hypothesis. The paper is a fresh interpretation that not only recommends but demands recognition of *pallescens*. Until a better argument is presented, most of us will have to accept *pallescens* as a valid race.

DAVID F. PARMELEE

ICE ISLAND. Polar Science and the Arctic Research Laboratory. By TIM WEEKS and RAMONA MAHER. *New York: The John Day Company, 1965. 8¼ x 5½ inches. 220 pages, 57 illustrations including two maps, one table, index. $4.95.*

The most recent popular accounts — two only — of a U.S. ice drifting station were produced twelve years ago, just at the beginning of the continuing effort that saw the establishment of the scientific station of Fletcher's Ice Island, T3, and that resulted in the successful occupation of four more Arctic Ocean research stations. Authors Weeks and Maher have brought the eventful story up to date in *Ice Island,* a well-illustrated and generally satisfactory book for the person with little or no previous knowledge of these stations. The reader familiar with the Arctic Ocean and with the progress of scientific work in that area will not find much that is new, although he will learn some interesting details of the establishment and support of the ARLIS stations.

In a relatively few pages the authors rapidly survey the exploration of the Arctic Ocean, the establishment of various ice floe stations, the discovery and occupation of ice islands, and the life and work there. This broad approach is generally successful and quite adequate for an introductory work, and the very few slight misinterpretations that may arise as a result in the reader's mind are hardly serious and will not lead him far astray.

There are brief accounts of the drift of the *Fram,* of *North Pole I,* and of the *Sedov,* and mention of other relevant early approaches and thrusts into the Arctic Ocean. There is a good useful summary of the various events connected with the discovery of the various "T" ice islands and of the first landing by Fletcher, Brinegar and Rodahl on T3, and the authors have included an informative though short account of the glacial history of northern Ellesmere Island which produced the ice shelf and the ice islands.

Most of the book is devoted to ARLIS II. Here is outlined a good deal of the problems of locating and establishing drifting stations; the question of a suitable, safe site, the race against the summer melt to set up a camp, the inescapable slush of summer, and the forced relocation of the buildings as the summer sun eats deeper into the station foundations. The authors gently touch on the personnel problems that arise from these conditions, and they include mention of the inherent and sometimes severe difficulties of carrying out research from such stations, whether on ice floes or islands. Here too they capture something of the fascination of the ice islands — that indefinable aspect that is so attractive. Two of ARLIS II's people have in fact spent more than three years on the ocean.

It is in the description of ARLIS II that the work of Max Brewer, Director of the Arctic Research Laboratory at Pt. Barrow, shines. The use of inexpensive materials to prefab small, portable, expendable huts that can easily be transported and set up, and the highly successful use of light aircraft, Cessna 180s, in establishing and supplying the stations, even in the depths of winter, and in supporting the scientific work as far as the Pole itself, are results of Brewer's direction and are points that the authors do well to emphasize. Here, however, by recording only the role of American pilots of light aircraft in the Arctic, they do an unintended disservice to those Canadian pilots who in the mid 1950's pioneered the use of the even smaller Supercubs for scientific exploration of the arctic archipelago.

There is a supplementary chapter on the laboratory at Pt. Barrow and the work that goes on there, and an entertaining chapter on the wandering bears

that have visited and besieged ARLIS II.

The Office of Naval Research is currently considering the possibility of freezing a research vessel into the arctic pack, in essence thus repeating Nansen's original drift. The drifting ice stations therefore may only be intermediate and temporary platforms for the exploration of that unique ocean. Like the ice islands themselves, these stations may someday cease to exist.

The only real criticism that might be made about this popular introduction to the drift stations is that after the reader is supplied with a good background, he is finally left wondering what has been accomplished. The authors cover quite well all aspects of the stations except the actual scientific results. Some of the work may have been classified for strategic reasons, but there is room for description of other aspects of the hard-won results. There is for instance, no mention of the magnetic anomaly that stretches across the Arctic Ocean. Various other authors have very successfully written popular accounts of the results of scientific work. *Ice Island* does include such a brief summary of research done on lemmings at Barrow, but nothing similar is recorded from the drift stations. Only four of the numerous illustrations actually show the scientists at work and these few are repetitive and not too informative. This reviewer would have liked to have seen a more complete treatment of the scientific aspects of the stations in this otherwise good account of the unique drifting stations of the Arctic Ocean.

SPENCER APOLLONIO

Obituaries

James Buckland Mawdsley (1894-1964)

James Buckland Mawdsley, M.B.E., Ph.D., F.R.S.C., a Charter Associate of the Arctic Institute of North America, died very suddenly on 3 December 1964 at the age of 70. As Director of the Institute for Northern Studies, University of Saskatchewan, he played a major role in its organization and development and exerted a very great influence on research in northern Canada.

He was born on 22 July 1894 near Siena, Italy, the son of British-American parents. In 1904 the Mawdsley family left Italy and settled in the village of Gainsborough, southeastern Saskatchewan. After receiving his public and high school training in Saskatchewan he entered McGill University in 1913. His career, like that of many of his contemporaries, was interrupted by the First World War. Twice wounded in France, first with the Princess Patricia Canadian Light Infantry and then as a pilot with the Royal Flying Corps, he was awarded the M.B.E. at the end of the war. In 1919 he returned to McGill and two years later graduated in Mining Engineering. He then went to Princeton University where he obtained his Doctor of Philosophy degree in Geology in 1924. That same year he joined the Geological Survey of Canada and for the next five years applied his scientific knowledge to the problems of the regional geology of northwestern Quebec.

A new chapter in his life began in 1929 when he accepted the appointment of professor and head of the Department of Geology at the University of Saskatchewan, a position he held until he became Dean of Engineering in 1961 and also the Director of the Institute for Northern Studies. In 1963 he retired as Dean and was then able to devote all his time to the affairs of the Institute. In addition to his academic duties his professional activities included field work in northern Saskatchewan for the Geological Survey of Canada and the Saskatchewan Department of Mineral Resources, and private consulting assignments took him to other parts of northern Canada, to the United States and Great Britain.