

here. It would never change. Only man had changed. He had harnessed himself to the machine, and somehow the machine seemed a little tawdry, a little out of place, a little futile and dirty. Nothing was simple any more. There was comfort of a sort, but not the hominess of a snowhouse. There were typewriters, but gone was the effort of writing what one saw and felt with the bare hand. Nobody sang, nobody whistled, it was a grim job. Only the land, misty in

the drifting snow or brilliant under the high sun, remained the same. This would never change. There would always be that spiritual aloneness to be found here, but it was too simple, too basic; it was no longer what man desired. He had arrived here forty years after discovery, a stranger and an intruder in a strange land he would never understand.

May 7, 1948. ALAN INNES-TAYLOR*

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BOOK REVIEWS

MARINER OF THE NORTH.

By GEORGE PALMER PUTNAM. Duell, Sloan, and Pearce. New York. 246 pp. \$3.50.

"He was not only a master mariner, but an uncanny ice pilot, for he was blooded in the hard school of the Arctic. He knew the coves and bays of Labrador, and his native Newfoundland, the glaciers from which the icebergs calved, the tides and currents of the straits that lead north and the vast ice-fields of the polar basin. In this forbidding region Bob Bartlett spent the greater part of his life; he loved every headland and barren cliff"—from an editorial in the *New York Times*. And such was the life of Captain "Bob" Bartlett, one of the greatest ice navigators of all time.

Captain Robert Abram Bartlett, born in 1875 at Brigus, a small fishing and seafaring village on the rugged east coast of Newfoundland, was brought up in the old tradition of the sea, the background of wooden ships and iron men. He was the hard-bitten master of the old school who commanded awe and respect in his crew as he paced the quarterdeck; yet beneath this was a gentle heart of gold, keen, sensitive, and understanding, with a singular love for the three great cornerstones of his life, the North, the *Morrissey*, and his mother.

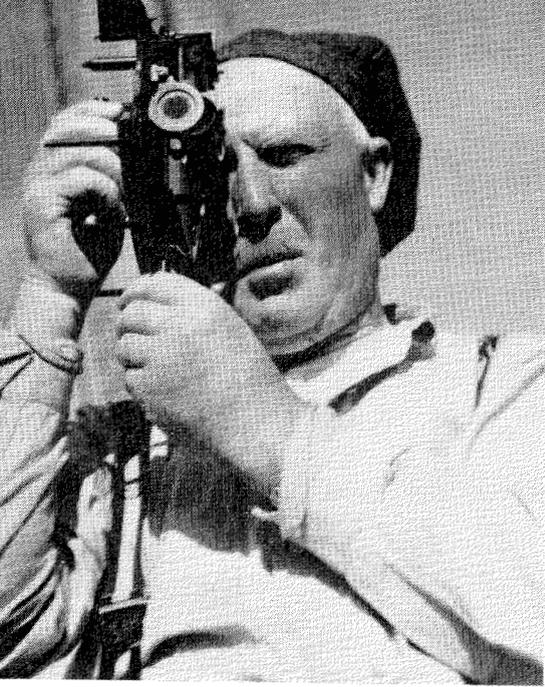
His motto was "Eternal vigilance is the price of success", and his daily fare was hard work. This was the secret of his

uncanny ability to navigate "by instinct". Hours, days, years of observing and soaking in the lore of the northern seas provided his rich background of experience. His bringing the damaged *Roosevelt* from Cape Sheridan on the north shore of Ellesmere Island to New York is in itself an epic of seamanship. His career and life were profoundly influenced by the major polar exploration of the early twentieth century, and represented the era of transition from the old geographical to the modern scientific exploration.

"Bob" Bartlett is sometimes referred to as a relic of the old school, but by misunderstanding only. Although without any formal scientific training he could see and appreciate the value of science. He was intensely interested in scientific polar work. Little known and little heralded are his fine series of biological collections made on the later *Morrissey* voyages, which have been

Captain R. A. Bartlett's schooner *Effie M. Morrissey* in the arctic ice.





Captain "Bob" Bartlett, master of the schooner *Effie M. Morrissey*.

described by Dr. Waldo L. Schmitt, "To study the Bartlett collections is to review the natural history of the Arctic".

George Palmer Putnam, a close friend of Captain "Bob", and the one who was to a large extent responsible for initiating the wonderful series of *Morrissey* voyages to the Arctic, is author of "*Mariner of The North, the Life of Captain Bob Bartlett*". It is not a true biography; but rather a series of tales and anecdotes that create the atmosphere in which "Bob" Bartlett lived. The profound influence of the various interesting events that affected the life of this singularly strong character makes this method of presentation quite effective.

The book is well written, the tales well told, and it is pleasant reading. George Putnam has included material supplied from a wide range of sources, from Captain "Bob's" many friends and family. Those who know the "skipper" and about his life will enjoy the familiar stories retold.

But the book does not contain the factual requirements for a true biogra-

phical presentation of his life. And throughout the book there are continually minor careless errors in dates and facts that make it confusing for one who wishes to search out biographical data. I point out a few such errors: Putnam states on page 179 that in 1940 the *Morrissey* reached a farthest north at Cape Sheridan, the winter quarters of the *Roosevelt*, whereas actually she only reached Latitude 80° 22' North at the southern entrance to Kennedy Channel where ice prevented further progress northward. On page 212, although not directly concerning Bartlett, it is stated that Wilkins and Eielson were forced down 550 miles from Point Barrow and walked ashore; they made a landing on the ice at about this distance from Barrow, but on the return flight ran out of gas and were forced down only about eighty miles off the coast from which point they walked ashore. On page 219 Putnam records that Captain "Bob's" mother died in 1936; in fact she died in the spring of 1943.

But the book is, I believe, written with the idea that it is the big things that count, with the idea of portraying Captain "Bob's" character and the effect of the times and events in which he lived. Yet since this is the only complete work on Bartlett, a very significant figure in twentieth century polar exploration, it is regretted that biographical accuracy was not maintained, and some of the obscure and confusing phases of his life, which from all present accounts are rather vague, were not searched out.

No book could portray fully the character of Captain "Bob" Bartlett, or do justice to his long and fascinating career. His many friends will long remember the sincere and gentle simplicity of this sailor who sailed the northern seas for some fifty years. His niche in polar history is well earned; he is a true "Mariner of the North".

DAVID C. NUTT.

CANADA'S NEW NORTHWEST.

North Pacific Planning Project, Ottawa 1947. Obtainable for \$1.00 from The King's Printer, Ottawa.

One of the most promising consequences of wartime interest in northwest Canada

and Alaska, was the setting up of the North Pacific Planning Project as a joint Canadian-United States undertaking. The origin of the project lay in the Joint Economic Committees of the two countries, the prime purpose being to prepare an inventory of the natural resources of