

there is naturally much common ground. The two texts are probably best viewed as complementary, each providing comprehensive views of a field in which the necessarily meticulous description, classification, and interpretation of field evidence benefit from the widest appreciation of the variety of glacial environments. In this respect, the use of numerous Alaskan examples in Hambrey's book is a useful complement to the largely Scandinavian examples of Bennett and Glasser.

In summary, the authors have achieved their aim of producing a concise, accessible text that conveys their own enthusiasm for the subject, and it should be recommended to all who have an interest in learning about, teaching, or researching in glacial geology. (Richard Hodgkins, Department of Geography, University of Bristol, Bristol BS8 1SS.)

I MAY BE SOME TIME: ICE AND THE ENGLISH IMAGINATION. Francis Spufford. 1996. London: Faber & Faber. 372 p, illustrated, hard cover. ISBN 0-571-14487-X. £15.99.

The English polar explorers of the first part of the present century had a supreme capacity for understatement and unintentional irony. Robert Falcon Scott recorded that the Antarctic continent was a place that: 'comes nearer to satisfying my ideal of perfection than any condition I have ever experienced...No words of mine can convey the impressiveness of this wonderful panorama displayed to my eye.' Yet, the stated attitudes of the members of the Scott expedition towards the Antarctic interior were often quite ambivalent. The Antarctic was not only a desolate and foreboding space, it was also intensely poetic and beautiful. Positive images of nature could be combined with an appreciation of the harsh charms of the polar world: the long polar nights, the changing rhythms of light and darkness, and the dangerous polar blizzard.

The cultural and ideological significance of polar exploration is the subject matter of Francis Spufford's *I may be some time*. The poles did undoubtedly fire the imaginations of English polar explorers and administrators. As with their European and Soviet counterparts, the poles, as the literal and figurative ends of the Earth, were often considered remote, inaccessible, unattainable, and, therefore, as worthy adversaries. Within English public culture, the subsequent conquest of the poles was considered indicative of industrial progress and modernity, technological prowess, masculine endeavour, scientific curiosity, national prestige, and humankind's mastery over the natural world. However, the English record on polar exploration was undoubtedly mixed, as explorers either implanted the British flag on the polar wastes and claimed everything they could see for Great Britain or died somewhere en route. The members of the former group were often uncertain of their geographical position, whilst those of the latter group later became immortalised. Thus, the failure of the Scott expedition was to be of lasting cultural significance within England, judging by the stream of

newspaper stories, works of fiction, state-sponsored memorials, and postage stamps generated in the aftermath.

However, Spufford's account of polar exploration is far more wide-ranging than just Scott's expeditions. It stretches from a discussion of the eighteenth century and the Burkean sublime to nineteenth-century popular English literature. Spufford's account, through the employment of generous quotations and extracts, touches upon the varied geographical imaginations of nineteenth-century polar writings. This does produce a paradoxical consequence, however. On the one hand, his account is rich and varied in terms of sources and contextual background, especially as it relates to the writings of Charles Dickens, Sir John Franklin, and Jane Austen. It is a potent mixture of historical scholarship and a form of literary criticism. There are many rich insights, such as noting the growing popularity of polar images and references within the urban landscape and the production of commemorative commodities such as pottery and cigarette cards. On the other hand, the writing style is long-winded and often tedious in relating key points. A more concise version of this book might have been more effective, had some of the details pertaining to the descriptions of the polar landscape or polar personalities been compressed. The descriptions of Clements Markham are classic in this respect, as the reader is bombarded with anecdotes and asides that ultimately detract from some interesting observations about either Markham's relationship with Scott or his dreams of imperial conquest and territorial aggrandisement.

The final pages of Spufford's account return to the ill-fated *Terra Nova* expedition and the last moments of Scott's party, in a tent somewhere on the polar ice. The poor planning of Scott, the arrogance of Clements Markham, and Oates' spirit of self-sacrifice are joined together for one last moment. The British Empire had acquired another dead hero. Visual technologies associated with the cinema and photographic journalism played their part in reproducing the thrills and perils of polar exploration for English audiences. The tragic failure of Scott was later to be used for another form of imperial incitement: this time for the troops fighting for king and country in the muddy fields of Flanders.

In spite of some reservations over the turgid writing style, this is an important book, and it one that is likely to have enduring significance. Within polar studies, there has been a tendency to be remarkably uncritical of polar exploration in terms of thinking about its importance in shaping public culture, ideas about nature, and national identity. A dominant, and largely whiggish, approach to the history of exploration has also prevented more critical appraisals of those expeditions and their ideological significance. Spufford has produced a book of considerable scholarship, which draws together many relevant sources. It is a pity, however, that the referencing is not more thorough, given the extensive quotations and inferences.

There are a number of key themes that Spufford could and probably should have addressed within this book. Whilst Spufford may not be aware of the growing aca-

demic literature on the cultures of imperial exploration, it seems surprising that the book should end on the demise of the Scott expedition. What is interesting about the Scott expedition is precisely its enduring relevance of the polar ice for English audiences in the post-Scott era. Why are the English, as opposed to the Scots, Irish, or Welsh, so fascinated with things polar? Spufford has nothing to note, for example, on the culture of polar exploration in late twentieth-century Britain. This is important because it touches upon not only the commemoration of past polar explorers such as Scott but also public responses to contemporary polar personalities such as Fiennes, Stroud, and Swan. In a post-imperial age, imperial institutions *par excellence*, such as the Royal Geographical Society and *The Times*, continue to promote polar heroics either through generous coverage or sponsorship, in spite of the fact that the polar continent has been thoroughly mapped. Whilst Spufford's book is full of insight and historical detail, it does not help address the enduring legacy of polar exploration to the English imagination and, in that sense, it was disappointing to this reader. (Klaus Dodds, Department of Geography, Royal Holloway, University of London, Egham, Surrey TW20 0EX.)

THE EAST–WEST INTERFACE IN THE EUROPEAN NORTH. Margareta Dahlström, Heikki Eskelinen, and Ulf Wiberg (Editors). 1995. Uppsala: Nordisk Samhällsgeografisk Tidskrift. vi + 155 p, maps, soft cover. ISBN 91-972338-4-6.

The Cold War has officially been pronounced as over, and this has definitely led to a greater emphasis on regionalism, especially its implications for the peripheral, marginalised areas within nation-states. In the decentralized, restructured, and consolidated world economy that has emerged since the 1980s, with new communications technologies, new forms of corporate organization, and new business services having intensified 'time–space compression,' the logic and apparatus of statehood is not conducive to trans-national integration. The regional alternative to statism seems potentially compensatory, in terms of the quality of world order, for both the erosion of hegemonic stability and the more acute forms of pathology that are afflicting the weak nation-state. However, almost any generalization about regionalism is suspect because of unevenness of different regional settings and of the varying degrees to which economic, political, and cultural life has been regionalized. Also, because formal regional structures are still being constituted overwhelmingly with state actors as members, the framework of nation-states continues to be a source of friction. The main reason for this, of course, is that the functional logic of statehood hinges on reinforcing differences between nations while reinforcing similarities within nations. The key questions that arise therefore are: can a new geopolitical equilibrium be established between 'national–territorial' and 'local' interests through regional integration? Can regional frameworks help in realizing the critical shift from 'dominance' to 'non-dominance' as the fundamental principle of political governance? The ques-

tion is, in other words, how to achieve and sustain 'positive regionalism,' one that promotes environmental sustainability, human rights, human-resource development (especially in relation to vulnerable minorities and indigenous peoples), and demilitarization of both space and mind?

The central focus of *The east–west interface in the European north* is on cross-border interaction and cooperation between western and eastern Europe in the so-called 'northern periphery,' that is, between the northernmost parts of Finland, Norway, and Sweden and the northwestern corner of Russia. Both the experiences of and the preconditions for trans-national cooperation in the European north — currently manifest in the efforts of the North Calotte Committee and the Barents region initiative — are critically investigated from socio-cultural, economic, and political perspectives. What does the end of the Cold War mean, in practice, for people in the northern periphery of Europe? Can a common northern identity across the east–west divide in the Euro-Arctic be forged, or are Russians and the inhabitants of the Nordic countries fated to live in different worlds? How real and meaningful is the cultural gap between the two, and how will it affect trans-national business cooperation in the area? Will the peripheral regions of the north be able to overcome the legacy of peripherality and effectively participate in the profound technological and organizational restructuring of the Nordic and Russian economies in an environmentally sustainable manner? These are the kinds of questions raised in this book.

The book consists of 10 chapters, including a concise introductory essay. In chapter one, the editors point out that a new northern dimension has been added to the European integration process by the EU membership of Finland and Sweden, and they describe the cross-border interaction in the north as a 'strategy for regional development in more peripheral parts of neighbouring countries' (page 1). They argue that, notwithstanding several major structural differences between the partners concerned (that is, governments of the four countries involved, eight sub-national regions, and representatives of indigenous peoples), there is a common stake in the sustainable development of the European north. Security, ecology, and economy are pinpointed as the major driving forces behind the cooperation efforts in the resource-rich Euro-Arctic, which, 'with its remote location, harsh climate and vast territory...has been a typical geographical periphery. Its socio-economic developments have been controlled by external decision-makers, mainly from the national capitals' (page 3).

In chapter two, Kimmo Katajala writes about the role and great impact that the major metropolis of St Petersburg had on eastern Finland during the nineteenth and early part of the twentieth centuries, in almost all sectors of production. Correspondingly, the development of the transport networks was closely tied to the demands of industry and trade. Although this influence was almost erased by the October Revolution, current developments have clearly