

Region cooperation was initiated by Norway as a top-down political project, the organization of this cooperation is expected to have a strong footing on the regional and local level. The key actors here are the nation-states, the European Union, and the eight directly involved administrative regions of Norway, Sweden, Finland, and Russia. What are the prospects of regime creation with regard to the Barents Region? What kind of 'social driving factors' are involved here? With what measure of success can the findings of *Polar politics* be applied to a case study where the interests of nation-state(s) may come to clash with local and regional interests and where issues are essentially geopolitical, relating to natural resources and economics? The difficulty of disentangling connections between power and knowledge may also surface. After all, the relationship between power and knowledge is far more problematic than is allowed by the regime theory, and 'social driving forces' cannot be entirely divorced from wider regularizing collectivity called a discourse. The texts of various discourses are not free-floating innocent contributions to an objective knowledge, but are rooted in 'power/knowledge' serving the dominant interests of particular groups in society and help to sustain and legitimize certain perspectives and interpretations. Accordingly, the possibility cannot entirely be ruled out that regimes, being social institutions, may also serve the dominant discourse and lead to the institutionalization of asymmetrical, hierarchical power relations.

The book provides a rare insight into the complexity of regime formation and suggests in a thought-provoking way certain lessons for the practitioners engaged in the dialectics of institutional bargaining at the international level. It is therefore of immense value to those interested in the politics of regime formation, especially in the Arctic. (Sanjay Chaturvedi, Scott Polar Research Institute, University of Cambridge, Lensfield Road, Cambridge CB2 1ER.)

BEFORE THE HEROES CAME: ANTARCTICA IN THE 1890s. T.H. Baughman. 1994. Lincoln and London: University of Nebraska Press. xi + 160 p, illustrated, hard cover. ISBN 0-8032-1228-3. £19.95.

This book is a study of events in, and relating to, Antarctica during the years 1885 to 1901, the year of the departure of the *Discovery* expedition. The author contends that this period has been neglected by historians and that only by understanding the ventures, real and potential, of that time and of the political milieu that underpinned them, can the expeditions of the 'heroic' era, 1901–1922, be placed in context. Stress is laid on the activities of two men in particular: Carsten Borchgrevink, the first man to set foot on Antarctica and whose *Southern Cross* expedition was the first to winter on the continent, and Sir Clements Markham, the guiding influence with regard to plans for expeditions on behalf of the British establishment.

After a brief introductory chapter on the early approaches to Antarctica, culminating in the *Challenger*

expedition, the work starts with an analysis of contemporary scientific interest in the south and of the different proposals for expeditions that were mooted. The British official approach is characterised as 'exploration by committee,' and different aspects and stages of it, including the ever-present problems of securing finance and of the balance between exploration and science, are detailed throughout the book, with Markham, committee man *par excellence*, prominent. His efforts, of course, resulted in the *Discovery* expedition.

As counterpoint to this discussion, accounts are given of the actual expeditions that were mounted or were proposed by other bodies or individuals. These included the Dundee whaling expedition of 1892, on one vessel of which W.S. Bruce travelled as surgeon; the *Jason* expedition; and the *Antarctic* expedition, during the account of which the personality of Borchgrevink emerges. The climax of that expedition was the landing of Borchgrevink and others at Cape Adare on 23 January 1895. All of these projects failed in their primary purpose, the catching of whales, but they served to keep interest in the Antarctic alive for future efforts.

The discussions in London continued while Adrien Victor de Gerlache's *Belgica* expedition — in which Roald Amundsen and Frederick Cook participated — wintered in the ice in 1898, and while the German *Valdivia* expedition conducted a programme of deep-sea research. Borchgrevink, on the return of *Antarctic* in 1895, determined to return south and spent three fruitless years engaged in the same activity as was taking up much of Markham's time, namely, fund-raising. He finally had a spectacular success by convincing the well-known publisher Sir George Newnes to support his plans. The result was the *Southern Cross* expedition, during which a base was established at Cape Adare for the winter of 1899, and which achieved a farthest south at the Bay of Whales on 17 February 1900. Soon after the return of *Southern Cross* to Britain, *Discovery* sailed and the 'heroic' era started.

This book, which is based upon detailed archival research (notes, references, and bibliography cover 30 pages out of a total of 160), is successful in weaving together the different activities and personalities described, so that a coherent and integrated whole is presented. The writing is concise and the style pleasant. This serves to make the book difficult to put down, and, as it is so short, it is easily read at a single sitting.

The illustrations, however, leave much to be desired. There are four maps, none of which has indications of longitude or latitude except for the South Pole. The second, 'Antarctica,' is merely a reprinted version of the first, 'Antarctica in context,' at a slightly larger scale, with an inset showing Ross Island and the area immediately round it. This is of limited relevance since, of the expeditions described in the body of the work, only *Southern Cross* visited that area and then only for a very short time. The third map, entitled 'Cape Adare,' actually covers the area from the west of Admiralty Range to the Bay of

Whales, while the fourth is of the Antarctic Peninsula, which is useful for following the discoveries of de Gerlache, but otherwise of limited value. One double-page map with an inset of Cape Adare would have been much more valuable for the reader.

There are two photographs. The first is of Borchgrevink, suitably square-jawed, and the second is of Markham, who looks every inch the committee man. However, the most interesting picture is that on the dust jacket. This is a modern photograph of Borchgrevink's huts at Cape Adare surrounded by penguins.

To sum up: a most useful contribution, well and clearly written, and a pleasure to read. (Ian R. Stone, *The Registry*, University of Kent at Canterbury, Canterbury, Kent CT2 7NZ.)

A MAN FOR ANTARCTICA: THE EARLY LIFE OF PHILLIP LAW. Kathleen Ralston. 1993. South Melbourne: Hyland House Publishing. x + 236 p, illustrated, hard cover. ISBN 1-875657-13-4. £16.99.

This book gives an admirable account of Phillip Law's early life and of his Antarctic activities from 1947 to 1954. The author does not cover his further 12 years as director of the Australian National Antarctic Research Expeditions (ANARE) or his activities and views on Antarctic developments since 1966.

Although not stated, the book follows the author's 1992 PhD thesis 'Antarctic leader and administrator — the early life of P.G. Law.' The author, a senior lecturer in the Department of Management at Monash University, related Law's upbringing, character, and development to his leadership and management of Antarctic operations. Bibliographic lists in the book show an intensive search for material on Law, but less appreciation of wider aspects of Antarctic exploration and research.

The first four chapters cover Law's life before the start of his Antarctic career. With schoolteacher parents — a martinet father and an understanding and loving mother — his elder brother was rebellious and enterprising. Phil, however, followed the rules and worked hard to achieve excellence at school until held back to work with his own age group. He then aimed at excellence in several sports, and at the age of 24 he was open lightweight boxing champion of Melbourne University. As young men, he and his brother also showed great enterprise in bush walking and skiing.

During the depression, Law started his career as a country schoolteacher. Through hard work and ability he progressed rapidly to become senior mathematics and physics teacher in a leading high school in Melbourne by the time he was 26. He soon moved on to university teaching and research. After obtaining his MSc in 1941 he enlisted as a pilot/navigator in the RAAF, but was quickly recalled by the Manpower Commission to help with optical munitions projects in his physics department. His administrative talents led rapidly to his becoming assistant secretary, and for six months acting secretary, of the

government's Scientific Instruments and Optical Panel. After World War II, this experience with the Civil Service and business led him to seek a career in administration instead of spending his life in teaching and research. Through his professor he heard that a government committee was looking for a senior scientist to guide research on an Antarctic expedition. He jumped at the chance and rapidly changed career.

The next four chapters of the book deal with Law's first seven years with ANARE, initially as chief scientist, then in directing its activities from early 1949. His first Antarctic voyage was made on an old Antarctic ship, *Wyatt Earp*, formerly used by Lincoln Ellsworth. This was a frustrating experience, as the ship was inadequate for the task of finding a site on the Antarctic continent for a base, and as limited support was given to Law's cosmic-ray studies. It was not until 1954 that an adequate ship for dealing with the coastal ice became available on charter from Denmark.

In the meantime, two sub-Antarctic bases were established on Heard and Macquarie islands. These were supplied annually by naval 'landing ship tanks' from World War II, but, although large, they were barely strong enough to withstand gales in the Southern Ocean. Law organised and took part in the operations here, and he established a reputation as an enterprising leader who would tackle any task, as he had the hazardous landing operations. As Law did not winter in an Antarctic base, life there receives only a brief mention and the scientific achievements of the parties are not discussed.

These four chapters differ from most Antarctic books in that nearly as much space is given to headquarters planning and operation as to the fieldwork. In dealing with government ministers, with the Civil Service, and business, Law was outstanding. If he and his staff considered something really important, he would persevere until the decision came his way. Procedural short cuts in obtaining supplies were essential, and Law, with his wartime experience, saw that these took place. Through this work, he clearly justified his Australian reputation as 'Mr Antarctica.'

In December 1949 Law sailed from Cape Town as observer with the Norwegian–British–Swedish Antarctic Expedition (1949–1952) to gain experience in establishing a base on the Antarctic continent. As a member of that expedition, the reviewer was particularly interested in this section. The author appears to have specifically selected and quoted extracts from diaries or comments that were critical of the organisation, food, and leadership of the expedition, as well as of the formal relationship between the ship's captain and the expedition leader. However, Law undoubtedly learned much from our mistakes, not all of which were mentioned. Our successes, which also influenced him greatly, receive no mention at all. In addition to our scientific programme, these included selection of a suitable ship, huts, aircraft, and vehicles. Many of these lessons were later used in establishing Mawson Station, but are attributed in this book to Law's creativity.