

co-editors on the IPY Joint Committee, and all the other contributors deserve a salute for showing us and future scholars how people worked among all these force fields during the planning and execution of IPY 2007–08.

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NORTH BY DEGREE: NEW PERSPECTIVES ON ARCTIC EXPLORATION, edited by SUSAN A. KAPLAN and ROBERT McCracken Peck. Philadelphia: American Philosophical Society, 2013. ISBN 978-1-60618-923-8. xviii + 469 p., 16 contributors, index. Softbound. US\$50.00.

This handsome volume contains most of the papers presented at a conference held in Philadelphia in 2008 to commemorate Robert Peary's 1908–09 North Pole expedition. The gathering was timely, as the Arctic was attracting increasing international attention, although the editors acknowledge that some of today's main preoccupations, such as questions of sovereignty and the scramble for mineral rights, are not covered in this volume.

Part I, "Nationalism and Identity," begins with a paper on Robert E. Peary by Lyle Dick and one on Frederick Cook by Michael F. Robinson. Although the North Pole controversy forms the backdrop to each paper, neither author devotes much space to the century-old dispute. Dick's thesis is summed up by his subtitle, "How and why America's elites made Robert Peary a national icon." His paper describes how America's scientific and political establishment of the Theodore Roosevelt era supported Peary as the ideal model of white masculinity and concludes by identifying the heroic central figure in Charles Knight's popular "Mural of the Neolithic Stag Hunters" as Peary. Robinson's

paper argues that the North Pole dispute has distorted interpretations of Cook, whom he sees as "the archetype of the twenty-first century adventure sportsman" (p. 59): such individuals spend, and make, vast sums of money on their activities. Papers in this section move from individuals to institutions with Frederick E. Nelson's study of the role of the American Geographical Society in sponsoring and recording Arctic exploration. Its founding charter of 1851 encouraged "the advancement of exploration along scientific lines" (p. 71), but financial difficulties and increasing government investment in the Arctic after the Second World War have led to its early role being half forgotten. The final paper in this section, by Tina Adcock, takes four very different figures—George Douglas, Guy Blanchet, Vilhjálmur Stefánsson, and Richard Finnie—and examines in what sense they can be regarded as explorers at a time when improved transport links were opening up the Arctic. Reliance on indigenous guides, length of time spent in the North, and accumulation of scientific knowledge might all come into play as different definitions of exploration are adopted and discarded.

Part II, "Culture Contacts, Race, and Gender" begins with Karen Routledge's paper on American whalers in Cumberland Sound on the southeastern coast of Baffin Island in the mid-19th century, some of whom wintered there in order to make an early start on whaling the following spring. Her title, "The Desolate Shores of a Frozen Zone," represents the whalers' view of their environment, a view at odds with that of the Inuit communities, who not only subsisted in the region, but hunted enough to keep the wintering crews alive. Among these some died and many suffered, but their fate had more to do with their inability to adopt Inuit diet and adjust to local conditions than with the inherent hostility of the Arctic environment. Race enters the picture in Emma Bonanomi's paper on Matthew Henson, the black American who accompanied Peary on his controversial Polar journey of 1908–09. It was Henson, described by one of the party as "a dandy sledge maker, good shot, and as good a dog driver as the best Eskimos" (p. 192), who along with four Inughuit accompanied Peary on his final dash to the Pole. This image of multiracial collaboration soon faded on Henson's return to the United States, where his lecture tour—made against Peary's wishes—met a mixed reception from largely white audiences and was a financial disaster. The final paper in this section, by Genevieve M. LeMoine and Christyann M. Darwent, is entitled "Inughuit Women's Role in Culture Contact through Clothing." Illustrated by a dozen photographs and based on interviews and archaeological fieldwork, it assesses the extent to which the clothing of the Inughuit of far northern Greenland was modified during the period of first outside contact in the 19th and early 20th centuries. Metal needles and cloth brought some changes, but a strong sense of identity assured the retention of traditional items of clothing, such as sealskin boots and fur pants.

The first paper in Part III, "Culture of the Explorer" by David H. Stann, deals with the fate of the extensive library

of books taken on the disastrous Greely expedition to Fort Conger, Lady Franklin Bay, and with the role played by Robert Peary in its later disposal. Patricia Pierce Erikson's paper, "Homemaking, Snowbabies, and the Search for the North Pole," on the role of Peary's wife, Josephine, moves from Josephine's work in domesticating their living quarters in the Arctic to the birth of their baby at 77°44' N. It concludes with the symbolic importance of Josephine's gift to her husband of an American flag, pieces of which he deposited on his journey to the Pole.

In Part IV, "Popular Culture," Robert McCracken Peck's paper illustrates the Arctic scenes that decorated ceramics in Britain and the United States during the 19th century. Predictably, polar bears, Eskimos, and icebergs took pride of place on items that ranged from silver commemorative pieces to family tableware. The theme of the Arctic in domestic consumption is continued in Helen Reddick's study of "the polar trek" in children's books. She shows that from the early 19th century to the present day, writers have produced books for children—usually based on a real-life explorer—that sought to involve their young readers in a direct way in the story of Arctic voyages. The next paper shifts from individual readers to mass audiences, as Russell Potter examines the spectacular moving panoramas of Arctic scenes that toured Britain and the United States between 1820 and 1860. In a competitive business, great pains were taken to establish authenticity. Painted images were based on the voyage narratives, approving visits from the actual explorers were recorded, and items from the voyages ranging from ships' boats to husky dogs were incorporated.

Part V looks back to "Technological Advancements." In "The Balloonatic," Huw Lewis-Jones reappraises Commander John Cheyne's proposal for a balloon flight to the North Pole, 15 years or more before Andrée's pioneer attempt in 1897. Cheyne's ambitious scheme featured three linked balloons carrying six men, three tons of equipment, sledges, and a team of dogs. Facing opposition from traditionally minded Arctic enthusiasts, popular derision as well as public interest, and financial shortfalls, Cheyne failed to raise enough support. In her paper, Anne Witty praises the S.S. *Roosevelt* (in Peary's words, his "little black ship, solid, sturdy, compact, strong and resistant as any ship built by mortal hands can be," p. 383), which took him on his polar voyages of 1905–06 and 1908–09. Witty describes the advanced design of the vessel and how on her first polar voyage, despite some unexpected defects, she brought her crew safely home. In the longest paper in the volume, Susan A. Kaplan examines the technological advances associated with the three Arctic expeditions of Donald B. MacMillan between 1913 and 1924. Photographers took both still and moving pictures of the lands and peoples visited (5500 photographs and 12 000 feet of motion film on one expedition alone), while attempts at wireless communication finally succeeded on the last expedition. Audiences at home could view extraordinary scenes on film, and for the crew, two-way wireless links helped to remove the sense of isolation associated with Arctic ventures. One expedition

member went as far as to say, "The long Arctic night, so much dreaded by explorers of old, has no terrors for the crew" (p. 446).

In total, this miscellany shows a healthy disregard for the usual boundaries of Arctic exploration histories as the paper-givers pursue byways and detours that take them well away from mainstream accounts. The presentations in this volume are helped by an array of illustrations, the number and quality of which are beyond the reach of most publishers, and by plentiful annotations. These latter should be particularly helpful to younger scholars looking for promising research topics in less conventional fields of Arctic studies. One minor criticism might be made. The editors refer to the spirited and engaging discussions that followed the hearing of the papers; it is perhaps a pity that there is no record of them here.

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ICE SHIP: THE EPIC VOYAGES OF THE POLAR ADVENTURER *FRAM*. By CHARLES W. JOHNSON. Lebanon, New Hampshire: University Press of New England, 2014. ISBN 978-1-61168-396-7. xiv + 318 p., maps, b&w illus., notes, references, index. US\$35.00.

In early August of 1977, I walked along the shore of Fram Havn, a small, protected bay on the west shore of Rice Strait, where in the fall of 1998, Otto Sverdrup brought the sturdy vessel *Fram* into the first of four wintering sites on Ellesmere Island. Sverdrup's (1904) account of his expedition, with its excellent maps and notations of several ancient site locations, had brought us to this part of the High Arctic in search of evidence of prehistoric activities. During the following 12 summers, we were regular visitors to many of the places noted and recorded by Sverdrup and his men. All that to say that any new book about the amazing vessel *Fram*, and the three principal expeditions in which it played a most decisive role, was of personal interest.

One of the early works about the famous Norwegian vessel was written by Odd Arnesen (1942). In *Fram: Hele Norges Skute*, Arnesen provides a great many details about the design and construction of the vessel, but gives less attention to the three major expeditions in which *Fram* participated. Charles W. Johnson's "Ice Ship" deals far less with the construction and history of the ship and devotes most of the text to the three major expeditions associated with the vessel.

In the Prologue, the author describes how, in 1884, the discovery of a number of items from the crushed De Long expedition ship, USS *Jeannette*, found on an ice-floe by