

were kept hidden, and how the public record was shamelessly manipulated," the author summarizes.

Vallée acknowledges that his is simply one observer's perspective on a series of complex events. Yet it must be said that no other account of the UFO saga's climactic 1960s chapter approaches (or even attempts) the attention to detail and insight into human character of *Forbidden Science*. Not only philosophers of science and historians but lovers of detective and high adventure stories will find Vallée's study fascinating—as should students of tragedy. For in the final analysis this is a book about how, in Vallée's poignant phrase, "one of the most profound and puzzling phenomena in the history of man [was] allowed to exist around us without interference, without even a flicker of acknowledgment or an attempt at intelligent response."

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**Roads to Center Place: A Cultural Atlas of Chaco Canyon and the Anasazi**, by Kathryn Gabriel. Boulder, CO: Johnson Books, 304pp \$13.95, paperback. (Available from the sourcebook Project, P. O. Box 107, Glen Arm, MD 21057.)

This book is primarily intended for those with a specific interest in the pre-Columbian road-systems of the South-West. There must be quite a lot of such folk about, to judge by the number of individual and group projects, academic or fringe, whose contributions to the subject are acknowledged by the author. They will find this a thoughtful overview of the many problems posed by the 200+ miles of mysterious roadway built by the Anasazi in New Mexico, Arizona, Utah and Colorado, and of the solutions proposed by those who have investigated them. Simply as a work of reference, it will be a valuable resource thanks not only to its summary of previous work, but also its 10-page bibliography, index, and above all the 41+ items listed and described in the "Anasazi Atlas." The book is copiously illustrated with aerial photographs vertical and oblique, with the salient features arrowed; ground-level photographs; maps, plan and diagrams. It is a thorough-going work which speaks of scholarly dedication; moreover it is well-written, clearly structured and decently printed.

If that were all, the book would take an honorable place among the specialist publications available for those who concern themselves with reconstituting the history of America before the Europeans arrived, as a useful contribution to

our knowledge, but not one likely to be of wide interest. However, there *are* wider lessons to be learned from this study.

The first lesson is that in this kind of problem area, the investigator can take nothing for granted. The Anasazi roads are there for all to see, but, like the crop circles of our own day, it is far from clear what their nature may be. The very existence of a problem was disputed by some scholars at one time: the "roads" were dismissed as geological anomalies. Others accepted that they were artifacts, but identified them as canals, or as fence lines, or as irrigation ditches.

Eventually, however, the general consensus agrees that they are roads: but what do we mean by the term? Gabriel gives us a valuable chapter at the beginning of her book in which she asks us to consider what a road is and what its purpose may be: those of us who think of roads simply as means of getting from Dallas to Fort Worth as efficiently as may be, find ourselves having to confront a more complex range of possibilities.

For if one thing is clear about these roads, it is that they are *not* the most efficient way of getting from anywhere to anywhere. They are not the most direct, nor the most convenient, nor the most satisfactorily constructed. They do not lead to the places we think they would lead to; they are often far wider than is conceivably necessary; they dodge engineering problems with dismaying cowardice; sometimes they just stop, like a child who sits down in the path and refuses to go any farther unless she is carried...

However, these criticisms are value-judgments, and imply a set of criteria; and criteria imply that we know what the road-builders were setting out to do in the first place. Suppose it wasn't simply to enable travellers to go from A to B; nor even to enable them to redistribute food, water and other supplies among the population. Once we abandon the rigorously utilitarian motive, the puzzles become less insistently puzzling...

...except that no other frame of reference gives us a better fit. Yes, there do seem to be astro-archaeological matches, so it is reasonable to look for the kind of ceremonial patterns found in other sites around the world: but as elsewhere, so here too we find that no simple as-above-so-below sky-matching will resolve the matter for us. The problems continue to tantalize: the absence of direction, the disproportion between the effort of construction and the conceivable practical benefits, to say nothing of the many minor problems—the seemingly significant orientations, the enigma of the artifacts found associated with the road and the artifacts that might have been expected but were *not* found... and much more. We feel that it was almost in despair that one project gave up on the search for an answer in terms of tangibles, and proposed that the road was "an expression of spiritual values."

It is to Gabriel's credit that she sticks her neck out and offers—albeit with all the diffidence we would expect from so careful a commentator—her own speculative model. It is a very complex model, because the problem it has to resolve is a complex one. We realize that once again, as in so many other fields of anomaly research—the UFO phenomenon is one obvious example, ball

lightning another — the worst mistake an investigator can make is to suppose there is a single all-embracing answer to his problem.

Indeed, a large part of the problem consists in defining it; and this brings me to my own favorite chapter in the book — "Discovering the roads." Few investigators, however uninformed or however much in love with their pet theories, are wholly stupid; if past searchers have variously seen these roads as natural phenomena, canals, fence lines, supply systems, irrigation trenches and much else, it is clear that their nature is far from self-evident. Gabriel describes the various approaches to road-discovery, and gives us a delightfully practical field guide which is rich in helpful tips and clues. Sherlock Holmes could not have done it better.

In short, this is a fascinating study by an author who is clearly in love with her subject as well as deeply versed in its complexities. This reviewer, for one, will never again take roads for granted.

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