

Following the keys to families, the families are presented in alphabetical order along with the genera and species within that family. Each species is presented on a separate page that includes a line drawing of the plant, often with detailed inserts on flowers, fruits, or seeds (including size of structures), a map with dot locations, a species description with habitat information, general geographic distribution, and a detailed synonymy. The species, often with common names, are well described, and the line drawings will greatly aid correct identifications.

Appendices include glossaries of alpine terminology and botanical terms, chromosome numbers, and details on the authors of species names.

Biologists will find this volume very helpful when dealing with the alpine flora of this limited area. As noted above, it will be useful throughout much of the Rocky Mountain region. Its large size, however, will limit its ease of carrying in the field.

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AN ARCTIC VOYAGE TO BAFFIN'S BAY AND LANCASTER SOUND IN SEARCH OF FRIENDS WITH SIR JOHN FRANKLIN. By ROBERT ANSTRUTHER GOODSIR. West Sussex, England: The Arctic Press, 1996. (Available from Patrick Walcot, 60 Sunnybank Road, Sutton Coldfield, West Midlands B73 5RJ, U.K.; Fax 44 121 3861251.) viii + 152 p., map, b&w illus., bib. as footnotes. Originally published by J. Van Voorst in London, 1850. £25/US\$40.00.

By the spring of 1849, concern about the fate of Franklin and his men had not been stilled by any positive news from the Arctic. James Clark Ross's search expedition, which had left England a year earlier, would not be back from the Arctic until fall or later, depending on its success in extricating the ships from an icy winter harbour. The author of this book, Robert Goodsir, had a very personal interest in the welfare of the Franklin expedition: his brother, Harry Goodsir, was the assistant surgeon (acting) on board the H.M.S. *Erebus*.

Having heard of Mr. William Penny, an Aberdeen whaling master with an outstanding reputation and immense experience in the eastern Arctic whale fishery, Robert Goodsir offered his services (as ship's surgeon, one assumes) as a way of getting to the Arctic. If opportunity allowed, he would search for evidence of the lost Franklin expedition. It should be remarked that in 1849 William Penny's motivation for going north was the same that it had always been: whaling. Searching for Franklin and his men was clearly of secondary importance, a fact which was undoubtedly made clear to Robert Goodsir at the beginning of the voyage, since he voices no objections to the very short time eventually spent on the search for evidence of the lost expedition.

The *Advice* left Stromness on 17 March 1849, "running past Hoy Head with a light, but fair wind, and standing right to the westward" (p. 1). Ten days later, Goodsir experienced his first major storm at sea. The ship had been hove to under close-reefed topsail, riding a building sea. Goodsir had just gone below when a huge wave threw her on her beams ends. The quarterdeck was swept nearly clean, and two men were lost overboard. Two other seamen were seriously injured and became Goodsir's first patients.

As soon as they entered the first streams of ice, preparations were made for fishing. The seven harpooners on board checked the gear needed for a successful whale hunt and personally spliced the harpoon lines together before coiling them in the boat. Goodsir provides an excellent description of life on a whaling ship, stormy seas, and the dangers inherent in maneuvering through the pack ice. On 23 April, they crossed the Arctic Circle and spent time in Exeter Sound on the east coast of Cumberland Peninsula. From here Captain Penny took his ship over to the Greenland side of Davis Strait and cruised the waters of Disco Bay. Encounters with native Greenlanders and Danish administrators are described in very positive terms. The Danes in particular were anxious about news from Europe, since Denmark was engaged with the German Confederation in the dispute over Schleswig-Holstein. In early June, the ship left the Black Hook fishing ground and headed northward, passed Upernavik and the Devil's Thumb, and entered Melville Bay, the crossing of which "is viewed by the whalers with the greatest dread" (p. 42). Goodsir cites the losses of 14 ships in 1819, 11 in 1821, and 7 in 1822. Then came the disastrous year of 1830, when 19 ships were lost, leaving nearly a thousand men on the ice. Aboard the *Advice*, preparations for crossing Melville Bay included the hoisting of provisions and other necessities onto the deck in case the ship should be nipped by the ice. Of the eleven ships accompanying them on the crossing, two were seriously damaged and two totally destroyed. Goodsir provides an excellent description of cutting (sawing) a dock into thick ice floes, using saw blades 14 feet long, and tracking (hauling) ships along open leads in the ice. It was not until 1 July that Goodsir could report the sighting of Cape York and his first meeting with Ross's "Arctic Highlanders," the ancestors of the present-day Inughuit of North Greenland. Goodsir relates accounts of sailors from the 1830 disaster who came across winter house settlements near Cape York where all the inhabitants had died, presumably from disease. The party continued northward along Ross's "Crimson Cliffs," passed Dalrymple Rock, crossed to the south of the Carey Islands, and ran passed an ice-filled Lancaster Sound on 8 July. Looking westward into the sound, Goodsir could only hope that time and conditions would eventually allow the ship to join the search for the missing Franklin expedition.

In Pond Inlet they met up with the whaling ship *St. Andrew* which, to the annoyance of Goodsir, had managed to get through Melville Bay and enter Pond Inlet a full month earlier. Although very careful in his account of meeting the *St. Andrew*, Goodsir makes it clear that had he crossed earlier, Captain Penny would have had a real opportunity to search

for evidence of his brother and the missing expedition. On 1 August the master of the *Truelove*, Mr. Parker, visited the *Advice*, informing them that some Inuit hunters had pointed out on a chart where both Franklin's and James Ross's ships were lying, and that James Ross had visited Franklin's ships where all were alive and well. This positive (and, as it turned out, incorrect) news spurred Captain Penny into finally heading the *Advice* westward through Lancaster Sound. Past Cape Byam Martin and Possession Bay, Goodsir spotted what he initially thought was a post with ensign flying. Before long he had to acknowledge that he had been tricked by a refraction in the ice. Off Cape Hay the crew shipped overboard, as per instructions, an Admiralty cylinder placed in a cask marked by a pole and a red vane. One can only wonder how many such messages were floating around in the ice during the height of the Franklin search.

On 4 August the *Advice* hove to in a gale and remained stormbound until the following day, when the party found their progress stopped by ice. Although Captain Penny noted a dark "water sky" beyond Prince Leopold Island, he ordered the ship to return to Prince Regent Inlet and continue whaling while there was still time to do so.

A very "distressed" Robert Goodsir is remarkably restrained in commenting on this decision by Captain Penny, stressing that the captain was not authorized to go out of his way to obtain information about the expedition as long as there were whales to be taken. Three days later, a shore party including Goodsir buried another cask containing a cylinder and some newspapers on the highest point of one of the Wollaston Islands on the west side of Navy Board Inlet. A stone cairn was built on top of the buried cask, with a pole and a black ball marking the spot. Leaving the island, Robert Goodsir reflected on the fact that they were in the same waters where the *Isabella* in 1834 had picked up John Ross and his men following their 4-year sojourn in the ice. Goodsir could only pray that his brother and the rest of the Franklin party would share a similar good fortune. The *Advice* continued whaling along the east coast of Baffin Island and eventually returned to Aberdeen after an 8-month voyage. James Ross and his men returned only a few days later to report on their unsuccessful search for the Franklin expedition.

Obviously the search for information about the missing Franklin expedition was but a minor part of Captain Penny's instructions. Only the following year did he join the search in earnest. Robert Goodsir's excellent and often detailed description of whaling activities and the immense dangers experienced in the treacherous pack ice during the 1849 voyage of the *Advice* is a story well worth reading, even if the subtitle is to some extent misleading and the price of the small book is fairly steep.

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