

research is immediately borne out in papers by Koerner and by Rundle who compare their results obtained by stratigraphic analysis to those of Picciotto *et al.*

A paper by Hamilton and O'Kelley deals with the increase of microparticle concentrations at six sites on the Antarctic continent. It also discusses changes of soluble salt concentration at South Pole Station for the years 1956 through 1964. The presentation is concise and suggests that studies along this line can contribute to our knowledge of global upper air circulation and perhaps provide a means of tracing flow lines within the ice sheet.

The final paper consists of a lengthy dissertation by Calkin on the glacial geology of the Victoria Valley system. Despite the author's caution that correlations reached are speculative and "presented as a basis of discussion", this paper clearly demonstrates, as do those that precede it, the outstanding professional quality of the research done by the researchers who have contributed to the volume. One cannot but be impressed by the quality of the publication; the painstaking compilation and editing by Cray are very evident throughout. My only constructive criticism might be that I found myself wishing for a general index map as I read. Reading and reviewing the volume, I finally got out a base map of Antarctica and filled in the areas in which research took place — the stations, the traverses, the isolated points reached by aircraft and so forth. When complete, the map emphasized the magnitude of research effort and, perhaps even more important, the degree of integration attained between researchers far apart geographically. This became more and more evident as I read each chapter, and when I had finished "the story" I knew I had read a fine work.

*Richard H. Ragle*

**CHILKOOT PASS: THEN AND NOW.** BY ARCHIE SATTERFIELD. *Anchorage: Alaska Northwest Publishing Company, 1973. 5¼ x 8¼ inches, 183 pages, 107 photographs, 2 maps. \$3.95.*

Archie Satterfield is a Seattle newspaperman, photographer, lecturer and tour organizer, as well as the author of articles and other books on Alaska and the Pacific Northwest. According to a note on the back cover, he hiked the Chilkoot twice, and boated from Lake Bennett to Dawson City, in preparation

for this book. He obviously did considerable research as well, for the story of the Chilkoot Pass is reliably told, with significant facts, names and dates.

A combined history and tour guide, the book is a paperback and lacks an index. Its value is however enhanced by about 60 photographs taken in 1897-98 (parts of some of which are adapted as chapter headings) and 46 of the author's own recent Chilkoot photographs. All are fascinating, and the old ones by E. A. Hegg and others are as fresh-looking as the new.

Apparently discounting the California Gold Rush of 1849, Mr. Satterfield declares: "At no time or place in recorded history did so many people voluntarily subject themselves to so much agony and misery and death — and glory — than those twenty to thirty thousand who crossed the Chilkoot Pass on their way to the Klondike goldfields in 1897-98. It can only be compared with an army in retreat or refugees in flight, victims of the madness attending war. Chilkoot was the madness attending gold."

Various other corridors, including the nearby White Pass, were followed on foot and by boat to the interior of Alaska and the Yukon prior to or during the Klondike Gold Rush, but the Chilkoot Trail became the most heavily travelled and most famous, with an ant-like procession of humanity making its way over the pass.

Coincident with the subsiding of the stampede and the completion of a 110-mile narrow-gauge railway from Skagway over the White Pass to Whitehorse in 1900, Chilkoot and the settlements that serviced it were abandoned. But along the trail there still lingers a ghostly aura of drama, given substance by scattered relics of a throng that vanished from the scene at the turn of the century — wagon wheels, sleds, boats, stoves, shoes and fragments of machinery. The trail is an outdoor museum 32 miles long.

Chilkoot has become ever more popular with backpackers, whose numbers have increased sharply through the past few summers. Indeed, as the author urges, an adequately-staffed international park commemorating the Klondike Gold Rush should be created as quickly as possible to control tourist traffic and preserve artifacts that have not already been purloined or vandalized all the way from Skagway and Dyea in Alaska to Dawson City and beyond in the Yukon Territory.

As a devotee as well as a native of the Yukon, going back there again and again, I enjoyed Mr. Satterfield's Chilkoot book.

(Appropriately, I started reading it on the train between Whitehorse and Skagway while several young people, who were planning to walk the trail, peered over my shoulder.) With detailed information about the trail, and the clothing, equipment and behaviour needed for traversing it, the book can be helpful to every new Chilkoot hiker; and for its concise and entertainingly-written historical background it merits a place in any collection of books on Alaska and the Yukon.

*Richard S. Finnie*

AN INTERPRETATIVE HISTORY OF ALASKAN STATEHOOD. BY CLAUS-M. NASKE. *Anchorage, Alaska: Northwest Publishing Co., 1973. 6¼ x 9½ inches, 192 pages. \$5.20 hardbound, \$3.20 softbound.*

Alaska has unquestionably benefited from statehood. The population and economy show most satisfactory progress; the Cook Inlet and Prudhoe Bay oil and gas discoveries rank Alaska with Texas and California in these contributions to the economy of the U.S.A.; lumber and pulp are established industries; Native Claims were adjusted on a fair, generous basis, highways expanded, and tourism is flourishing.

The title of this book is misleading; it is an exposition of the preparation for statehood — how it was achieved rather than how it has worked. Publishing the work over a decade after Alaska became a state it is unfortunate that the author did not seize the opportunity to make an appraisal of the impact of statehood on the life and development of Alaska.

The author pays well deserved tribute to Bob Bartlett and Ernest Gruening as the leading proponents of statehood, along with the great pioneer work of Delegates Wickersham and Dimond. He has saluted the publishers Bob Atwood and Bill Snedden for their loyal yeoman labours. Finally he is fair to Bert Faulkner and Judge Arnold who so ably represented the out-of-state opponents. His detailed report on the history, activities and byplay of the progress of the various statehood bills through the U.S. Administration and Congress is excellent. That alone makes the book well deserving of a place in the saga of Alaskan history.

In my opinion, he disregards other forces that may have militated against Alaska becoming a state in favour of re-echoing without closer examination the smear tactics and charges of politicians and radical journalists

against so-called absentee exploiters of shipping, fishing and mining.

Take the example of shipping. This has always been regulated by the Maritime Administration of the U.S. Department of Commerce, where any proposed change of rate is subject to hearings at which all complaints and justifications must be heard, with the owner and operator on the defensive. Over twenty companies have come and gone in Alaska shipping. Because of the high cost of labour and materials, plus the low volume of industrial activity and a sparse population, companies are unable to generate enough revenue the rest of the year to tide them over the winter season when there are no cargoes to the Bering Sea and only sparse cargoes elsewhere. Passenger service by water was abandoned in 1954, and self-propelled ships, unable to break even while paying high crew wages, room and board, have all ceased to operate except one which survives by reducing cargo handling costs to a minimum. The trade is thus left to tugs and barges which operate with minimum labour and maximum delay.

Fishing was bitterly criticized in pre-statehood days as a creator of absentee millionaires who ruthlessly depleted salmon stocks by over-fishing. Traps were bad, so all combined to abolish them. Yet salmon are scarcer today than at any time before or since the coming of statehood. Ten or twenty years ago fishermen, packers and owners made thousands of dollars in a few weeks in Bristol Bay. This year the season was curtailed, yet salmon were so scarce that the Bay may be closed entirely next year. Fishing has reached its nadir all over Alaska.

The real culprit is international competition. The Russians operate large floating canneries out near the International Date Line that follow the ice pack and act as mother ships for trawlers. These catch the immature salmon in huge trawls and bring them to the canneries for processing. The Japanese trawlers operate all over the North Pacific, even so close to the shores of Alaska that they are seized and fined. They nevertheless return to action. Similar operators prey on Alaskan king crab and bottom fish with giant nets.

Instead of railing at absentee owners, the critics would do well to observe attorney and author Ed Allen of Seattle who collaborated with Canadians and Japanese to conclude a treaty that has stabilized the halibut industry in the North Pacific. The failure of the European, American and Canadian fisheries to do the same in the North Atlantic has ruined the halibut industry there and jeopardizes cod.