

Details of the coastal party's activities follow, mostly in the form of quotations from Dave Dineley, Gordon Brace, and Stan Cloke, with sketches by Lionel Weiss. There was much more wildlife and vegetation along the coast, but no bears, reindeer, or lemmings were encountered, only foxes. This group made two long traverses, the first to the east to meet up with the inland group, and the second southward along the coast, past Eidembreen (Eidem Glacier), to Farmhamna, where *Sysla* had left a box of food for them. They returned from the first trip on 26 August and set off southward three days later. Much of geological interest was encountered, but by 10 September they were all back at The Shambles, which had been made more windproof in anticipation of colder weather. The weather became increasingly wintry, so that snow had to be shovelled away from the tents, but in the late afternoon of 19 September, *Sysla* was sighted approaching from the north. The inland group was picked up first, then the coastal group.

Once back in Longyearbyen, after all had enjoyed a good shower and wash in the miners' bathhouse, the expedition was quartered at the governor's guesthouse. Transport was arranged aboard the collier *Jakob Kjode*, departing on 24 September for Harstad, Norway. The expedition's gear was transferred from *Sysla* to the collier, the trip back was uneventful, and the ship arrived on 27 September. *Miss Mabel* arrived from Tromsø shortly afterwards, Pirie and his crew having spent seven weeks trying to make her seaworthy for the return trip to Britain. But little had changed. Shortly after departure, the centre engine quit, this time for good. Eventually *Miss Mabel* reached Kristiansund, Norway, where she was refuelled. But on the second day out, two of the starboard propeller blades sheared off, so a course was set for Lerwick in the Shetlands. There the necessary repairs were made, and the rest of the trip to Inverness, through the Caledonian Canal, and back to Liverpool was accomplished with only one mishap. (The same cannot be said, however, for *Miss Mabel's* journey across the Irish Sea in a gale: she ended up in Wexford as salvage.)

The final chapter in this entertaining book is entitled "Aftermath." Its first section describes the two further geological expeditions from Birmingham that Dave Dineley and Phil Garrett jointly led, in 1954 and 1958. A major section that summarizes the careers of nine of the ten participants follows; it is clear that the "little" expedition of 1951 played a significant role in their lives. The final two pages list the publications that were produced by expedition members.

This book is printed on good paper in easy-to-read type. The black-and-white photographs are of exceptional quality. In addition, there is a group of fine colour photographs, as well as a fold-out page of sketches and cartoons in colour by Dave Dineley. Photo collation was done by Lionel Weiss. Colin Bull's book should be read by the members of every university expedition setting off for the Arctic for the first time, especially those contemplating the use of small boats! It is also recommended reading for

anyone interested in the history of scientific work in Svalbard. Getting an expedition to Svalbard in the late 1940s and early 1950s was not an easy matter, but on balance, the 1951 Birmingham University Expedition must be considered a resounding success!

*Weston Blake, Jr.*  
*Geological Survey of Canada*  
615 Booth Street, Room 249  
Ottawa, Ontario, Canada  
K1A 0E9  
weblake@nrcan.gc.ca

ENCYCLOPEDIA OF THE ARCTIC. Edited by MARK NUTTALL. New York and London: Routledge, 2005. ISBN 1-57958-436-5, 3 vols., xlix + 2278 p., maps, b&w illus., list of contributors, index. Hardbound, US\$525.00.

This encyclopedia, comprising three volumes, 2278 pages, and some 1200 entries composed by 380 contributors, supported by a distinguished editorial board of 21 members, represents an impressive, ambitious, and comprehensive collaborative effort. It includes entries falling into categories ranging from Acts and Treaties to Explorers and Exploration, to Languages and Linguistics, to Marine Mammals, to Sociology and Anthropology. The editor and publishers are to be commended for the considerable emphasis placed on current and fast-changing topics such as political developments and land claims in the Arctic and climate change and its implications. Qualified colleagues who have read some of the entries on scientific, political, or sociological topics report them to be informative, accurate, and well written.

Feeling unqualified to comment usefully on the full range of topics covered, I have largely confined myself to a close examination of those entries with which I feel most comfortable, namely those on Explorers and Exploration (some 150 entries). While the coverage here, too, is fairly comprehensive and the information generally accurate, there is widespread evidence of a disturbing lack of copy-editing and proofreading. For example, the entries on exploration contain at least a dozen instances of incorrect compass directions. Thus on p. 439 it is stated that from Cook Inlet, James Cook "sailed northwards along the Alaska Peninsula"—his course, of necessity, was south-westwards! In the entry on Anthony Fiala (p. 613), Franz Josef Land is located "north of Spitsbergen"—it lies almost due east! On p. 1915, Thomas Simpson is reported as having died "under mysterious circumstances east of Winnipeg"—he died near the Turtle River, near present-day Grand Forks, North Dakota, i.e., almost due south of Fort Garry (now Winnipeg).

Unfortunately, these are not the worst errors; more serious factual errors are common. Thus, for example, on p. 85 it is stated that Amundsen's *Maud* "never succeeded

in entering the Arctic icepack.” After Amundsen had left the expedition, but while he was still in overall charge, *Maud* entered the ice east of Wrangel Island on 8 August 1922, under the command of Harald Sverdrup, and drifted with the ice until 9 August 1924, when she emerged north of the New Siberian Islands. In the entry on Sir George Back, it is stated (p. 186) that Midshipman Robert Hood died of starvation; he was murdered by an Iroquois, Michel Teroahauté. The entry on Thomas Simpson (p. 1914) reports that Thomas was George Simpson’s nephew; in fact, they were cousins! On p. 1950, we read that Vilhjalmur Stefansson was born in Arnes, Manitoba. Stefansson was born in 1879, but Manitoba’s boundaries were not extended to include Arnes and area until 1881. Stefansson was thus born in Keewatin, which had split off from the Northwest Territories in 1876! In the entry on Boothia Peninsula (p. 269), it is stated that the North Magnetic Pole now lies on the Noice Peninsula in southwestern Ellef Ringnes Island; however, as correctly stated in the full entry on the North Magnetic Pole (p. 1459–1461), its present position lies some 350 km north-northwest of Ellef Ringnes Island, in the Arctic Ocean. On p. 1100, it is reported that the skeletal remains of Lt. John Irving, recovered from King William Island by Schwatka’s expedition, were reburied in England; those remains lie beneath a very impressive monument in the Dean Cemetery in Edinburgh, Scotland!

A few minor misspellings are forgivable in a work of this magnitude, but variations in the spelling of a name within a couple of lines or a couple of pages cannot be condoned. Thus on p. 332 in the entry on Chukotka we find “Kolyma” and “Koluma.” In the entry on Lady Franklin, William Penny’s name is spelled correctly on p. 670, but as “William Penney” on pages 671 and 673. The Inuit inhabitants of the mouth of the Back River are rendered both as “Utkuhikhalingmiut” and as “Ukkusiksalangmiut” on the same page (p. 1100). In the entry on Petr Kropotkin (p. 1134), the name of German explorer Karl Weyprecht is rendered as “Veiprecht” on one line and as “Veoprecht” on the next. The name of the Crimean city of Sevastopol is rendered correctly, but also as “Sebastopol,” in adjacent lines on p. 1593.

There is a disturbing number of inappropriate or inaccurate versions or usages of words or names. In at least three entries of those examined, the singular of “Inuit” is rendered as “Inuit,” instead of the correct “Inuk.” Three important ships in the history of exploration of the Arctic, namely Otto Sverdrup’s *Eclipse* (p. 140), Baron Toll’s *Zarya* (p. 1807), and Karl Weyprecht’s *Tegetthof* (p. 2172), are described as schooners, i.e., ships with fore-and-aft sails on two or more masts. In fact *Eclipse* was rigged as a bark (square-rig on fore and main masts, but fore-and-aft sails on the mizzen mast) and the other two as barkentines (square-rigged on the fore mast and fore-and-aft on the other two masts)! The entry on Dr. John Rae (p. 1736) reports that he wintered (in 1833–34) on “Charleston Island in St. James Bay” instead of “Charlton Island in

James Bay.” In the entry on “Svalbard,” that name is used correctly for the archipelago as, also, are those of its component islands, but elsewhere the archipelago is generally identified as “Spitsbergen.” Since 1969, the name “Spitsbergen” has been retained solely for the largest island of the archipelago (formerly Vestspitsbergen). The result is erroneous statements like the one on p. 1436, which asserts that Nobile’s dirigible, *Italia*, crashed on the sea-ice “60 miles northeast of Spitsbergen”; the crash occurred about 60 nautical miles north of Nordaustlandet, i.e., about 110 nautical miles from the nearest point on Spitsbergen.

Given the large portion of the Arctic that lies within Russia, the editor is to be commended for having recruited a significant number of Russian contributors. The standard of the English language used in these entries is generally high, but a copy-editor with knowledge of Russian and of the peculiarities of transliteration into and from the Cyrillic alphabet should have been employed to check these entries. This precaution might have eliminated such bizarre renderings as “Indians of Guide in the islands of Queen Sharlotta” instead of “Haida Indians on the Queen Charlotte Islands” (p. 1945); “Haida” is rendered correctly only five lines lower, however. And one is totally baffled as to the meaning of “dubbing captain” (p. 1136). A reference to a “sea hare” among a list of marine mammals in the entry on Severnaya Zemlya is, at first sight, equally incomprehensible, especially since this is the popular English name for a marine snail (*Aplysa depilans*); the confusion no doubt arises from the fact that “sea hare” is a literal translation of the Russian name (*morskoi zayats*) for the bearded seal (*Erignathus barbatus*). On p. 470, it is stated that Herald Island is now Gerald Island; in English it is still Herald Island, but since there is no letter “h” in the Cyrillic alphabet, that letter usually being rendered as “g” in transliteration, the name of this island is rendered as Ostrov Gera’ld in Russian—hence the confusion.

There is also the vexing question of the correct (or most acceptable) renderings of place names in countries whose language is not English, and particularly those in Russia, for which the matter of transliteration complicates the issue. For most Russian names there are several acceptable variants, depending on which combination of the specific and generic components of the name is translated. Thus the archipelago lying between the East Siberian and the Laptev seas may correctly be referred to as Novosibirskiye Ostrova, New Siberian Islands, Novosibirskiye Islands, or Novosibirsk Islands. All four variants are found in different places in this encyclopedia, however! There is also the unacceptable usage (p. 284 and p. 2034) of “Novosibirskiye Archipelago”; this is grammatically incorrect, since “Novosibirskiye” is the plural form.

If one opts to use non-English versions for the generic components, it is essential to use the correct language. It is important to avoid such mistakes as “Sabine Øya” and “Clavering Øya” (p. 358 and p. 359) for the islands off East Greenland. The correct generic term in this case is the

Danish “Ø”—not the Norwegian “Øya.” This mistake is particularly embarrassing (and probably irritating to Danes) in that these islands lie within the area whose sovereignty was disputed by Norway and Denmark until 1933, when the International Court of Justice in The Hague awarded it to Denmark.

The editor has correctly and sensibly made the disclaimer in his preface that “even in three volumes it is impossible to cover every topic” (p. xlii). Yet within the category of “Explorers and Exploration” there are several surprising omissions and topics that are inadequately covered. In the latter category is the topic of the International Polar Years. Despite the enormous interest in the upcoming Fourth International Polar Year (2007–08), the single entry covering its scope and the details of the previous three International Polar Years is sketchy in the extreme. Furthermore, this topic lacks the “Further Reading” list that accompanies most other entries.

A topic that has been totally overlooked, but which equals or exceeds in importance many of the topics that are covered, is Vasilii Chichagov’s series of expeditions (1764–66) aimed at trying to find a Northeast Passage (or the North Pole, or both) via the west coast of Svalbard. The brainchild of scholar and promoter M.V. Lomonosov, the project involved a “reconnaissance in depth” by six ships in 1764, which left a wintering party in Recherchefjorden off Bellsund, and two forays by Vasilii Chichagov, each involving three ships, in 1765 and 1766. These forays were blocked by ice in both years, and the highest latitude attained was 80°28′ N. Captain Constantine Phipps, however, who seven years later led a one-season British expedition with the same objectives that penetrated only six minutes farther north, was deemed to merit an entry!

And finally there is no comprehensive entry on the Russian Navy’s “Great Northern Expedition,” otherwise known as the Second Kamchatka Expedition, of 1733–43, arguably one of the most ambitious and most successful exploring expeditions of all time. Its seven detachments were coordinated by Vitus Bering, and five of those detachments explored the Arctic coast of Russia. Their efforts resulted, in 1746, in a remarkably detailed and accurate map of almost that entire coast, at a time when the map of the Arctic coast of North America was a total blank west and northwest of Hudson Bay and Foxe Basin. While there are entries for some leaders and members of these detachments (e.g., Semeon Chelyuskin and Dmitriy and Khariton Laptev) and their activities, most of the other detachments are totally overlooked. While there is an entry entitled “Second Kamchatka Expedition,” it deals solely with one of its components, namely the voyage by Bering and Chirikov from Kamchatka to the coast of Alaska and back—a voyage that did not even reach the Arctic.

In the production of an encyclopedia, there is a very heavy onus on the editor and publisher to ensure a very high degree of accuracy and consistency, in that such a work is likely to be consulted as a definitive source of information for a very long time, and as a result, its

mistakes will be perpetuated. Sadly, in this regard, this encyclopedia falls very far short, certainly with regard to the entries on Explorers and Exploration (approximately 12% of the total). A random check of entries in other categories has revealed them to be apparently almost entirely free of errors, misspellings, and inconsistencies. Why these shortcomings should seemingly be concentrated in one particular category of entry remains a mystery, but it is very unfortunate, in that they lower the value of an otherwise mainly excellent reference work.

William Barr  
Senior Research Associate  
The Arctic Institute of North America  
University of Calgary  
2500 University Drive NW  
Calgary, Alberta, Canada  
T2N 1N4  
wbarr@ucalgary.ca

A PREHISTORY OF THE NORTH: HUMAN SETTLEMENT OF THE HIGHER LATITUDES. By JOHN F. HOFFECKER. Piscataway, New Jersey: Rutgers University Press, 2005. ISBN 0-8135-3469-0. xv + 227 p., maps, b&w illus., notes, bib., index. Softbound. US\$29.95.

We’ve all been taught that one shouldn’t judge a book by its cover. This book’s cover bears its title, *A Prehistory of the North: Human Settlement of the Higher Latitudes*, and a polar projection map showing parts of the Arctic. Both prove the old adage true: neither the title nor the map provides a really good guide to the contents of this book. I spent a lot of time trying to think what a more accurate title might have been, and most of my answers ended up something like “A Prehistory of the Northward Expansion of Human Settlement.” That might better reflect the content of a 142-page book in which the chapter entitled “Into the Arctic” doesn’t begin until page 96, and in which the reader will learn at least as much about *Homo erectus* and archaeological sites in Africa and southern Europe as about archaeological sites in the Subarctic or Arctic. So readers who, like me, look at the title and expect this book to be the much-needed synthesis of circumpolar prehistory will be disappointed. What John Hoffecker has attempted in this book, however, is both more ambitious and more interesting. He has attempted to summarize the history of the process by which a tropical species—*Homo sapiens* and its ancestors—adapted to temperate and then to cold environments.

The book’s introductory chapter uses the Vikings’ occupation of Greenland and their visits to the Eastern Canadian Arctic as a way to introduce some of the constraints on human settlement of cold environments. The rest of the book is a straightforward prehistory: the chapters outline the archaeological and biological evidence