

over 700 pages long, and Hauser devotes a large part of each to teaching the reader to understand his notation of this traditional form of music, which prior to his work had not been formally transcribed in such detail.

However, the books go much farther than Hauser's technical analysis of the songs. They include detailed descriptions of singing methods, drum construction and handling, and performing habits, and historical and recent data supporting the author's research are also described at length. For my own work as an educator focusing on characteristics of Inuit music in a general sense, this contextual material was the most relevant.

Section 5 of Volume I, *The Song Tradition of the Inughuit*, describes the basic components of performance: singers, songs, and way of singing, song texts, the drum, dance, and various song categories. I found this section to be the most accessible for my needs. Hauser provides insight in this volume that I had not previously found in other research. These descriptions of performance are based on the author's personal experience interacting with the Inughuit people while making his song recordings and are therefore subjective and rooted in his own observations. In Volume I (p. 426), Hauser lists 37 questions that he and Eskimologist Brent Jensen devised before their sound recording trip to the Thule area in 1962. Working on behalf of the Danish Folklore Archives, Hauser and Jensen formulated questions that informed and focused their interviews with the Inughuit people. The questions are very accessible and include such things as, "Which songs did the women sing for small children? And the fathers?" or "Do you remember stories/myths about the origin of the songs?" Section 5 proceeds to answer these questions in order, summarizing Hauser and Jensen's findings, and in some cases, photographs, diagrams, and other illustrations are included. The accompanying CD is an invaluable resource for this section as throat singing and traditional drumming patterns are rarely recorded commercially.

Most interesting is that through his detailed dissection of the recordings, Hauser found and exposed previously unrecognized forms and melody types. He also discovered that some characteristic traits of Inughuit music are linked to the music of certain groups in Canada. Hauser's research thus morphs from ethnomusicological to archaeological and linguistic as he documents areas of Inuit musical origin and gives information about migration routes. These volumes are marvelously researched, and Hauser's passion and excitement for the Inughuit people, their culture, and their music are evident with every word. He speaks in the first person and shares stories and experiences of his relationship with the musicians behind his recordings. He also brings to life the experiences of his mentor, Erik Holtved, who passed away in 1981. Hauser is carrying on the work of his predecessor and dedicates these volumes to him. He also pays tribute to many other researchers who came before him and also to his contemporaries. Particularly special is the homage given to the Inuit artists whose music he writes about in the volumes. In many cases, he includes a

photograph of the musician along with a biography—a case in point of Hauser's genuine devotion to his subject.

This book is an excellent reference for anyone studying ethnomusicology particularly of Canadian Inuit communities. It is an intense look at the musical form of Inughuit music and in that respect is primarily targeted toward ethnomusicologists. However, it also has a lot of relevant information for linguists and anthropologists in terms of the historical, scientific, and cultural data. Hauser's inside perspective on Inuit culture, the photographic images he includes, and the CD of his and Holtved's recordings make these volumes a fascinating study for both the average Arctic enthusiast and the serious scholar of Arctic culture.

Kate Schutz
Cantos Music Foundation
2, 134 – 11 Avenue SE
Calgary, Alberta T2G 0X5, Canada
schutzk@cantos.ca

NORTHWARD HO! A VOYAGE TOWARDS THE NORTH POLE 1773. CATALOGUE TO THE EXHIBITION AT THE CAPTAIN COOK MEMORIAL MUSEUM, WHITBY 2010. With contributions by ANN SAVOURS, SOPHIE FORGAN, and GLYN WILLIAMS. Whitby, North Yorkshire: Captain Cook Memorial Museum, 2010. 65 p., maps, b&w and colour illus. Softbound. £7.99 + s&h.

It appears that the decision by the directors of the Captain Cook Memorial Museum in Whitby, North Yorkshire, to mount an exhibition devoted to Captain Constantine John Phipps's attempt to reach the North Pole in 1773 was prompted by the fact that Lord Normanby, a direct descendant of Captain Phipps, had lent a substantial number of paintings, maps, and documents to the exhibition, and by the proximity to Whitby of Mulgrave Castle, the family seat. Having taken this decision, the directors were inspired to invite three well-respected experts to contribute essays for the exhibition catalogue, thereby greatly enhancing its value. Thus Ann Savours contributed the article entitled "A very interesting point in geography' revisited: The Phipps expedition towards the North Pole of 1773" (p. 1–24); Sophie Forgan wrote "A library the most perfect in England': Captain Phipps's naval library. The Naval Chronicle 1802" (p. 25–38); and Glyn Williams contributed "Removing the veil of obscurity: The aftermath of Phipps's polar voyage" (p. 39–48).

Savours' contribution is a detailed and meticulously researched account of Phipps's expedition, superbly illustrated by contemporary maps and paintings. Phipps's endeavour was the direct consequence of Daines Barrington's belief in the existence, beyond a southern belt of ice formed by ice breakup from the major north-flowing rivers, of an ice-free Polar Sea. Barrington was vice president of the Royal Society. Through his influence, the Council of the Royal Society

persuaded Lord Sandwich, First Lord of the Admiralty, to dispatch an expedition to attempt to reach the Far East via the North Pole. Captain the Honourable Constantine John Phipps (later Baron Mulgrave) was given command of the expedition, and two ships, the sloops *Racehorse* and *Carcass*, were placed at his disposal (Phipps, 1774). Pushing north past the west coast of Spitsbergen, Phipps reached a latitude of 80°48' N by dead reckoning, before being stopped by ice. He then worked his way eastward along the north coasts of Svalbard as far as the Sjuøyane (Seven Islands); there, however, his ships became beset. Phipps then decided to escape in the ship's boats, which were hauled across the ice. Strangely, however, the ships were not abandoned, but were still manned by sufficient of their crews that they were able to work their way through the ice as the appearance of leads permitted. This unusual situation continued for three days, the ships sometimes overtaking the boats—the reaction of the men hauling the boats was not recorded! On 10 August, the ships reached open water. After another attempt to penetrate the pack, Phipps abandoned the voyage on 19 August and returned south.

Savours makes passing reference (p. 18) to the intriguing fact that only a few years earlier, the Russian Admiralty had mounted an even more elaborate expedition aimed at reaching the Far East via the North Pole. The Russian expedition had operated in precisely the same waters as Phipps's attempt, with no greater success (Belov, 1956:367–380). This journey, the brainchild of Russian scholar M.V. Lomonosov, was a top-secret operation. In 1764, six ships sailed north and established an advance base (where a wintering party was left) at Recherchefjorden, off Bellsund. Then in 1765, three ships under the command of V.Ya. Chichagov, after calling at the advance base to water and reprovision, pushed north along the west coast of Spitsbergen, reaching a latitude of 80°26' N before being turned back by ice. Sent back by the Russian Admiralty to try again in 1766, Chichagov reached 80°30' before the ice again defeated him. One wonders if Lord Sandwich was aware of these Russian endeavours. If so, would he have contemplated dispatching Phipps's expedition? Or perhaps he was aware of them, and was determined to demonstrate British superiority!

Phipps's library was renowned in his own lifetime for its scope and coverage, particularly of navigation and ship-building and naval topics, as Forgan indicates in her title, quoting the assessment of the library that appeared in the *Naval Chronicle*. Making full use of Phipps's own "Alphabetical Catalogue" of the library, dated 1790, she was able to analyze the composition of the library. Of the 1236 titles listed, 139 were classified under "Geography, voyages and travels" and 178 under "Navigation and mathematics." A large proportion of the books were in French, reflecting France's significant role in things maritime at that time. Since Phipps died in 1792, this catalogue probably represents an analysis of the library at its greatest extent. While

some books with Phipps's bookplates are still in the possession of the family, the library, as a complete entity, has not survived. Forgan has appended to the analysis of the library a discussion of the process whereby Phipps published his own account of his Arctic voyage.

Glyn Williams' excellent contribution focuses on the impact of Phipps's voyage on subsequent British attempts to reach the North Pole. One might have expected the rational conclusion to be that there was no point in further attempts by sea. Barrington, however, was able to persuade Lord Sandwich that Phipps's failure had been due to an unusually bad ice year. He was even able to persuade the Admiralty to mount not one, but three attempts at a Northwest Passage: James Cook's attempt via Bering Strait (1778) and Richard Pickersgill's (1776) and Walter Young's (1777) attempts via Baffin Bay. All three expeditions were turned back by ice, and these failures put a temporary end to expeditions based on the assumption of an ice-free Polar Sea. Hence there was a hiatus in Royal Navy voyages to the North until 1817, when whaling captain William Scoresby reported ice-free water as far north as 80° N in the Greenland Sea. John Barrow, Second Secretary at the Admiralty, seized on this report and persuaded the Admiralty to mount two expeditions in 1818. One, under David Buchan and John Franklin, was ordered to repeat Phipps's attempt—with almost identical results; the other, under John Ross and William Edward Parry, attempted the Northwest Passage via Baffin Bay. The Admiralty then shifted its focus to attempts at the Northwest Passage, best exemplified by Parry's voyages of 1819–20, 1821–23, and 1824–25. It was not until 1827 that Parry, perhaps influenced by Phipps's example, proposed an expedition that would aim for the North Pole by using boats with runners that could be hauled across the ice. Starting from the north coast of Spitsbergen in 1827 Parry abandoned his attempt at 82°43'32" N, when he realized that his northward progress was being partially or wholly offset by the southward drift of the ice. No further attempts at reaching the North Pole were mounted by the Admiralty until the Nares expedition of 1875–76, which ended in an ignominious retreat (due to a severe outbreak of scurvy) a year earlier than planned.

Glyn Williams has succinctly outlined the history of these British endeavours; the major theme that emerges is the remarkable success of Barrington and Barrow, based on their unshakeable belief in an open Polar Sea, in persuading the Admiralty to mount a series of further expeditions despite Phipps's failure to make any significant progress towards the Pole beyond the latitude reached by Chichagov only a few years earlier.

In short, the three authors have raised the value of this exhibition catalogue (handsomely illustrated with photos of many of the paintings, documents, and artifacts on display in the exhibition at the Cook Memorial Museum) to the level of a valuable contribution to the literature on Arctic and maritime history.

REFERENCES

- Belov, M.I. 1956. Arkticheskoe moreplavanie s drevneyshikh vremen do serediny XIX veka: Istoriya otkrytiya i osvoenie Severnogo morskogo puti [Arctic seafaring from the earliest times until the middle of the 19th century: The history of the discovery and development of the Northern Sea Route], Vol. 1. Moscow: Izdatel'stvo "Morskoy Transport."
- Phipps, C.J. 1774. A voyage towards the North Pole undertaken by His Majesty's command 1773. London: J. Nourse.

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