

among them became more prevalent; Moneta describes a serious tiff, which lasted for days, about some bars of soap.

Summer arrived, heralded by lots of birds and temperatures above freezing. But in late December (Antarctic summer), they were still cut off by pack ice. There were anxious discussions about pickup and the inevitable scenarios for staying another winter with low coal supplies. Since their personal gear had been packed for some time, they thoroughly cleaned, repaired, and painted all their buildings ready for the new crew. This annual routine was one of the reasons that the buildings had stood up so well over the years.

January 1924 gave way to February, with all sorts of false alarms as people spotted new black specks in the pack ice. There were the inevitable bets on the date of pickup.

Then a whale catcher appeared, and they rowed out to it when it was close enough. On it was a group of five wearing winter clothing: their replacements, with one year's mail and news. Again, there was only one Argentine. Moneta's group sailed away, calling in on a huge Norwegian whale factory ship near Signy Island, under British customs control. Moneta was already thinking about coming back the next year, with a radio link.

Ten months later, in January 1925, he did return. The radio did not work, but they used the generator to provide electric light in the main hut. He summarizes this year, in which there seems to have been more tension between the expedition members. He returned to Buenos Aires thinking about returning with another radio and a crew of Argentines. He spent eight months there, recruiting six people rather than the usual five in order to include a radio operator.

After an official send-off in 1926, they sailed to South Georgia, where they trans-shipped to a modern whale catcher for the South Orkneys. En route, they met up again with huge factory ships, operated by various nationalities under British customs control. They reached the base on Laurie Island two months earlier than usual to allow time for proper construction of the radio station before winter set in.

As a result, in 1927, Moneta became the leader of the first all-Argentine crew, triggering national interest in the expedition. They worked furiously to build two new rooms and erect the radio mast. They had trouble starting the radio and learning the basics of operating it. When they got through, they received a message from the President of Argentina, who was most complimentary, and they started transmitting weather data for the first time.

During the following winter, on their national day, there was a special live exchange via a radio station in Buenos Aires with officials and members of their families. This was a very emotional, nationalistic occasion that captured the imagination of Argentines listening in. The radio link had not only taken away the old isolation, it had attuned the nation to the existence of an Argentine Antarctic expedition. This was a year in which Moneta was very much in charge. He made a film of their life, which proved very popular and further fueled interest in Antarctica across Argentina.

After a rough return trip to Buenos Aires, Moneta began planning for his fourth winter in South Orkney, again as leader. As the date drew near, some months had passed without radio contact. Crowds were present to see the crew depart for the Antarctic base. They had a very rough trip out, and when they arrived at the base, they discovered that the radio operator had died. The winter is described mainly as more of the same (e.g., one man sick, training dogs, one dog lost, settling in socially with the new crew).

The longevity of this station, from the time of Robert Falcon Scott to the present day, is remarkable. It operated during wars, including the Falklands War, and during the enactment of the Antarctic Treaty System (South Orkney comes under the Treaty).

Twelve editions of Moneta's book were published in Spanish, beginning in 1939. Their popularity stimulated interest and pride and created a lasting enthusiasm for Antarctica in Argentina. This translation of the original book includes additional annotations for the English-speaking reader, as well as photographs from the original editions. It serves to introduce an English-speaking audience to life on an isolated, Spanish-speaking meteorological station that has persisted for almost a century. This book will be of interest to polar enthusiasts and those interested in ordinary people living in great isolation.

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THE GREATEST SHOW IN THE ARCTIC: THE AMERICAN EXPLORATION OF FRANZ JOSEF LAND, 1898–1905. By P.J. CAPELOTTI. Norman, Oklahoma: University of Oklahoma Press, 2016. ISBN 978-0-8061-5222-6. xxi + 624 p., maps, b&w illus., notes, works cited, index. Hardbound. US\$34.95.

The polar regions are geographically remote from most human population centers, but have loomed closer in the Western imagination for several centuries. Or rather, the Canadian archipelago, Greenland, and northern Scandinavia have been of primary interest to North Americans and Europeans: the Arctic archipelago of Franz Josef Land, by contrast, has been notably distant in Arctic imaginaries. P.J. Capelotti's deeply researched, lively, and riveting *The Greatest Show in the Arctic* should by all rights bring Franz Josef Land fully into view. This magisterial volume joins Capelotti's earlier work on the archipelago in displaying a limber scholarly attention to turn-of-the-20th-century Norwegian, British, and American exploration. He brings historical methods to bear on the material and writes with wit and energy of the three American expeditions to Franz Josef Land between 1898 and 1905: the Wellman Polar Expedition (led by a Chicago newspaperman,

Walter Wellman), the Baldwin-Ziegler Polar Expedition (commanded by Evelyn Briggs Baldwin, a veteran of Wellman's expedition, and funded by baking powder baron William Ziegler), and the Ziegler Polar Expedition (Ziegler's second sponsored expedition, led by Anthony Fiala, formerly of the *Brooklyn Eagle*).

As Capelotti notes in the volume's introductory materials, the history of American exploration of Franz Josef Land could be told only in fragments until recently, when expeditionary diaries, journals, and materials became newly available to scholars. (Capelotti is also one of the few Americans to have visited the islands in the past century.) This history, he argues, was driven by a late-19th-century American media hunger for stories of extremity. Gilded Age industrialists and newspaper magnates underwrote expeditions in exchange for publicity. Capelotti notes that patronage-driven geographical naming practices were another goal of these expeditions: backers could expect an honorific cape, island, or strait as thanks for financial support of the American expeditions. As he writes succinctly in the book's preface, "the American exploration of Franz Josef Land was both a direct product of the spectacular levels of untaxed private wealth of the Gilded Age and a monument to that age's inevitable collapse" (p. xviii). The lack of sustainable, community-minded leadership of turn-of-the-century titans of industry finds its analogue in the ambitious yet bumbling American explorations of Franz Josef Land.

The story of the three American expeditions unfolds in short, punchy chapters, and Capelotti is adroit in narrativizing a broad range of evidence. The details are thick and dizzying, and none is spared, but the overall account will captivate students, scholars, and enthusiasts of American and Arctic history, science, and culture. The expeditions were fractious, which likely was the case for most polar explorations in history; rarely, though, has a scholar had access to such a substantial body of diaries and letters in order to expose the tensions that are often glossed over or elided in official expeditionary narratives. Capelotti brings these moments to light with relish. Of a newspaper description of the explorer's striking eyes written before the departure of Baldwin's expedition Capelotti observes: "Given his erratic behavior—a tincture of paranoia laced with delusions of grandeur—the 'piercing steel grey eyes' can now be seen for what they were, a physical manifest of [his] increasingly unbalanced mind" (p. 247). At the end of the expedition, Baldwin seized most of the private diaries and correspondence of the crew in order to protect his reputation; his calamitous failure to lead the men with any purpose, confidence, or skill would be comic if it weren't so chilling. Anthony Fiala, whom Capelotti describes as the "most irrepressibly guileless" of Baldwin's men, would go on to lead the third American venture to Franz Josef Land, with even less competence. The expedition was plagued by the loss of the ship, *America*, crushed by tremendous ice pressure; interpersonal conflicts did not ease the crisis. One of the most acidly interesting details

in *The Greatest Show in the Arctic* is the "venomous little collection" of "Fialaisms" kept by the expedition's doctor, George Shorkley, who was annoyed by what Capelotti calls Fiala's "uncontrolled need to spout profundities that were either absurdly pretentious or hopelessly inappropriate" (p. 390). Among the "Fialaisms" are the following claims, as recorded by Shorkley: "[After fainting]: 'Why, this is strange! Just before coming away, I wore out four strong men, one after the other, at fencing'" and "I am the only male member of the 'Ladies Aid Society'" (p. 391).

Capelotti might have provided a broader overview of newspapers' stunt-publishing in the period, giving readers a sense of where Arctic exploration fit into their commercial strategic plans. How common, in other words, was it for newspapers or for industrialists to promote adventurous voyages? Is Arctic exploration meaningfully different from other travels at the turn of the century, or were these the previous century's versions of Elon Musk's SpaceX or Richard Branson's Virgin Galactic, designed to send private citizens to space? *The Greatest Show in the Arctic* could do more, too, to distinguish capitalist geographical naming practices from imperial or national ones: what is the difference between naming an inlet for a captain of industry, say, and naming an inlet for a captain of a naval vessel? How do such differences register on a global scale, and might this be evidence for a shift from an age of nationalism to an age of capital? *The Greatest Show in the Arctic* is evocative enough to propel such questions, and readers are indebted to this volume for the means to pose them. Capelotti's deft and much-needed account of messy, determined, bungling, aspirational American expeditions to Franz Josef Land will fire the imagination of any reader.

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THE ARCTIC GUIDE: WILDLIFE OF THE FAR NORTH. By SHARON CHESTER. Princeton, New Jersey: Princeton University Press, 2016. ISBN 978-0-691-13975-3 (pbk.). 544 p. Includes introductions to higher taxonomic units (orders, families, genera), colour illus., species distribution maps, selected bib., web sites, indexes to scientific names of families, genera, and common English names for taxa. Softbound. US\$27.95; £22.00.

This is an ambitiously inclusive guide to characteristic species of circum-Arctic fauna and flora in a single volume. Its illustrations are excellent, the species accounts in the text are concise and informative, species' identities nearly error-free, and their formal scientific names almost all