

of oil and gas development, but he also begins an exploration of the dynamic relationship between human societies and nature.

The book's first section outlines the European and American colonial and industrial penetration of areas inhabited by Inupiat in Alaska's Arctic Slope and evaluates Inuit responses to this pattern of colonialism. Chance describes the whaling and trading eras and the changes they brought about in the material culture of the Inupiat, particularly by introducing new forms of technology and weaponry.

The middle section of the book captures the impact of the colonial era on Inupiat living circumstances in a snapshot of Kaktovik village life in the late 1950s. Chance describes what it was like to grow up in such a time and shows how the Inupiat dealt with economic changes prior to the discovery of oil at Prudhoe Bay.

The book's final section explores the situation and prospects for present-day Inupiat; it is based upon social science research conducted in Alaska during the 1970s and 1980s. The backdrop to Inupiat social and political development is composed of events since statehood: formation of state government, discovery of oil at Prudhoe Bay in 1968, the successful movement to resolve the Native land claims issue (the Alaska Native Claims Settlement Act of 1971), which permitted construction of the oil pipeline to proceed, and legislation to distribute federal lands in Alaska (Alaska National Interest Lands Conservation Act of 1980), including protection of subsistence hunting rights of Alaska Natives. These form the context for establishment on the Arctic Slope of a strong local (borough) government, a wealthy for-profit regional corporation (ASRC), a locally controlled school district, and other institutions that have drawn the Inupiat into a complex web of political and economic interdependence.

Chance concludes the book by linking the Inupiat story to two fundamental human problems of the late 20th century — "the formidable unequal distribution of productive wealth" and "ecological deterioration." He points to an emerging class division between Inupiat corporate and government elites and the people, a division spawned by the competitive cash and commodities economy, which contradicts values of sharing in Inupiat culture. He is troubled by the 1989 *Exxon Valdez* oil spill, which by despoiling Alaska waters and lands symbolizes the threat of resource development to traditional Inupiat subsistence pursuits. His is a poignant account of the Inupiat's painful struggle to exercise control over their fate, attempts that make them part of the process while producing outcomes that often erode Inupiat cultural life.

Chance sensitively illustrates the dilemmas facing the Alaska Inupiat and makes their experience relevant. The balance he achieves in this slim volume recommends it to specialist and generalist alike.

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THE CHALLENGE OF ARCTIC SHIPPING: SCIENCE, ENVIRONMENTAL ASSESSMENT AND HUMAN VALUES.

Edited by DAVID L. VANDERZWAAG and CYNTHIA LAMSON.
Montreal and Kingston: McGill-Queen's University Press, 1990.
288 p., 11 maps, bib., index. Hardbound. Cdn\$34.95.

The co-editorship of Cynthia Lamson and David Vanderzwaag is a familiar touch in this collection, having induced excellent contributions — a few from new sources and several with a strong message beyond the conveyance of information. The title is rather more literal than lyrical compared to an earlier offering by the same team, *Northern Decision Making: A Drifting Net in a Restless Sea*. The latter title should, I suggest, be used by them for a second volume, in which they and their contributors reflect on environmental decision making in the North in the 1990s.

The first and last chapters convincingly display the particular strengths of each editor. The opening provides a densely factual

yet surprisingly readable backdrop for the book, and the closing, musically titled "On the Road to Kingdom Come," steps bravely into the central philosophic issue of seeking an environmental consensus among those who would serve nature and those who would be served by it, and those in the middle who are still trying to define "sustainable development."

I expect it is difficult to be a tough editor in this financially unrewarding field, and the collection suffers on occasion from much more emphasis on the first half than the second half of the 1980s, as evidenced by the bibliography and shipping statistics. That said, even if, impossibly, the collection had been started and finished in the first quarter of this year, fast-breaking events would still have begged a "Volume 2." In recent months further legal challenges to EARP have supported the Rafferty and Almeda decision, new environmental assessment legislation has been tabled, and the vast eastern and high arctic onshore and offshore has been captured in the proposed TFN land claim. Perhaps even more to the point, the first Beaufort drilling proposal to be approved by the new Review Board under the Inuvialuit Final Agreement (October 1989) has been quickly followed by the first Beaufort drilling proposal to be refused, in ominous terms, under the same agreement (June 1990). The ongoing impacts of the *Exxon Valdez* are washing ashore, just at the time northerners are ready to make their own difficult tradeoffs between royalties and environmental damage.

Ray Lemberg creates for the reader a seamless backdrop of the decade of the arctic EARP — the 1980s' hammering-out of how to do a risk assessment. He admirably overcomes his in-depth knowledge as a technical expert to the Beaufort Sea Panel to give the reader the perhaps dangerous feeling of having grasped the whole bolt of fabric, from nature of risk to the final necessary compromise. He sets out the slim prospects of "risk" as a numerical probability being established with confidence for arctic projects in the first instance and, if established, satisfying the demand for reassurance in the second place. Many of us have seen environmental assessment panels aspire to deal sensibly with the risk and clean-up of a medium-sized disaster, only to return again and again to the feared "worst case scenario" and the wish for reassurance that a) it will never, never happen, and b) when it does, it will be cleaned up swiftly.

Robert Dryden provides, with barely sub-surfaced anger, a vivid account of the seemingly endless, ultimately frustrated and surely wasteful reviews of the aborted Arctic Pilot Project. The cost of the book is well worth having this compressed history, and the lessons to be learned, on this unique liquid natural gas project. Surely the challenge is to do more effective environmental reviews, not simply more environmental reviews.

Robert Lake was no doubt given the task to describe the physical environment of the Arctic in 50 pages or less; amazingly, he succeeded, and even contributed a spare page to Brian Smiley's "Marine Mammals and Ice-Breakers" — a co-habitation risk summarized as "collisions, interference, and contamination."

Peter Jull's accusatory tone in describing lack of Inuit participation in environmental decisions is wisely tempered by his concern there has been a "too-ready belief that negotiating processes would be problem-free if only Inuit were in charge." He is a prophet who should return from Upper Coomera Australia and provide further insights of this order.

The environmental reviews of the Arctic Pilot Project and the Beaufort oil proposals are referenced extensively, cuing the reader's interest in a future comparison of the EARP processes old and new, federal and territorial. What role the proposed Northern Accord process will set up for carrying out or responding to environmental reviews remains to be seen. In a second volume, David Marshall would have a new lode to mine on federal environmental reviews. John Donihee and Heather Myers have also staked a claim by way of their prescient title "Coming of Age: Territorial Review." The level of influence of the Territorial Government on environmental reviews under land claims and under a Northern Accord is very much a question mark — and Donihee and Myers have established their credentials to define it for us.

This book, far from being devalued by recent events, offers one last comprehensive look over the shoulder at the Arctic in the eighties — the work done in assessing the impacts of specific development proposals, which is impressive, and the work still undone, which is, in some basic respects, extensive.

A benchmark for the look ahead into the 1990s is the recent report on the Gulf Oil Beaufort Sea drilling proposal by the Inuvialuit's Environmental Impact Review Board. In addition to recommending against the drilling request, the board indicates that a rethinking of responsibilities, liabilities, and preparedness is required. At the same time, a federal department has warned that a federal environmental review of the drilling proposal may still be called for to answer outstanding questions on fisheries and sea mammals. Thus our look at environmental reviews of the 1980s suggests it is time, high time, to assess where we've been and where we're going with respect to reviews in the 1990s.

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A VICTORIAN EARL IN THE ARCTIC: THE TRAVELS AND COLLECTIONS OF THE FIFTH EARL OF LONSDALE 1888-89. By SHEPARD KRECH III, with a biographical introduction by J.V. BECKETT. Seattle: University of Washington Press, 1989. 207 p., 8 colour plates, 150 black and white illus., notes, index, bib. Hardcover. US\$35.00.

In February 1888, Hugh Cecil Lowther, the Fifth Earl of Lonsdale, set out on a 15-month-long journey that took him across a significant portion of northwestern Canada and Alaska. Although the lure of "sport," primarily hunting, and the chance to test his manhood were part of Lonsdale's motivation, escaping from personal scandal and financial difficulties seems to have been the primary reason for his journey. As was customary with aristocratic Victorian travelers, Lonsdale collected artifacts and souvenirs from the native people he met along the way. Although many important items have been lost, a significant collection of 200 items remains in the British Museum. This book documents both the Earl's travels in the Arctic and the remaining museum collection.

The book has three parts. Part I is an introductory biographical essay on Lonsdale by J.V. Beckett, which places "The Yellow Earl" in social and historical perspective. His arctic sojourn was only one interlude in the very active, diverse life of the man who led one of the most powerful aristocratic houses in England for over 60 years. As a young man, Lonsdale lacked good sense in financial matters and acquired a reputation as a social rake. When his indiscreet involvement with actress Violet Cameron reputedly earned him a second reprimand from Queen Victoria, the trustees of his family's estate, already concerned about his spendthrift tendencies, decided he needed to go abroad. Although he was always a flamboyant and sometimes controversial personage, Lonsdale returned from his arctic adventures a more mature individual. He became more actively involved in the financial fortunes of the Lonsdale estate. He held several important civic posts. And most importantly, he became deeply involved in sports ranging from fox hunting to automobile racing. He is particularly noted for his central role in the development of modern British boxing.

Part II takes up the narrative of Lonsdale's journey. Author Shepard Krech introduces this section with an astute discussion of Lonsdale as the Victorian Traveler. He focuses on Lonsdale's presentation of self and particularly the Victorian view of "the Other — people whose culture is different from the traveler's own" (p.23). Here Krech addresses both some of the contradictions between Lonsdale's diary and letters and some of his insensitive comments

about the native people he encounters. Krech skillfully uses these comments to tell us more about Lonsdale the man and the society from which he came. Despite his prejudices, Lonsdale proved an able, adaptive, and fearless traveler.

The journey itself is presented in segments, with each segment followed by excerpts from Lonsdale's diary and letters, many written to his wife, describing his travels in greater detail. Thus, his trip began with passage to New York by steamer, continued to Montreal, Ottawa, Winnipeg, and Qu'Appelle Station by train, then proceeded by sleigh, boat, and foot to Fort Chipewyan, Fort McPherson, Liverpool Bay on the arctic coast and back, then went overland to the Porcupine River, by boat down the Porcupine and the Yukon rivers to Russian Mission, overland by dog team to Nushigak and then Katmai, and finally by steamer to Kodiak. Along the way Lonsdale met the whole range of native people living in the areas through which he traveled. His descriptions of them are uneven: toward the end of his journey, he tells us much less about what he is seeing and doing than at the beginning. His most detailed, and probably his most valuable, information concerns the Inuvialuit (MacKenzie Eskimo), with whom he went on a beluga whale hunt. Historic black and white photographs from many of the locations Lonsdale visited, taken at roughly the same period as his journey, illustrate this section and give the reader a visual sense of what he saw.

Part III focuses on Lonsdale's collection in the British Museum. Here again, Krech's insights into both Lonsdale and Victorian attitudes and collection practices enhance the reader's understanding and appreciation of the collection. Equally important for this material, collected by a nonscientist, is the rich comparative and contextual information Krech brings to bear on each piece. After an introductory section, the majority of this part consists of detailed discussion of each artifact group. In presenting the 200 items in the collection, Krech divides the material into nine categories: Tools for Manufacture and Preparation, Hunting Equipment, Fishing Tackle, Clothing and Bodily Decoration, Vessels and Containers, Transportation, Artifacts of Ritual, Ceremony, and Play, Tobacco, and Curios.

The text is very readable without skimming on the detail in the descriptions that makes such commentaries so valuable when, like these, they are well done. Good quality color plates of selected artifacts appear at intervals throughout the text. Part III concludes with black and white photographs of the remaining items. Detailed chapter notes, an extensive and appropriate bibliography, an index, and a useful concordance of catalog, registration, and figure numbers complete the book.

I recommend this book to anyone with either a professional or avocational interest in the history, ethnography, or material culture of the northwestern Arctic. The accounts of Lonsdale's travels and collection are very interesting by themselves, but the biography of Lonsdale, as well as the additional commentary on his social context and the pervasive attitudes of the era in which he lived, significantly enhance our appreciation and understanding of Lonsdale's journey and his collections. I found myself with but two regrets upon completing this book, one major and one minor. The major regret is that so many valuable specimens that Lonsdale collected have been lost — the skin clothing pictured on page 16, the Inuvialuit kayak, the collection of snowshoes from all across the northwestern Arctic, and many other items would all be invaluable assets to any museum's arctic collection today. The minor regret is that the book contains no picture of Lonsdale's long-suffering wife, his "little bod" to whom he wrote many of his letters.

A Victorian Earl in the Arctic is well put together, with good quality paper, binding, and photographic reproduction and no significant typographical errors. Although its larger-than-average size and many illustrations suggest a coffee table format, its contents have considerably more meat than is often found in such volumes. Krech has taken material that could have been little more than lightweight stuff and turned it into a substantial, readable contribution. In short, the book is handsome but not opulent, scholarly but not pedantic. Krech and the University of Washington Press have made