

preservation, he shows that the linkages are in circle and interdependent. Citing 1793 as the beginning of North American pressure for more local autonomy, Dickerson builds a persuasive argument against centralized power and bureaucratization but with the caveat that the success of the proposed decentralized authority "will, in the end, depend on Native people in the communities not on outsiders." As a possible solution, he describes a "local-regional-territorial model" as a "county-type" government adapted to fit the framework of the existing territorial government structure.

The final chapter reflects the perceptive analysis of one who has considered seriously all the alternatives, who has listened attentively to northerners, who has developed unusual understanding and empathy, and who has spent years studying the nature of process and policy in establishing legitimacy in political systems. Some may question the degree of trust and confidence Dickerson places in the ability of indigenous northerners to govern themselves, but his conclusions cannot be ignored:

Self-governing powers are the key to constructing a legitimate political system in the NWT — a system in which there is an accord between political values and structures, and a system to which Native people can consent.

The title *Whose North?* is clearly designated as a question of the future. This book deserves serious and contemplative consideration by all Canadians and, in particular, those directly involved in policy decisions affecting the future direction of the Northwest Territories Government.

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**NORTHWEST GREENLAND: A HISTORY.** By RICHARD VAUGHAN.  
Orono: The University of Maine Press, 1991. 208 p., maps, b&w  
illus., bib., index. Hardbound. US\$29.95.

I read this book with great interest, and given my own background and personal involvement in geophysical research in the Thule District during 1964-84 and continuing involvement in polar research, I have learned a lot. The book is very informative and contains numerous quotations and references, which make it valuable, but also occasionally make reading difficult.

In the introduction, Vaughan argues in favour of the use of the name *Avanersuaq* — the Inuit term for "farthest north" — today used as the official name for the Thule District. He should, however, have assisted readers by including the name "Thule" in the title of the book to advertise the area in focus. To many potential readers, Northwest Greenland means the area from Sisimut/Holsteinsborg to Upernavik. A more descriptive title would have been: "The History of Exploration of the Thule District in Northwest Greenland."

Following the introduction, the book contains 10 chapters, which deal with the Inuit and their relations to their neighbours (chapter 2), whalers and explorers in the region (3), the relationships of Inuit and whites (4), changes to Inuit economy (5), the demands of subsistence and science (6), the meteorite rush (7), archaeology and anthropology (8), the construction of the American Thule Air Base in Greenland (9), and the Inuit in the 20th century (10), as well as an epilogue. Each chapter begins with a description of historical developments in the region. These are parallel and overlapping in many respects, making for boring reading if the book is read without breaks.

In the introduction two maps are included, neither of which is very informative. The map of the Thule District contains several errors. For example, the settlement of Uummanaq is incorrectly placed on the map and Cape Cleveland is poorly designated. A list of old Inuit names, known from the literature, would have helped the reader. It could easily have been included in the epilogue, where Vaughan

discusses the propensity of non-natives to ignore native place-names and rename prominent geographical features.

Vaughan has certainly gone through extensive literature, but while appreciating all the information he gives, some scepticism remains because of some errors and the lack of important information, especially in relation to present-day conditions.

Thus, in the introduction he states that the Danes yearly hoist the Danish flag at Carey Øer (Carey Islands) to remind the Canadians of the Danish claim to ownership, totally neglecting the "Agreement between the Government of the Kingdom of Denmark and the Government of Canada" of 23 July 1974. A dividing line between Denmark and Canada has been defined by a series of points, including point 114 clearly west of the western point of Carey Øer. Meteorological data is transmitted every three hours from the Danish automatic weather station at Carey Øer to the international community. Here and in chapter 9, "America in Greenland," information is given on sovereignty and the U.S. acceptance in 1917 of Danish political and economic interests in all of Greenland. Vaughan only mentions in passing the decision reached in 1933 by the International Court in the Hague acknowledging Danish sovereignty over the whole of Greenland.

He does mention that a new Danish constitution in 1953 meant that Greenland, including *Avanersuaq*, became an integrated part of Denmark, but he does not mention that local community councils have been elected since 1975 and that Home Rule for Greenland was established in 1979. He is right when in chapter 10, "Inuit in the Twentieth Century," he tells that the Danish influence in the *Avanersuaq* area today is substituted for by the influence of West Greenlandic Inuit. To this I could add, from personal experience, that the local Inuit feel that the Danes, as opposed to the West Greenlanders, at least acknowledge their lack of knowledge concerning arctic hunting.

Chapters 2, "Inuit and Their Neighbors in Early Time," and 3, "Explorers and Whalers," provide information about early exploration. As a consequence of the structure of the book, some of this information is repeated in chapters 4, "Eskimos and Whites," and 5, "Inuit Economy."

In chapter 6, "Demand for Subsistence and Science," information is given about hunting, the local animals, and the usual food, fuel, and clothing. The 16 photos shown here (in poor reproduction) give information about dwellings, clothing, animals, and modern technical facilities.

"The Meteorite Rush" (chapter 7) informs us how the locals used meteoritic iron and what happened when it was removed for scientific examination and transported to the world's geological collections. Another effect of the rush for meteorites in Greenland was the establishment in 1878 of the Commission for Scientific Research in Greenland, which is still evaluating scientific activities taking place in Greenland.

In chapter 8, "Archaeology and Anthropology — the Eskimo as Research Material," Vaughan gives the history of anthropological investigations in the area, indicating the probable misuse of the local population as research material. This was a general worldwide problem in former days. For many years now, all research on humans in Greenland, including the Thule District, has been evaluated according to modern scientific-ethical principles.

In chapter 9, "America in Greenland," Vaughan describes the development in the area after the establishment of the Thule Air Base (TAB) in 1951-52. It is not clearly stated that the establishment of TAB was based upon the U.S.-Danish Defence Agreement of 1951. I find minor errors concerning present activity at TAB and about the most northern Danish military base, Station Nord, which in fact is and always has been a Danish station, today receiving most of its supplies directly from Denmark. Only the fuel lift is conducted from TAB.

In "Inuit in the Twentieth Century," chapter 10, Vaughan gives his fair judgement of the Danish state's colonization of Greenland as seen from the perspective of a general European global expansion. He dares not here or in the epilogue, however, give any opinion about the future development after the end of the cold war and the decrease of military engagement in the area.

The book has a valuable and comprehensive index, but it lacks many words and related information — such as “Thule culture,” an internationally acknowledged term for the immediate predecessors of the present-day Inuit in the Eastern Arctic. The Greenland Home Rule system is only briefly referred to in the book and is in no way described or commented upon.

The book is of general interest to everybody interested in the High Arctic, in the history of arctic exploration, and in the development of an originally isolated hunters' culture. The user of arctic libraries will find it excellent as a reference book concerning the scientific exploration and investigations of topics directly important to the local population, but not in other important fields, such as geodetic and geological mapping and geophysical investigations, including environmental studies and solar-terrestrial relations, for which the Thule District has a unique position because of its geomagnetic location.

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**THE VOYAGES OF THE DISCOVERY: THE ILLUSTRATED HISTORY OF SCOTT'S SHIP.** By ANN SAVOURS. Foreword by H.R.H. THE DUKE OF EDINBURGH. Preface by SIR PETER SCOTT. London: Virgin Publishing Ltd., 1992. 384 p., maps, illus., index, bib. Hardbound. £25.

Since the fame of the *Discovery* stems from the fact that she was specifically built for Scott's Antarctic expedition of 1901-04, it is natural that an account of that expedition should occupy a substantial portion of this book. Scott's own *The Voyage of the Discovery* has been reprinted many times, and the conduct of both his expeditions has been subjected to much critical examination in recent years. So the author must have found some difficulty in deciding how much to put in and what to leave out. She has preserved a balance that should satisfy those who already know the story (and its critics) well and those who do not.

*Discovery* was designed by the chief constructor at the Admiralty, after various Norwegian vessels and Scottish whalers had been considered and rejected, and was built by the Dundee Shipbuilders Company, one of the very few then capable of building wooden ships. Great stress was laid on the need to design the vessel not only to compete with the expected ice conditions but to be suitable for long ocean passages. She had a sharp overhanging bow for forcing her way through ice and a rounded overhanging stern to give protection to the rudder and screw. She was barque rigged (i.e., square rigged on the foremast and mainmast and fore-and-aft rigged on the mizzen) and proved a very sluggish sailer. Scott said that the masts should have been placed farther forward and were too short — she could have carried more sail. Bilge keels were not fitted, for fear of entanglement in the ice, and she rolled heavily. The triple expansion engines proved very successful. Her role during the National Antarctic Expedition was largely a passive one as winter quarters. She had a long, active life before her.

Although it had been hoped that *Discovery* would continue as an exploring ship, the Joint Committee of the National Antarctic Expedition was forced to sell her. The purchaser was the Hudson's Bay Company (HBC), and each summer from 1905 to 1911 *Discovery* undertook the annual supply voyage from England to Hudson Bay. In order to serve this role she was converted to a cargo ship. No attempt was made to retain her scientific equipment, the lifting propeller was replaced by a conventional type and the wardroom and between-decks accommodation were removed to provide hold space. Enough coal was carried for passage through the hazardous waters of Hudson Strait and the Bay, sail alone being used for the trans-Atlantic passages. The logs

of the 1906-11 voyages (with the exception of 1909) have survived and are quoted extensively. The author also provides a good history of the HBC and of its ports.

In 1915, *Discovery* made a voyage to Archangel. In 1916, the HBC lent the ship free of charge to the British government to rescue the men from Shackleton's *Endurance* expedition stranded on Elephant Island, but at Montevideo her mission was cancelled because the rescue had been achieved by a Chilean naval vessel. In 1918-19, she performed her last supply voyage to Hudson Bay, and in 1919-20 she saw service in the Black Sea during the Russian civil war. The author provides an interesting historical background to the two Russian voyages. From 1920 to 1923, *Discovery* was laid up in London — “a vessel of peculiar design, limited cargo capacity and speed, unable to compete with modern ships.”

However, she was bought by the Crown agents and was virtually rebuilt to fit her for oceanographical and biological research in the whaling grounds of the Southern Ocean. Her masts were moved forward and sail area increased, hull replanked, new decks laid and laboratories provided. A trawl winch, powered reels and other oceanographical equipment were fitted.

During 1926 and 1927, *Discovery* made two voyages from Cape Town to the Falkland Islands and back, taking different routes. The first full account of the expedition appeared forty years later in Sir Alistair Hardy's book *Great Waters*; Hardy had been on the scientific staff and was a first-rate writer. Quotations from his book and diaries enhance Savours's own vivid account of these voyages. She summarizes the results of the expedition as having “yielded a very detailed picture of the whole living community of the whaling grounds and its physical and chemical background.” The pioneering work of this expedition was followed by a regular program of research by *Discovery*'s successors, with their scientific reports finally covering half a century.

*Discovery*'s next service was with the British, Australian and New Zealand Antarctic Research Expedition (BANZARE). The expedition had two objectives — geographical and scientific research along the coast of Antarctica south of Australia, and taking formal possession of lands earlier discovered by British sailors and of others not yet claimed. The leader was the Australian scientist Sir Douglas Mawson, who had led an important Antarctic expedition in 1911-14. During two voyages in 1929-31, important geographical discoveries were made, together with valuable scientific research. The difficulty of conducting a maritime expedition under the leadership of a landsman was often apparent, leading to friction between scientists, intent on their own desired program, and master, responsible for the safety of the whole enterprise.

*Discovery*'s seagoing days were now over. She became a familiar sight on the Thames embankment in London, where she served as a training ship. Between 1979 and 1986, she was restored to her 1925 condition and then transferred in a floating dock ship to Dundee, where her long life had begun.

The book is well produced and the illustrations justify its subtitle. Sketch maps of the ship's voyages to Hudson Bay and Russia and on the oceanographic expedition of 1925-27 fulfill their purpose. Maps of Scott's expedition and the BANZARE expedition, from originals, are reproduced as end-papers, but on such a reduced scale that they cannot be read without a magnifying glass. There is a chronology of the ship's life, extensive source notes and references, a selected reading list and a good index.

This book is the result of years of research by an author with exceptional qualifications for writing it. Few ships have had such an interesting and varied life as the *Discovery*; she has got the biography she deserved.

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