

Voyages and Cannibalism' (page 3), and the next 268 pages demonstrate just how 'strong on...Cannibalism' Dickens was. While Stone intends Dickens largely to be the focus of his analysis, the immense popularity of Dickens in the middle of the past century suggests that this 'night side' was not Dickens' alone, but belonged also to the age that produced him and that read him so avidly. If Dickens was 'strong on Voyages and Cannibalism,' so was his audience. Dickens, after all, was not the only reader of the *Terrific Register*, nor was the government's diversion of tens of thousands of pounds into Arctic discovery achieved without the support of the British people. Thus, as we learn about Dickens' proclivities and fears in this arena, we can better understand the crucial period between 1818 and 1859 that gave such shape — both geographically and culturally — to the North American Arctic. The temptation of cannibalism was a site at which to test the superiority of British values over base animal instincts, much as the quest for the Northwest Passage was an expression of the desire to assert 'civilized' dominion over a dumb, amoral, natural universe.

As well as serving as a cultural reflector of the Empire's desire to test the limits of the special brand of 'civilization' it exported, Parts 1 and 2 address quite specifically Dickens' three works on polar voyages. These are 'The lost Arctic voyagers' (1854), *The wreck of the 'Golden Mary'* (1855), and *The frozen deep*, written in 1856 with Wilkie Collins and staged in 1857, in which Dickens also acted the lead. The two former titles appeared in *Household Words*, which Dickens edited from 1850 onward. As editor, Dickens would also have been responsible for the many other discourses on cannibalism and discovery that appeared in the periodical, even though they were written by other contributors. Clearly, in the decade after Franklin's disappearance, Dickens was busy indeed grappling with those same specters of possibility that haunted much of the Victorian sensibility.

The 145 pictures that illustrate Stone's book give it a strong visual component. Illustrations were an essential aspect of Victorian books, and *The night side of Dickens* generously incorporates interesting and instructive images into this study of Dickens' novels. The selected illustrations are not simply reproductions of the familiar George Cruikshank or Hablot Knight Browne (aka 'Phiz') pictures that accompanied many Dickens books, although these are frequent and most welcome, but include images from items in Dickens' personal library, from the *Terrific Register*, and from the drawings of William Hogarth.

The night side of Dickens will clearly interest scholars of Dickens more than it will cultural historians of the Arctic. Stone's analysis is thorough, and sometimes seems intent on leaving nothing for the reader to discover as he or she explores Dickens from this darker perspective. But any careful reader will recognize and appreciate the fullness of Stone's scholarship, of his knowledge, and of his intensity. This is clearly the remarkable culmination of the lifetime work of a meticulous scholar. And a substantial

portion of this very large book is immediately relevant to anyone interested in nineteenth-century Arctic studies. (Richard C. Davis, Department of English, University of Calgary, 2500 University Drive NW, Calgary, Alberta T2N 1N4, Canada.)

SWANSEA'S ANTARCTIC EXPLORER: EDGAR EVANS, 1876–1912. G.C. Gregor. 1995. Swansea: Swansea City Council (Studies in Swansea's History 4). xvi + 103 p, illustrated, soft cover. ISBN 0-946001-28-6. £7.50.

As every polar enthusiast knows, Edgar Evans was the Royal Navy petty officer who was the first to die on Robert Falcon Scott's ill-fated return march from the South Pole in 1912, having struggled with extreme gallantry to the very end. Yet, apart from two short articles referenced in this book, nothing has hitherto been published on Evans' background, early years, and naval service, apart from his participation in the two Scott expeditions. The present work goes a long way towards filling this gap.

Evans was born on the Gower Peninsula of Wales, but, when he was seven, his family moved to Swansea, where his father became a quartermaster with Coast Lines. After leaving school at the age of 13 and working for two years in a local hotel, Evans enlisted in the Royal Navy as a boy seaman in 1891. By 1898 he had risen to leading seaman, and, in the following year, he came to the notice of Scott, then a lieutenant, while both were serving in the battleship *HMS Majestic*. It was indeed a fateful encounter in every sense of those words.

There followed the *Discovery* expedition, 1901–1904, for which the author gives a succinct account of the role of Evans, by now a petty officer second class, particularly as one of the two sailors accompanying Scott on his western journey to the South Polar Plateau in 1903.

Within months of his return from that expedition, Evans married his first cousin, and was promoted petty officer first class, not to be equated with chief petty officer, as the author states, for the rate of CPO was established as long ago as 1853. For the next five and a half years, the couple lived in Portsmouth, where Evans qualified as a gunnery instructor from *HMS Excellent* (Whale Island) and then served as an instructor at the shore base *HMS Vernon*. He was known for his great physical strength and as a tough disciplinarian, whose gun crews twice won the field gunnery competition in the Royal Naval Tattoo at the White City.

From the bond between the two men, forged in the field, Scott inevitably recruited Evans for his *Terra Nova* expedition, 1910–1913. However, Evans almost did *not* sail south from New Zealand as, pulling no punches, the author relates. He was dismissed from the ship for falling drunk in the water while attempting to reboard at Port Lyttelton, but persuaded Scott to give him another chance. Scott's second-in-command, Lieutenant E.R.G.R. Evans, deplored this re-instatement, with the result that relations between the two Evans were strained throughout the expedition.

From the Antarctic, as a devoted husband and father, Evans wrote no fewer than about 50 letters to his wife, and letters also to his mother, which, with his diary for the western journey of 1911, have survived. In the relative picnic atmosphere of that journey, compared with the brutal drudgery of the polar march to follow, excerpts from his diary make cheerful reading, for these are written graphically, with humour and with intelligent observation of the surroundings. Evans was in his element, instructing the young geologists Griffith Taylor and Frank Debenham in the techniques of polar travel and regaling them from his fund of anecdotes.

Of the polar journey we know nothing from Evans, although he evidently kept a diary, the whereabouts of which (if still extant) are a mystery. The exact cause of his death in February 1912 will never be known. With the benefit of hindsight, it is clear that a man of his massive physique should not embark on a journey with rations inadequate for much smaller men. He starved quicker than his four companions, and thus broke down sooner, whatever contributory causes — such as a cut hand, a crevasse fall, and incipient scurvy — there may have been. While Sir Raymond Priestley suggested that Evans' morale may have suffered from being in a 'thought-tight compartment' among four officers, the author tends to the view of Debenham, who knew Evans much better: that he would not have been in the least fazed in that company. Among his messmates he emerges from this book as a powerful personality — brave, resourceful, and in command of a colourful flow of language spoken, as needed, in the voice of a gunnery instructor.

It is a pity that there are a few errors in the book, which could easily have been spotted by any Antarctic specialist in proof. Although the first to winter on the continent, the *Southern Cross* expedition, 1898–1900, was not the first to set foot on the mainland, for at least six previous landings had been made. (Sir) George Simpson, not Priestley, was the scientist who accompanied Scott on his foray to the Ferrar Glacier. Shackleton's famous ship was not *Endeavour* but *Endurance*. And Frank Wild did not take part in the boat journey to South Georgia — he remained on Elephant Island. There is curiously no record in the book of the award to Evans of the newly instituted Polar Medal in silver, on the return of the *Discovery* expedition. The author states that Evans' widow received the medal at an investiture at Buckingham Palace in July 1913. She might have expected to receive only a second clasp to the medal already held, but external evidence suggests that she may indeed have received a second medal, presumably with two clasps.

In 1913, on his return to England and by one of the ironies of fate, Commander Teddy Evans (as he had become) delivered Edgar Evans' diaries by hand to his widow in Swansea. He had done his duty. In 1964, the Royal Navy did its proud duty by opening the new 'Edgar Evans Building' at Whale Island, thus uniquely honouring a sailor of the lower deck. In 1994 a bust of Edgar Evans

was presented to Swansea to have 'an honoured place in the city.' Now this book further demonstrates Swansea's pride in one of her most illustrious sons, and the author and city archivists deserve warm appreciation for their research. (Geoffrey Hattersley-Smith, *The Crossways*, Cranbrook, Kent TN17 2AG.)

AN ARCTIC VOYAGE TO BAFFIN'S BAY AND LANCASTER SOUND IN SEARCH OF FRIENDS WITH SIR JOHN FRANKLIN. Robert A. Goodsir. 1996. Plaistow and Sutton Coldfield: The Arctic Press. viii + 152 p, illustrated, hard cover. ISBN 0-9527394-0-2. £25.00; \$US40.00.

This is a facsimile reprint of the original volume published in 1850 by J. Van Voorst, London. Robert Goodsir was a brother of Harry D.S. Goodsir, acting assistant-surgeon on HMS *Erebus* during Sir John Franklin's Northwest Passage expedition of 1845–1848. Robert, himself in the medical profession, was among the many friends, relations, and members of the general public concerned at the lack of news of the expedition after four years. Accordingly, he sought the first available opportunity to participate in the expanding search, and offered his services as surgeon aboard the whaler *Advice*, of Dundee. His offer was accepted by William Penny, the ship's captain, who also had an active interest in the missing expedition, with the apparent understanding that, while whaling took precedence over other activities, efforts would be made to search for any signs of the Franklin expedition on an opportunistic basis.

Advice sailed for the Davis Strait and Baffin Bay whaling grounds on 19 March 1849, the date on which Goodsir's account begins. Disko Bay was reached by early May, and they then proceeded along the northern Baffin Bay route, via Upernavik, Melville Bay, and Jones Sound. Finally, Pond Inlet, Baffin Island, was reached by 9 July, and the remainder of the month was devoted to whaling within the inlet.

On 1 August, Goodsir received the eagerly sought, and long-awaited, news that recent contact had been made with the Franklin expedition. The news was obtained from Captain Parker of the whaler *Truelove*, who stated that several Inuit had reported that Franklin has spent the past three winters at Port Leopold on the northeast corner of Somerset Island (at the western side of the entrance to Prince Regent Inlet). Furthermore, it was reported that James Clark Ross, who had set out the previous year with *Enterprise* and *Investigator* to search for Franklin, had wintered at or near Jackson Inlet, northeastern Prince Regent Inlet. As of April of that year, all members of both expeditions were stated to be alive and well. Although the report was received with a certain degree of scepticism, *Advice* nevertheless immediately proceeded west into Lancaster Sound, but by 5 August was able to penetrate only as far as the eastern side of the entrance to Prince Regent Inlet because of heavy ice conditions. While with some care *Advice* might have been able to penetrate the ice, Penny was prevented from attempting to do so because it