nological change. Volume 3, *The tools for policy analysis*, considers and evaluates the instrumental frameworks and analytical tools for public policy and decision-making with respect to climate change. The volume as a whole outlines the shortcomings of available and conventional tools and readily accepts that no quick and easy fix is forthcoming from the social sciences. However, volume 3 points to a broad-based approach to integrated assessment, which draws upon knowledge about climate-change processes from many different disciplines and which facilitates participatory decision-making processes as the best way forward for policy-making. The final volume of the series, *What have we learned?*, is essentially an editorial commentary on the material covered in the first three volumes, and considers the challenge that climate change poses for the social sciences, as well as tackling questions concerning the value of social scientific knowledge about climate change for decision-makers.

Rather than providing a state-of-the-art overview of social-science research on climate change, *Human choice and climate change* points to the essentially contested viewpoints about how the world works and recognises human agency and choice as central to understanding how it changes. In its multifaceted analyses of the human activities that cause climate change and the environmental changes that affect human beings, this work contains within it genuinely new insights into the processes of climate change as well as being a forceful document for the application of social science in policy-making. (Mark Nuttall, Department of Sociology, University of Aberdeen, Aberdeen AB24 3QY.)

SEARCHING FOR FRANKLIN: THE LAND ARCTIC SEARCHING EXPEDITION 1855. William Barr (Editor). 1999. London: The Hakluyt Society (Series 3, vol 1). xv + 292 p, illustrated, hard cover. ISBN 0-904180-61-1. £45.00.

At long last, in this aptly titled book, a neglected expedition in a remote part of what is now Canada has been suitably commemorated by a respected senior scholar of northern exploration. The Back River lies wholly beyond the treeline in the Barren Lands of Nunavut and flows into Chantrey Inlet, the most inaccessible part of the continental coast. This is the heart of the last great wilderness area in North America. Proposals are being formulated to preserve it from threatening development by linking up adjacent sanctuaries. As of now, the harsh natural conditions are unchanged from 1855 when the Anderson–Stewart expedition traversed the region. Hitherto their efforts have been dismissed as a sideshow in the search for Franklin or as a peculiar extra function of the Hudson's Bay Company.

Chief Factor Anderson's official journal was published in the *Canadian Field Naturalist* 60 years ago. William Barr has greatly improved the context and annotation. Many more documents have been culled from the Hudson's Bay Company and elsewhere. The core journal has been supplemented by James Stewart's more personal diary. Frequent footnotes give fascinating detail. However, an unfortunate misprint on page 37 needs adjustment: James Anderson was born in 1812, not 1800. There are good photographs of the main characters; the one of Anderson originated with a descendant, Mrs Goodfellow of Halifax, Nova Scotia. The several maps of the route are very useful. Although its location is rather obvious, Starvation Cove could be specifically marked on the Chantrey Inlet map in order to highlight how close they were to a really big discovery. From genesis to enigmas, the chapters proceed logically. The index is quite detailed and user-friendly. The documentation is so complete and accessible that readers can make up their own minds on contentious issues.

Therefore, Professor Barr keeps his own introductions and assessments concise, focused, and sober — leaving speculation to such authors as Hugh Wallace (1980) and David Woodman (1991). His brisk historical background is referenced to primary published accounts. Among these, a comparable work of scholarship could be included: Richard C. Davis' edition of Franklin's journal and correspondence (1995). Dr John Rae's notorious report of Inuit testimony about cannibalism on the last expedition is treated at length; recent scientific confirmation is readily accepted. Although the search could then be narrowed to the estuary of the Back River, the Admiralty declined to send yet another ship, having abandoned several in the Arctic already and being preoccupied with the Crimean War. It was logical to ask the Hudson's Bay Company to organize a reconnaissance along the route pioneered in boats by George Back 20 years earlier. Rae declined the assignment but recommended using canoes. As leader he suggested Anderson, the senior officer in the district that would be the staging area. Governor Simpson agreed and added as second officer Stewart, who had shown extraordinary zeal in desperate work in the Yukon area. Many letters show how the great corporation was cranked up to facilitate the enterprise. Only the essential Inuit interpreters failed to make the rendezvous.

The leaders lacked rapport. Barr excuses Stewart's unexpected shortcomings due to incipient agoraphobia and homesickness for a new wife. Anderson made some rather fussy criticisms, but his main complaint about the younger man's strange lethargy is more credible. They had radically different perceptions of what some Inuit told two of the voyageurs who knew some words of Inuktitut. On his way east with the official report, Stewart gave increasingly dramatic interviews to newspapermen. He claimed that an Inuit woman had actually witnessed the death of the last of Franklin's men. He repeated this to Sir George Simpson and later under oath in a Scottish court. Would he dare to lie when the ersatz 'interpreters' could be grilled for the truth? Yet Anderson denounced the story as a complete fabrication. Simpson did not pursue the matter.

Like many then and now, Barr has little patience with that perennial gadfly, Dr Richard King. As second-in-

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command on George Back's 1835 Barrens trip, King had stashed two bags of pemmican and some metal goods among rocks in a small sandy bay midway down the north side of Montreal Island in Chantry Inlet. Five years later, coming from the west, Thomas Simpson revisited this decaying cache. His book would have been consulted on board *Erebus* and *Terror*. King theorized that the last Franklin survivors might have deposited records at such a known location. A century later, Admiral Wright made the same argument for the cairn on Cape Britannia. Neither Anderson nor Stewart seems to have read the Thomas Simpson book. Thus they did not specifically search for the cache, much to the annoyance of Dr King. Anyway, David Woodman, the latest scholar to sift through all the oral and material evidence, admits that it is pure speculation whether any survivors got past Starvation Cove. One of the enduring charms of the Franklin mystery is these tag-ends that provide excuses, however implausible, for further interesting searches.

Barr repeatedly expresses his deep admiration for the sheer physical feat involved in the expedition. In a less formal publication, this could have been buttressed by the opinions of historically minded, recreational canoeists like John Lentz, the first to go down the Back River in modern times. It was the last real showcase for the skills of the fur-trade era. A generation earlier, York boats had replaced most canoes in the northwest. Even Simpson began to use American railroads on his way to Red River from Montreal. Yet he was still able to send three experts from the crew of his own express canoe. These were the legendary Caughnawaga Iroquois. As bowsmen they successfully navigated the 83 rapids of the Back, where a single mistake could damage a birchbark canoe beyond repair. Getting to the headwaters meant crossing 38 portages, several being multiple-miles each uphill through rough country. The standard carry was two pieces, totalling 180 lb, each time. Then there was a share of the heavy canoes, the dead weight grinding into one's shoulder. The class system prevented the officers themselves humping such loads or actually wielding a paddle. Outward bound, three-foot-thick, fresh-water ice impeded the voyageurs in late July; returning in their weakened craft, they risked foundering in frigid, wind-swept lakes. Knowing when to travel on big water requires real judgment, no matter how pressed for time. Modern adventurers, having done the Seven Summits and both Poles, might consider a single season, return canoe trip, from Great Slave Lake to Chantry Inlet, to be a worthy new challenge.

Given his unique knowledge of both Canadian and Russian Arctic exploration, Barr might have ventured more comparative estimates of Anderson's and Stewart's achievements. He does stress that bad luck denied them great fame. Severe sea ice that year prevented them from rounding Point Ogle in their frail canoes. Anderson certainly intended to send his associate westward. Even as it was, a younger, unmarried Stewart might have inspired one more portage with the inflatable Halkett rubber raft that would have brought them to the last camp of the Franklin expedition in Starvation Cove. Originally, Anderson had also planned to search all the shores of King William Island. Realistically, Victory Point and the priceless paper note were probably beyond the range of canoes in the best of sea-ice years. Lady Jane Franklin carefully followed Anderson's advice in setting up the successful, ship-and-sledge, private expedition under Francis Leopold McClintock.

Whether they deserve the status of explorers is debatable. For much of the route they were following Back's map, although cursing its imprecision at times. For the first quarter of the trip, Anderson used a new Mountain Portage bypass to avoid thick ice on Artillery Lake. Even on this section he employed local Indians as guides. There is surely nothing novel or unworthy in such methods. Almost all exploration in Canadian history was done that way; there are precious few real explorers in the strict sense of the word.

Those in a hurry can easily pick out the well-identified 58 pages of readable and reliable commentary. Devotees of the Franklin search will revel in the documentary detail. Likewise, students of the fur trade have much to learn about the inner workings of the Hudson's Bay Company in its prime. Canoeists have a benchmark of hyper-performance. As would be expected by those who have read any of his many books, William Barr has produced an impressive volume, well up to the high standards of the Hakluyt Society series. Thus, although he did not seek the role, James Anderson has been duly inducted into the explorers' hall of fame. (C. Stuart Mackinnon, Apt 904, 11111 87 Avenue, Edmonton, Alberta T6G 0X9, Canada.)

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A WHALING ENTERPRISE: SALVESEN IN THE ANTARCTIC. Gerald Elliot. 1998. Norwich: Michael Russell. 190 p, illustrated, hard cover. ISBN 0-85955-241-1. £17.95.

The Scottish–Norwegian family firm, Christian Salvesen of Leith, was engaged in whaling for some 70 years — from the 1890s in the Faeroes and Shetlands until the early 1960s in the Antarctic. Its history, comprising all aspects of its activities from 1872 to 1945, but with particular reference to whaling, was written from the company archives in 1975 (Vamplew 1975). The present work, in contrast, covers only its Antarctic whaling enterprise, which may be said to have begun on New Island, West Falkland in 1909 (for a short period) and in the same year with the establishment of Leith Harbour, South Georgia.

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