

of a considerable number of the sealers' descendants, who kindly made their family papers and photographs available.

The text is divided into seven chapters plus references and five appendices. Black-and-white photographs appear at intervals in the text, while there are eight coloured plates, including two of the abandoned *Espérance*, one taken in 1970 and the other in 2002.

The first chapter provides a resume of the three *campagnes* (voyages) of *Lozère* in 1925–1926, 1926–1927, and 1927–1928. She had been fitted with 'auto-claves' to extract the oil from the carcasses of the seals, which was stored directly in the hold. The other half of this first chapter covers the three voyages of *Austral*, 1928–1929, 1929–1930, and 1930–1931. To begin with, the Bossières had envisaged following the example of the British on the Falklands in pasturing sheep on the islands, with sealing as a secondary activity. With this in mind, shepherds and their families were installed at Port-Couvreux, but with little wool being produced. Five shepherds are buried there. Another enterprise was harvesting and canning of large numbers of *langoustes* at Île Saint-Paul, another French sub-Antarctic island. Profitable as this was at first, leading to the recruitment of a work force from Madagascar, 42 of these died of beriberi, so that the remainder were evacuated. In this first chapter are described the origins of the sealing and other enterprises and the history of the various *campagnes* with their disastrous results. The wreck of *Lozère* on 12 February 1928, with the loss of her cargo of seal oil, and the wrecks of *Espérance* and *Arques* are described in chapter three, as well as the wreck of *Dundee* and *Marie-Madeleine*, of which no trace could be found in the year 2000.

Among the factual resumes of activities on the islands – for example, ship watering, coaling, navigation, the killing of the elephant seals and the production of the resulting products – can be found the personal letters of the chief engineer André Berland to his wife during six seasons in *Lozère* and *Austral*. In the letters, he writes of his management of the engines and of the machinery for rendering down the seal carcasses for their oil, his two captains and their personalities, the assistant engineers, the passengers Monsieur E. Aubert de la Rüe (whose publications are listed in the bibliography) and his wife, the surgeons, his own experiences, and his hopes for the future. In an appendix are short biographies of Berland and other officers, followed by notes on the vessels, their crew lists, and the names of shareholders in Pêches Australes, followed by sketch maps of Kerguelen to illustrate the various *zones de chasse*. There is no index.

Although 'chasse' means hunting, I am reluctant to use that word – the 'chasse' was nothing but slaughter, sometimes deliberately cruel at that, especially when a poleaxe was used to kill the seals instead of a rifle. One witness is quoted on page 317:

Et allez donc! Nos gaillards se ruent dans le tas, tuant à tour de bras. Le sang gicle, au risqué de poisser

les cheveux, les barbes, les bras nus, les vêtements. Les bêtes aboient, essayant de mordre, et les hommes jurent. Bientôt, sur le charnier, un grand silence se fait. (A. Redier, 1936)

In conclusion, the authors ask, 'what traces can found today of this *chasse*?' The main ones are the remains of *Espérance*, *Arques*, *Lozère* and her boat, plus two 1931 huts at Point Morne and Point Charlotte. These last remains are destined to disappear. Existing relevant place-names are listed, followed by suggested additions.

The authors take pride in having saved from oblivion '*cette histoire qui méritait si bien d'être exhumé: une histoire d'hommes rudes et courageux qui, avec les colons de Port-Couvreux et les pêcheurs de langoustes de l'Île Saint-Paul, ont écrit, au péril de leur vie, les ultimes pages de la saga des frères Bossier*' (page 237).

An omission from the bibliography is worth pointing out. It is Mme Gracie Delépine's history of the French sub-Antarctic islands, *Les Îles australes françaises* (1995, Rennes: Editions Ouest-France). The authors are to be congratulated on their assiduous research and on their publication of this book. (Ann Savours, Little Bridge Place, Bridge, Canterbury, Kent CT4 5LG.)

LE(S) NORD(S) IMAGINAIRE(S). Daniel Chartier (Editor). 2007. Montreal: Imaginaire Nord. 340 p, illustrated, soft cover. ISBN 978-2-923385-11-2. C\$40 or €28 doi:10.1017/S0032247409008237

The geographical delimitation of the northern realm is a well known and vexing problem, and, as is immediately shown by its title, this book does not intend to clear the point. This uncertainty or debate is somewhat indicative of the predominant role of imagination in our feelings about the north. Strangely enough, everybody has a plain opinion towards this matter regardless of whether they have been north or not.

Except for those of us who have active experience of them, the high northern polar regions, whatever the criteria used for their delimitation, are currently a matter of fear or even revulsion for those living anywhere outside (that is further south). In the conscious of most of us, cold, ice, harsh weather, poor vegetation, remoteness, and other supposedly limiting characteristics generate a definitely negative feeling of cold, solitude, mystery, dangerous adventures, hostility, technical challenge and so on. Accordingly, those visiting these regions are the beneficiaries of much admiration and respect for their supposed heroism in facing such a world of death and deprivation. As a result, the involvement of men in northern exploration has always been a touchstone of national superiority.

This attitude that I would call the 'southern or foreign attitude' towards the north(s) is well illustrated by the legendary sagas of the 12th–13th centuries. As pointed out by A.R. Magnúsdóttir, the importance given to giants and bloody and horrible massacres in those texts is consistent with the idea that unknown regions were commonly

thought to be the home of monsters and barbarous practices. This is reminding us of the fear of marine monsters in the early Arctic whaling activities in Arctic waters. Please note also that the so called patagonian giants of the more recent centuries can be considered the southern counterpart of this phantasy of northern giants. But we must point out that the northern quest for paradise by Saint Brandan during the 6th century stands as a remarkable exception.

As emphasised by L.J. Dorais, the attitude of the inhabitants of the north, that we would name the 'autochthonous attitude', is definitely opposite to this. The north is the natural word of living, *inuit nunangat*, of Inuit. They love it and do not wish to live elsewhere. The perfect harmonic relation that Inuit have evolved with their reputedly inhospitable mother country is particularly well demonstrated by the two following facts; Inuit use the dominant winds and not the cardinal points when travelling, and Aaju Pita, a Greenland artist, declared: '[h]ere there are no trees, it is possible to see far and to travel far. It is ideal.'

Among the twenty one very good signed chapters of the book, eight are developing and analysing some aspects and consequences of either negative or positive attitudes towards the north.

Three of these chapters deserve particular notice. The north(s), when considered as deserts (R. Bouvet) appears distinctive from the other deserts in the world by many aspects other than their coldness. An excellent study of M. Roussat deals with the 'quest for the sublime' (evoking that of Saint Brandan for paradise) by the German Arctic painter Julius Payer (1841–1915). The ever growing touristic activity in northern regions is considered by A.A. Grenier as indicative of a moving of minds towards fascination for their supposed pristine environments. But we wonder if under current climatic change and increasing pollution, this ecological phantasm to continue to thrive.

The other thirteen chapters present thorough analysis and comments of more or less famous novels of various countries all of which have in common the emphasis on the northern realm. These chapters are of course of peculiar interest for those readers acquainted with the book concerned, but those unacquainted will find in these reviews many statements or remarks of great general interest.

This book which contains this and much more suggests very interesting comparisons with the ways of thinking the about the Antarctic. It is fully in French, carefully edited and well printed, except at the top of page 140 where some lines are obviously missing. Unfortunately the printing of the photographs is so dark and dull and they use the space of the page so inefficiently that they can be considered useless.

However, these poor illustrations should not at all discourage the purchase of the book. It is of a remarkable richness and will remain an essential advance in the fascinating analysis of our unavoidable and compulsory reconstruction of the north(s). (Patrick Arnaud, Le Jas des Batarins, 04110 Vachères, France.)

ON SITE WITH MAURICE HAYCOCK, ARTIST OF THE ARCTIC: PAINTINGS AND DRAWINGS OF HISTORICAL SITES IN THE CANADIAN ARCTIC. Maurice Haycock. Kathy Haycock (Editor). 2007. Campbellville, ON: Edgar Kent Publishers. 112 p, illustrated, hard cover. ISBN 978-0-88866-655-0. doi:10.1017/S0032247409008249

A geologist by profession, Maurice Haycock (1900–88) first went to the Arctic with the Geological Survey of Canada in 1926. Travelling north with the Eastern Arctic Patrol on board *Beothic*, he was present at Bache Peninsula at the establishment of the Royal Canadian Mounted Police detachment there. Then, as *Beothic* worked her way back south, he and a companion were dropped off at Pangnirtung, and over the following year they carried out a survey of the Cumberland Sound and Nettilling Lake areas. They were picked up again by *Beothic* on 22 August 1927. The artist A.Y. Jackson was also on board, and, as well as recording that Haycock and Weeks had come aboard, he included a pencil sketch of Haycock in a series of portrait studies of individuals on board the ship (Jackson 1982). Thereafter, Haycock and Jackson became close friends until the latter's death in 1974, and there is a certain resemblance in their painting styles.

Haycock began painting outdoors along with a number of Ottawa artists in the 1930s; it was also around that time that he obtained his PhD from Princeton University. The focus of his career with the Geological Survey of Canada was mineralogy.

Towards the end of that career, Haycock started to visit the Arctic to paint the numerous historic sites. From 1963 until 1987 he spent part of every summer in the Arctic. In terms of logistics, this was facilitated by the Polar Continental Shelf Project, through the good offices of his friend George Hobson, director of PCSP. He also was allowed to make use of the aircraft (fixed-wing and helicopters) of the Geological Survey and the Surveys and Mapping Branch of Energy, Mines and Resources, and also travelled on board the icebreakers of the Canadian Coast Guard. He was made welcome at the camps of the National Museum of Natural Sciences, the Fisheries Research Board, and the Canadian Wildlife Service.

In 1980, Maurice Haycock was awarded the Massey Medal by the Royal Canadian Geographical Society, and it was probably about that time that he completed the manuscript of this book, but, unfortunately, he had not published it before his death in 1988. The completed manuscript lay untouched for a number of years, but in 2003, lightning struck the house of his daughter, Kathy Haycock, when there was nobody at home; all of her collection of her father's paintings, diaries, slides, movies and correspondence, and the book manuscript, were destroyed in the fire. Subsequently, her sister, Karole Haycock, found an incomplete draft of the manuscript. Kathy Haycock pulled it together, and, combining it with