

Publication of the map and handbook set will be welcomed by both academic and commercial communities and is all the more timely for the latter as conditions for foreign investment in the FSU continue to improve. (Ben Seligman, Manor Farm, West Chelborough, Dorchester, Dorset DT2 0PY.)

**BY AIRSHIP TO THE NORTH POLE: AN ARCHAEOLOGY OF HUMAN EXPLORATION.** P.J. Capelotti. 1999. New Brunswick, NJ, and London: Rutgers University Press. xix + 224 p, illustrated, hard cover. ISBN 0-8135-2633-7. \$US26.00.

After an unsuccessful attempt in 1896, which came to nought because of the lack of the essential southerly winds, in 1897 the Swedish explorer Salomon August Andrée started from Virgohamna on the north coast of Danskøya in Svalbard in an unpowered hydrogen balloon, *Örnen*, hoping to reach the North Pole. This event has become widely known, largely because of the disappearance of the balloon, Andrée, and his two companions, and the remarkable discovery of their camp and skeletons on Kvitøya in 1930. The fate of the expedition was revealed by diaries found at the camp and by photographs that, when developed, graphically illustrated the details of that fate, although the film had lain undeveloped for 30 years.

In 1906, 1907, and 1909, Walter Wellman, a reporter for the *Chicago Record-Herald*, made three attempts at reaching the Pole from the same location in Svalbard, but using powered dirigibles. In 1906 it was found that the engines had serious defects and the dirigible was not even inflated; in 1907 the dirigible flew about 24 km and in 1909 about 64 km.

The first part of *By airship to the North Pole* traces the history of these events, placing them in the context of the history of Arctic exploration and of the development of balloons and dirigibles in general. In both cases the author castigates these over-ambitious 'explorers' for failing to undertake field trials of their craft before taking them to the Arctic. His discussion is seriously weakened, however, by a total lack of maps to show where the two men had planned to go, and what they actually achieved. It is further weakened by several factual errors or misuse of terminology. On several occasions Capelotti refers to the permanent pack ice of the Arctic Ocean as the 'polar ice cap'; the term ice cap refers to a large glacier, such as the Devon Island Ice Cap, and should never be applied to sea ice. The spelling of the name of George W. De Long's ship was *Jeannette*, not *Jeanette*. On page 12 Capelotti states that the start of the drift of *Fram* was close to that of De Long's *Jeannette*; *Jeannette*'s drift, however, began to the east of Ostrov Vrangelya, that of *Fram* to the northwest of Ostrova Novosibirskiye, more than 1700 km, or well over 1000 miles, farther west. On page 60 Capelotti states that during his 1898–99 expedition to Zemlya Frantsa-Iosifa, Wellman's team 'explored and discovered a few small islands in the archipelago.' Ostrov Greem Bell, one of these 'few small islands,' is actually one of the largest

islands in the archipelago, covering approximately 2800 km<sup>2</sup>. Mistakes such as these, with reference to easily checked data, tend to cast doubt on the calibre of the author's own research.

In 1993 Capelotti mounted a thorough archeological examination of the abundant relics of these various early attempts at Arctic aviation at Virgohamna: the remains of Wellman's impressive balloon hangar, the remains of two of Wellman's craft, the residues from the operations for producing hydrogen used by both men, and much more. This discussion is rendered almost incomprehensible by a total lack of maps of the site, although (page 156) Capelotti does mention that he produced a planimetric map of his archeological investigations.

A large part of the book is occupied by the author's attempts at demonstrating the value of his type of archeology. One hypothesis he attempts to prove is that the frequency of occurrence of labels or trade-marks on artifacts found on the site at Virgohamna, when compared to the frequency of occurrence in Wellman's writings or of advertisements in Wellman's *Chicago Record-Herald* should prove or disprove the accusation levelled at Wellman that his were purely advertising stunts, rather than genuine attempts at exploration. Since only five brand names were found on artifacts on the site, this effort was rather inconclusive. Similarly Capelotti attempts to prove or disprove Wellman's veracity in general, on the basis of his statement that the iron used to produce the hydrogen for his dirigible was tainted. Capelotti proves to his own satisfaction that this statement is correct — but this one example of verification is scarcely enough on which to assess a man's reputation.

Capelotti has made useful contributions by unravelling the details of the structures and artifacts still surviving at Virgohamna — structures and artifacts that have often been misidentified by other writers — and by identifying the crucial flaws in both Andrée's and Wellman's polar attempts. But even these contributions are badly flawed by the map problems. And surely such a study could have been better reported in a rigorous, concise journal article, rather than in a 'popular' book. (William Barr, Arctic Institute of North America, University of Calgary, 2500 University Drive NW, Calgary, AB T2N 1N4, Canada.)

**DEVELOPMENT IN THE ARCTIC.** Tom Greiffenberg (Editor). 1999. Odense: Danish Polar Center. 132 p, illustrated, soft cover. ISBN 87-90369-29-7. Price DK 150.00.

*Development in the Arctic* is the record of the proceedings from the Seventh Nordic Arctic Research Forum Symposium, which was held in Slettestrand, Denmark, in January 1998. Published by the Danish Polar Center, the report is attractively presented in A4 softback format. A compilation of 15 papers, the book features a number of monochrome illustrations and maps, contact information for the participants, and a short list of other Nordic Arctic Research Forum publications. All of the material is in English.

In a short introduction, the editor reveals the purpose of the symposium, which was to confront current development theories with the experience of development in the Arctic. As such theories normally derive paradigms from Africa, Asia, and South America, the conference was a deliberate attempt to enlarge the debate to northern regions. A keynote address by Johannes Schmidt of Aalborg University provides an overview of development theories. This is followed by a paper that outlines a multi-causal approach to the problem of providing a scientific explanation of economic development in the Arctic. Of the remaining material, seven of the papers are either exclusively devoted to, or draw largely on, issues associated with Greenland, and researchers with a specific interest in development in post-war Greenland will find this a convenient compilation of material. However, the book also contains two papers on protected-use areas as a strategy for conserving the traditional culture of the Khanty in Siberia in the face of encroaching industrial development, and therefore may properly be said to encompass an Arctic, as opposed to a Greenlandic, perspective.

In addition to the material that lies comfortably within the purview of sociology, economics, and anthropology, the book contains papers that are peripheral to developmental studies, and of interest to scholars in other disciplines. These include material on linguistics — an engaging piece by David Lipscomb on a nationalistic language in Arctic Canada — a paper on tourism studies, and a consideration of the juridical continental shelf with particular reference to the Arctic by Jürgen Taagholt. These are papers of interest in their own right that might be overlooked in a review of Arctic development.

As with other conference proceedings, this is a book that draws together a number of often diverse strands of research under a unifying theme. Each of the papers in the report is a developed argument or description, rather than a simple summary of a presentation. This lends strength to the report as an intellectual contribution to the issues in its own right, as opposed to being principally an aid to those who attended. The overview of development theory by Johannes Schmidt is a useful foundation to other contributions, and it does not shy away from the difficulty that the social sciences have had in advancing compelling accounts of development as a phenomenon.

It is perhaps no surprise that this publication should come from the Danish Polar Center, as it has a particular strength in its treatment of the history of development and its problems in Greenland, and contains useful overviews of particular aspects of development in which the Greenlandic experience may be taken as either an icon of Arctic development issues or a means of comparison with other northern regions. Nonetheless, the generality of topics adds to the strength of the final work. Whereas development is often considered in terms of industrial improvement, the book, through its contributors, reminds the reader of the fundamental issue of what development really means. It draws attention to an aspect of develop-

ment in the post-industrial world of special concern to the Arctic — tourism — and provides comment on a critical issue to indigenous identity in the next century, the choice of a common language.

The contributors whose mother tongue does not appear to be English demonstrate an admirable grasp of the language. Nonetheless, in some places, the writing detracts from the easy reading of the material. The diagrams and maps are generally clear, and correlate well with the text, but in some cases would better serve the reader if they had been printed as slightly larger images. These comments aside, *Development in the Arctic* is an interesting contribution to its specific domain and to the study of development in general, and it is a source of material for scholarship in several disciplines. The book, and the conference it reports, achieve the aim of broadening the geographical domain of development studies by highlighting the work of researchers in the northern regions, and the work is a varied resource for the Arctic scholar. (John Ash, Scott Polar Research Institute, University of Cambridge, Lensfield Road, Cambridge CB2 1ER.)

**THE ALASKA-KLONDIKE DIARY OF ELIZABETH ROBINS, 1900.** Victoria Joan Moessner and Joanne E. Gates (Editors). 1999. Fairbanks: University of Alaska Press. xviii + 309 p, illustrated, soft cover. ISBN 0-912006-99-4. \$US22.95.

Elizabeth Robins was, as the sub-title of her biography, written by the second editor of the present work, succinctly states, 'actress, novelist, feminist' (Gates 1994).

The first child in a large family, she was born in Louisville, Kentucky, in 1862, and, after an excellent education, she became an actress in both the United States and Great Britain. She became famous as an interpreter of Henrik Ibsen's characters and acquired a grasp of Norwegian sufficient to enable her to translate Fridtjof Nansen's works. In the late 1890s she wrote plays, a collection of short stories, and three novels. In the twentieth century she wrote more novels and other works and became involved in suffrage and feminist issues on both sides of the Atlantic. She died in England in 1952.

The polar interest in Robins arises from a trip that she undertook to Nome and the Klondike in the summer of 1900 in search of two of her younger brothers, Raymond (1873–1954) and Saxton (1869–1901), who had last been heard of by their family from that area. Combining family duty with business, she took the opportunity of arranging for the publication of pieces she would write on her travels with W.T. Stead, the editor of *Review of Reviews*, who advanced her money for reports on life in the north. The journal of her travels is preserved in the library of New York University. It is printed intact in the present volume.

The journal is roughly divided in three parts. The first is the journey from New York to Seattle and thence to Nome by the steamer *Tacoma*, arriving on 14 June 1900. The core of the book records Robins' residence in Nome, where she found her brother Raymond, who appears to