spectacular recovery from a total disaster. Even more ironic is the fact that Shackleton's earlier expedition, the British Antarctic expedition of 1907–09, which is the subject of this book, and for which Shackleton earned his knighthood, was vastly more successful but till now has remained almost totally unknown to the general public. Significantly, the only previous narrative dealing specifically with this expedition is Shackleton's own account (Shackleton, 1909).

The roots of the expedition are to be found in the events of Captain Robert Scott's *Discovery* expedition, the British National Antarctic Expedition of 1901–04, on which Shackleton served as Third Lieutenant. Scott selected Shackleton to participate (along with Scott and Dr. Edward Wilson) in the main sledge trip of the expedition, which aimed to reach the South Pole from *Discovery's* winter quarters at Hut Point, McMurdo Sound. The trio advanced south across the Ross Ice Shelf to 82°17' S before dwindling supplies forced them to turn back. On the return journey, all three were showing signs of scurvy, but Shackleton worse than the others, and he was also suffering from shortness of breath and a persistent cough. He made a rapid recovery, but to his dismay, Scott insisted that he be invalided home on board the relief ship, *Morning*, although *Discovery* was to remain for another year, and further achievements would be made by the expedition.

The humiliation (as Shackleton saw it) of being invalided home stung him into mounting his own expedition. With a loan guaranteed by industrialist William Beardmore, Shackleton bought the old Newfoundland sealing ship *Nimrod* and began assembling his expedition team. But he now found himself hobbled by an unexpected constraint. Scott, who was himself contemplating a further expedition (which, of course, would not materialize until 1911), extracted a promise from Shackleton that he would not locate his base in McMurdo Sound, which Scott selfishly and presumptuously claimed as his own particular fiefdom.