

MATERIAL CULTURE OF THE DAVIS INLET AND BARREN GROUND NASKAPI: THE WILLIAM DUNCAN STRONG COLLECTION. By JAMES W. VANSTONE. Chicago: Field Museum of Natural History, 1985. *Fieldiana, Anthropology New Series*, No. 7. viii + 136 p., 1 map, 106 illus., no index, bib. Softbound. US\$15.75.

Dr. James W. VanStone has produced a most valuable addition to the slim literature dealing with the material culture of the subarctic Indians. This time, he describes the artifacts collected by William Duncan Strong among the Davis Inlet and Barren Ground Naskapi. The collection was made for the Field Museum of Natural History, where Strong was employed, during the winter of 1927-28 and numbers more than 500 objects. For convenience of presentation VanStone has grouped the objects into a number of categories — shelter, hunting and trapping, fishing, transportation, tools, household equipment, clothing, personal adornment, religious objects, musical instruments, smoking, games and toys, decorative arts and drawings. In a concluding section, the author compares the material culture of arctic and subarctic caribou hunters and then ends with a note on Strong as a collector.

VanStone has written a clearly worded descriptive account. No attention, however, is given to Montagnais-Naskapi artifacts housed in other museums unless published. Some notice of what exists and where would have been a welcome addition. Furthermore, no mention is made to the work of those Quebec anthropologists who have dealt with the material culture of the Montagnais-Naskapi.

Other points might be raised — 90 km by 30 or 60 km is certainly not a "vast territory" for the Indians of the Labrador Peninsula (p. 2); "overkill" is a dubious explanation for game disappearance (p. 4); what species of "juniper" grew in the land of the Naskapi (p. 11)? I question that women held a pole between their legs when removing hair from caribou hide, and is it true the beamer was pulled, not pushed (p. 22)? two-headed drums are not necessarily smaller than the singled-headed drums of the Naskapi (p. 33); and why not give the native name of berry that Strong recorded and any other native terms for the artifacts he collected (p. 39)?

Although VanStone compares the Strong collection with Turner's observations made at Fort Chimo 45 years earlier (p. 44), he does not offer any explanation as to why the Strong collection comprises more "cultural elements" than reported by Turner. If change had taken place in the artifact inventory, he does not ask what factors might have been responsible for the increase in the number of "cultural elements." Also it would be interesting to know which artifacts collected by Strong were no longer in use.

VanStone makes reference to the adoption of certain items from the Eskimo (p. 14, 20, and 41). A section on the contact and interchange between the Naskapi and neighbouring Eskimo would have been helpful. Also some attention to the history of contact with the Europeans would have helped to gain a better understanding of the collection. For example, what proof is there that the "ridge-pole lodge" was acquired from Europeans (p. 41) or that the "carricole" was a French inspiration, aside from Birket-Smith's guess? And where did gloves (p. 11 and 21) and canoe bailer (p. 21) come from?

VanStone notes the retention of traditional ways by the Naskapi (p. 43) and argues that it was more than a continuation into the present of traditional land use patterns that was responsible. He implies that the Naskapi were not decimated by the kind of severe epidemics that he holds responsible for the loss of traditional material culture among the western subarctic Athapaskans. An interesting point, but he fails to consider the influence on Athapaskan culture of the many traders and prospectors who penetrated their country, in contrast to the few whites who ever ventured into the country of the Naskapi.

This monograph raises a serious problem for anyone who deals with ethnographic artifacts. Aside from the lack of documentation — even the information accompanying the Strong collection leaves much to be desired — many of the artifacts were made especially for Strong. Accordingly, it can be asked, how authentic are these items? And when can one detect that a particular item might be for the tourist or nothing

more than a hoax? Finally, did the collecting methods of Strong establish a tradition among the Naskapi who later supplied Speck with so many items made specifically for him?

In spite of the nitpicking, VanStone is to be congratulated for his pioneering work on the material culture of northern peoples, this time the Naskapi, especially when museum collections are being ignored by the majority of ethnologists.

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OCEAN POLICY AND MANAGEMENT IN THE ARCTIC. Ocean Management Working Group, Canadian Arctic Resources Committee. Ottawa: CARC, 1984. x + 186 p. Appendices. Softbound. No price indicated.

This book results from a meeting of a Working Group on Ocean Management held as part of CARC's Third National Workshop on People, Resources and the Environment North of 60 Degrees, in June 1983. Background papers were presented on the Canadian regulatory structure as it affects the Arctic, international legal issues, Inuit interests and claims, and arctic marine transportation. A further paper provided a theoretical perspective on ocean management, and the Working Group held a discussion on arctic marine science policy. Each paper is reprinted together with excerpts from the discussion that followed.

The general theme for the Working Group was the need to establish an effective ocean policy for the Canadian Arctic. Ken Beauchamp, the Director of CARC's Arctic Ocean Programme, points out in an Introduction that "a comprehensive policy for the development and management of the arctic off-shore does not exist in Canada." The papers explore the need for such management, highlighting areas of critical importance in arctic policy-making — Inuit interests, marine transportation, and marine science. Generally the range of interests concerned in the development of an ocean policy for the Arctic are covered, although a paper on off-shore hydrocarbon development would have been a useful addition.

The contributions, written by acknowledged experts, are informative. Hal Mills gives a useful tour through the labyrinth of federal government bureaucracy concerned with the Arctic; Peter Jull and Nigel Bankes provide a clear account of both the nature of aboriginal claims to the arctic off-shore and the reactions by government to them; and Captain Tom Pullen writes about marine transportation in the Arctic with the authority that only an experienced arctic navigator can provide. The final paper, by Ken Beauchamp, sets out various models for the management of the Canadian Arctic Ocean, providing an opportunity for reflection about the future of ocean management in the Arctic.

Nevertheless, a question is left. Where do we go from here? The Working Group has outlined the problems, but the management options are presented at a rather theoretical level. No real sense is left of what a "comprehensive policy for the development and management of the arctic off-shore" might look like in practical terms. Moreover, how realistic is it to expect a "comprehensive policy" for the Canadian Arctic Ocean? Even the idea of management itself can be queried — as one participant observed during the discussion, the Arctic Ocean is a physical fact, not something that can be managed.

There are, of course, a variety of activities, functions and claims in relation to the Arctic Ocean that are interrelated or competing. Any attempt to regulate them must start from an overall perspective. But when it comes to the detail of management plans or regulatory schemes, each activity, function or claim must be dealt with piecemeal. One can determine policy in general terms, but regulation has to be specific.

The precondition, either for a comprehensive approach or for the detailed regulation of particular activities, is knowledge. In this respect the Working Group on Ocean Management and other similar bodies concerned with the future of Canadian arctic waters serve a valuable function. While highlighting and contributing to the debate about the future of ocean management and regulation in the Arctic, this book also improves our knowledge of the Arctic generally.

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THE NORTHWEST PASSAGE: ARCTIC STRAITS. By DONAT PHARAND in association with LEONARD H. LEGAULT. Dordrecht/Boston/Lancaster: Martinus Nijhoff Publishers, 1984. 199 p., 17 figs., 7 tables, subject, name, geographical and ship indices, selected bibliography. Hardbound. No price indicated.

This book is the seventh in a series of studies on international straits of the world, organized and edited at the Center for the Study of Marine Policy at the University of Delaware. Its authors are extremely well qualified. The principal author, Professor Donat Pharand, of the Faculty of Law at the University of Ottawa, is Canada's leading scholar on law of the sea matters, particularly in regard to the Arctic. His collaborator, Leonard Legault, is legal advisor to the Canadian Department of External Affairs. Together, they bring to their subject many years of knowledge and thought about the issues raised in the book.

The appearance of this book is most timely. To some degree, the Arctic has slipped from the high profile in public consciousness that it achieved in the 1970s. In part, this is because the issues of the period that excited interest — the environment, native land claims — have given way to more pragmatic concerns about unemployment and the economy. Moreover, as Pharand points out in his July 1984 *Post Scriptum* to the Preface, the changing world economy has raised doubts about the short-term viability of many of the massive energy projects once envisaged for the Arctic. Yet he correctly concludes that, regardless of the actual timing of such projects, it is very likely that there will be major commercial resource developments in the Canadian Arctic at some point in the future. In view of the many urgent policy issues that the book identifies, it may be fortunate that such developments will be postponed for a few years. This will provide Canada with some breathing space in which to debate and resolve these issues and to engage in more effective planning for the future than has characterized our approach to the Arctic in the past.

The purpose of the book is to assess the legal status of the Northwest Passage in international law, to examine the commercial potential of the Passage, and to outline what policy implications these suggest for Canada. The objectives are achieved in a book that canvasses a wide range of topics cutting across many disciplines: history, geography, economics, business, anthropology, and law, both domestic and international. It is in the latter area that the author is both the most qualified and comfortable. An expert in any one of the other fields might view the book's treatment of certain topics as superficial. This is not to criticize the approach that has been taken. On the contrary, it is evident that care was exercised in reviewing the literature of disciplines other than law. The result is a well-researched and well-documented work that, for the first time, provides an overview of the multiplicity of factors that will influence the future of the Northwest Passage. The book is aimed at a general audience and can be easily understood by any reader interested in the Arctic, regardless of his or her disciplinary bias.

The first three chapters describe the physical and geographical characteristics of the area dealt with in the book and review the known history of non-aboriginal exploration and use of the Passage. Chapters four and five present an overview of the resource potential of the area,

a brief review of the resource development technology likely to be employed, and a summary of the various resource development proposals that have been brought forward. Thus, the first half of the book provides the backdrop for assessing the legal status of the Passage and the resulting policy issues. While this backdrop is both necessary and useful, the reader should be cautioned against expecting a comprehensive treatment of these subjects, any of which might usefully fill a book itself. For example, chapter 5 refers to Canadian efforts at pollution prevention and control and makes reference to certain federal statutes. However, it fails to give even passing mention to the strict liability regime for oil spills recently implemented by the federal Oil and Gas Production and Conservation Act or to the liability arrangements that petroleum operators have been required to enter into with the Canadian government.

Not surprisingly, it is in the three chapters on legal aspects that the author appears to be most at home. To his credit, however, he does not retreat into jargon incomprehensible to the average reader. Rather, he concisely sets out the applicable principles of international law and, based upon the earlier analysis of history and geography, reaches clear conclusions about the status of the Northwest Passage. It is his excellent grasp of this subject matter that enables him to reduce such a complicated subject to a level of apparent simplicity. He asserts that the Passage is not currently an international strait but is part of Canada's territorial sea. As such, it is subject to the international right of innocent passage. This right limits to some extent the protection that Canada can apply to the Passage, although the special Arctic clause inserted in the Law of the Sea Convention of 1982 considerably expands the scope of measures Canada might lawfully take. However, it is pointed out that, with increased Arctic activity, the legal status of the passage could be altered in the future, eroding the extent to which Canada could control its use.

To finesse this possibility, Professor Pharand outlines the legal steps Canada could take to claim sovereignty over the waters of the Arctic Archipelago. By encircling the waters with straight baselines, a territorial sea could be drawn, making the waters internal. An intriguing suggestion is that Canada's claim could be reinforced by relying upon the historical use of the waters by the Inuit. If this approach (which has been utilized successfully by Norway) is pursued, great assistance may be obtained from a study of Inuit Land Use and Occupancy funded over a decade ago by the federal government and carried out by the Inuit Tapirisat of Canada, under the direction of the anthropologist Dr. Milton Freeman. The author does not stop at the need for legal action, however. He underscores the fact that major efforts will also have to be made in the technological arena if Canada's sovereignty is to be credible.

The final three chapters focus upon the policy issues raised by the Northwest Passage. These relate to the environment, the Inuit, and Canada's national security. While admitting that there are uncertainties in predicting the environmental effects of future commercial activities in the Arctic, Pharand stresses that Canada must maintain control over commercial shipping in the Passage if it is serious about restricting environmental degradation. He correctly points out that governmental failure to take decisions on the extent of tanker navigation may lead to a pre-emption of choices, through insistence by industrial interests on particular options. The conclusions offered as to the Inuit are not startling but perhaps are less well documented and thoughtful than other parts of the book: it is proposed that Inuit land claims should be settled expeditiously and that Canadian sovereignty should be established and maintained in order to protect the indigenous population. In view of the complexity of this subject, the author can be forgiven for his failure to suggest more original ideas. In regard to national security, it is recommended that Canada's surveillance and protection capability be upgraded.

The figures and tables contribute a helpful visual dimension to the book's presentation and summarize a good deal of information. The Selected Bibliography provides a useful reference for the reader who wishes to learn more. Although a more detailed Subject Index would have improved the book's usefulness as a reference book, the other in-