

to populations thousands of years in the past who made a particular group of artifacts is hazardous at best. These last speculations, while interesting, are not really relevant to the preliminary report of archaeological sequences of and relationships between the Naknek Drainage and the Pacific archaeological materials.

The summary under review provides little new information since the sequences (periods for Naknek and phases for the Pacific) were summarized in an earlier paper 1: 1108-11 and certain aspects were debated by Aigner *et al.* 2: 87-88 and rebutted by Dumond 3: 88-90. The major addition, and the importance of the present work is the inclusion of photographs of the characteristic lithic materials and a more specific, though still summary listing of the characteristic artifacts and other pertinent data of each phase in both sequences. Dumond's 1969 article is directed to a wider, more general audience, while this work addresses those actively engaged in Alaskan archaeological research so that data may be more easily used for comparative purposes. In this sense, the work is of considerable value and Dumond must be commended for making the data available.

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REFERENCES

- ¹Dumond, D. E. 1969. Prehistoric cultural contact in southwestern Alaska. *Science*, 166: 1108-15.
- ²Aigner, J. S., W. S. Laughlin and R. F. Black. 1971. Early racial and cultural identifications in southwestern Alaska. *Science*, 171: 87-88.
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A TOURIST GUIDE TO MOUNT MCKINLEY. BY BRADFORD WASHBURN. *Anchorage: Alaska Northwest Publishing Company, 1971. 8½ x 11½ inches, 80 pages, illustrated. \$7.50 hardbound, \$3.95 softbound.*

Who better than the author, now director of Boston's Museum of Science, could have written this very interesting and well documented monograph on "Denali"—"The Great One"? Bradford Washburn had with a party of seven made the third ascent of the South Peak, 20,320 feet (the North Peak

is 19,470 feet) during the time the U.S. Army Alaskan Test Expedition spent two months in 1942 on and around Mount McKinley, carrying out accelerated cold tests of equipment for use by the U.S. and Canadian Armies and Air Force. He also co-led in 1951 with Dr. Henry Buchtel the first ascent from the West, pioneering this route which has now superseded the Muldrow Glacier as the more popular route. A large-scale map of the mountain was published in 1960, based partly on surveys which he led, completing also the 1953 Boston Science Museum survey of the North side of the McKinley massif. He and his wife have devoted a good part of their lives to the study of the mountain and its approaches and she is the only woman to have reached both summits.

In the first part of the book the author gives general considerations on the massif, its geology, its climate and the characteristics of the climb, the weather being by far the great obstacle with its big storms and rare fine days, due to the isolation of the massif as it rises out of level lowlands situated between 1,000 and 2,000 feet.

Mount McKinley had been first ascended in 1913 by the Stuck-Karstens expedition, while the first ascent of the North Peak had been made in 1910 by a party led by Thomas Lloyd who had believed the North Peak to be the highest. Earlier unsuccessful attempts had been made by different expeditions, including the ones led by Dr. Frederick Cook—the Polar explorer—who had claimed to have made the first ascent in 1906.

The author records succinctly the highlights in the history of the great mountain, noted first by the George Vancouver Expedition in 1794 from Cook Inlet, and of its 89 ascents to the date of publication of the book in 1971, including the climb in 1970 by a Japanese party with Kazuo Hoshikawa who made the first descent from the summit on skis—the second having been accomplished by the Swiss Sylvain Saudan the following year on the Southwest side. Climbs of surrounding peaks are also mentioned in the Guide. In addition there is an informative description of the 91 miles of the Denali Highway, crossing the Mount McKinley National Park, from the Anchorage-Fairbanks Highway to the Kantishna Landing Field, with excellent photographs of beautiful scenery, wild life, vegetation and views of the mountain.

A detailed bibliography and index make this book especially valuable for those wishing to have clear and reliable information on the mountain and its approaches.

Paul Blanc