

the derived surnames are Scandinavian. Following each of these three divisions is a long list of names. In Madsen's home, the women spoke English and Russian, and the men spoke English, various European languages, and sometimes multiple Native languages, raising questions (especially when combined with essays by Jeff Leer and Lydia Black) about multilingualism in the past. In what situations were which language(s) used, and by whom? Multiple language use is a foreign concept to many Americans, and perhaps we pay too little attention to its possibilities.

So many people are involved in this volume that no one person using it could know all of them. One deficit is that the essays have only self-identification of the authors. This is also and more expectably the case of the nine Alutiiq Elders in the final chapter, although there is a listing of Alutiiq Elders, their places of birth and present residences (xi–xii), and the three editors are given very brief biographical sketches (p. 265). A list of contributors would have been helpful. More regrettable is the lack of a list of maps and figures. Many exhibit catalogs do have a running list of figures so that one can look for specific items or types of items without turning the pages (delightful as it is to turn these pages), and such lists can be very helpful when dealing with many varied objects and other information. Where was that map that shows the four Native Corporations to which Alutiiq belong? The index is very helpful, and there are few typos or errors of inattention.

This is a beautiful volume—heavy, glossy paper, informative, a coffee-table book in the manner of *The Far North* (1973), *Crossroads of Continents* (1988), *The Etholén Collection* (1990)—other museum exhibit catalogs that have brought early Gulf of Alaska objects to our attention. But *Looking Both Ways* is better in many ways. The provenience of the material culture pictured here is known in almost all cases. The material is all from the Alutiiq area. Also, both the exhibit and the catalog are accompanied by a great deal of text, which brings out new archaeological information and new ways of looking at the old familiar historic texts. The subject matter is vast, as is this contribution to Kodiak studies, and all who participated in its creation are to be congratulated. In the positive manner of scientific endeavor, *Looking Both Ways* has raised more questions than it has answered, and I will echo the hopeful sentiments of the dedication: “To all the new generations. They will learn from this and keep it going.”

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GERMAN EXPLORATION OF THE POLAR WORLD: A HISTORY, 1870–1940. By DAVID T. MURPHY. Lincoln, Nebraska, and London: University of Nebraska Press, 2002. ISBN 0-8032-3205-5. xii + 273 p., maps, b&w illus., notes, bib., index. Hardbound. US\$49.95; UK£37.95.

In his preface (p. ix), Murphy specifically states of his book:

It is not and does not intend to be a detailed account of every one of the many German forays into polar regions in the years between 1870 and the Second World War. Instead I have selected the most significant polar episodes representative of each of the four German political systems in the turbulent decades under consideration: the competitive, multi-state Germany of the pre-Unification era, the aggressive and powerful Wilhelmine Reich, the pluralistic and internationalist ‘Weimar’ democracy of the interwar period, and the Third Reich of Hitler and the Nazis.

Indeed Murphy has selected only seven expeditions. These start with the 1868 expedition of Karl Koldewey, which aimed to explore the northeast coast of Greenland but was blocked by ice and had to content itself with some limited exploration of Svalbard (hence names as such as the *Wilhelmøyane* at the south end of Hinlopenstretet). Second is Koldewey's follow-up expedition to Northeast Greenland in the *Germania* and *Hansa* in 1869–70. Murphy details the contrasting fates of the two ships: *Hansa*'s besetment, ice-drift, and ultimate loss, and *Germania*'s comfortable wintering off Sabine Ø (Sabine Island) followed by some useful exploration and mapping.

The third expedition highlighted is Erich von Drygalski's “First German Antarctic Expedition” in the *Gauss* to the Indian Ocean coast of Antarctica in 1901–02. The *Gauss* became beset in the fast ice even before it had crossed the Antarctic Circle, and hence contributed little to the exploration of the continent, but it amassed a vast amount of scientific data. Fourth comes Wilhelm Filchner's “Second German South Polar Expedition” of 1911–12 in the *Deutschland*. Filchner succeeded in reaching the southern limits of the Weddell Sea and discovered the Filchner Ice Shelf. However, largely because of bad luck and some unfortunate decisions, he was unable to get a foothold on the continent, although (unlike Nordenskiöld's *Antarctic*

and Shackleton's *Endurance*) the *Deutschland* survived a wintering adrift in the ice of the Weddell Sea.

Two vastly differing expeditions represent the Weimar period. The first is Alfred Wegener's ambitious and scientifically very successful expedition to explore the Greenland Ice Cap in 1930–31 (which, however, is probably best known for Wegener's death on the ice cap). The second is Hugo Eckener's equally ambitious flight in the dirigible *Graf Zeppelin* to Zemlya Frantsa Iosifa, Severnaya Zemlya, and Poluostrov Taymyr in the summer of 1931, aimed mainly at an aerial photographic survey.

Finally, Murphy discusses the highly secretive Nazi expedition to the Antarctic on board the *Schwabenland* under Alfred Ritscher in 1938–39. This expedition aimed at staking a German claim to a sector of the continent, i.e., what is now Dronning Maud Land, facing the South Atlantic. Its primary purpose was to make an extensive aerial photographic survey, buttressing the German claim to the sector by dropping aluminum darts with a swastika insignia into the ice at regular intervals.

Murphy has handled the details of each of these expeditions in a very thorough fashion, using both published and unpublished archival sources. But the book goes well beyond a simple narrative of each expedition. A great deal of attention is also paid to the planning and financing of each expedition under the different political regimes, its political implications for German society, its treatment by the press, and how it featured in the German popular imagination of the day. A topic to which Murphy devotes considerable space is the German image of the polar world as influenced by its explorers. For example, he cites the surprisingly positive image of the Inuit (surprising when compared to the image Germans held of other indigenous peoples). This image emerged most clearly in the work of Heinrich Klutschak, the German-Czech artist and surveyor who in 1878–80 accompanied Frederick Schwatka from Hudson Bay on his search for traces of the Franklin expedition.

Murphy has undoubtedly selected seven of the most important German polar expeditions from the period in question, and he can undoubtedly justify his choice, but there are still some surprising omissions. While he mentions Georg von Neumayer's involvement in the First International Polar Year of 1882–83, he overlooks the significance of that involvement, as well as that of the two expeditions that Germany contributed to the First IPY, namely Wilhelm Giese's expedition to Cumberland Sound in Baffin Island and Dr. K. Schrader's expedition to Royal Bay, South Georgia. Another surprising omission is Franz Boas's outstanding expedition to Cumberland Sound in 1883–84, important for his pioneering studies of the Inuit and for his competent survey work. Murphy does mention Boas, but he excuses himself for not including him in the detailed studies on the basis that Boas was not widely read or influential in Germany.

Murphy is clearly fully conversant with German political history and with the details of the expeditions on which

he has focused, and his accounts of them and their influence are beyond reproach. However, his passing references to other expeditions contain some startling slips. Thus on p. 15 we are told that Bob Bartlett, a rough-and-ready Newfoundland sealer and merchant captain with a very colourful vocabulary, was "a career military officer." On p. 191, Murphy writes that Nansen (rather than Amundsen) took the *Gjøa* through the Northwest Passage in 1903–06, and that his vessel was steam-powered (in fact, she was driven by a 13 hp kerosene engine). On p. 124, we read that Severnaya Zemlya was charted for the first time by a Russian icebreaker in 1914. In fact, it was discovered by two Russian icebreakers, the *Taymyr* and the *Vaygach*, in 1913, but explored and mapped by a four-man party under G.A. Ushakov only in 1930–32, exactly at the time of the *Graf Zeppelin* expedition. And rather than being two islands, as Murphy states, the archipelago consists of four major islands and many smaller ones.

Murphy also appears not to be very familiar with standard nautical terminology. On several occasions, he refers to the "stranding" of Hegemann's ship, the *Hansa*, which was beset and then crushed in the ice. "Stranding" refers to a ship running aground, usually on a beach, but certainly on a coast. Elsewhere, when discussing Antarctic whaling, he uses the term "whaler" (to contrast with "factory ship"), when it is clear from the context that he means "whale catcher."

But these are relatively minor errors. As an entrée to the history of German polar exploration (a history that until now has been fairly inaccessible to the Anglophone reader) and especially of how it fitted into the political evolution of Germany and the German imagination, this is a very valuable contribution.

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THUNDER ON THE TUNDRA: INUIT QAUJIMAJATUQANGIT OF THE BATHURST CARIBOU. By NATASHA THORPE, NAIKAK HAKONGAK, SANDRA EYEGETOK, and THE KITIKMEOT ELDERS. Victoria, British Columbia: Tuktu and Nogak Project, 2001. ISBN 0-9689636-0-9. (Available from N. Thorpe, 231 Irving Road, Victoria, British Columbia V8S 4A1; tnp1@hotmail.com; www.polarnet.ca/tuktu.) xvi + 208 p., colour and b&w illus., appendices, glossary, bib., index. Softbound. Cdn\$42.00.

*Thunder on the Tundra* is a refreshing collaboration that documents knowledge of the Qitirmiut (Inuit of the Kitikmeot region of Nunavut) about their relationship with the caribou herds that pass through their homelands. The book seeks to satisfy multiple objectives. First, it