

There is an index and a useful chronology. The book is well presented, with two sets of photographs and an attractive dust-jacket in three colours.

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Oil Pollution as an International Problem. A Study of Puget Sound and the Strait of Georgia, by William M. Ross. Western Geographical Series, Volume 6. University of Victoria, pp. 279. \$4.00.

In the preface to this book, the author takes the unusual step of laying bare his "environmental conscience" and of proclaiming his biases and his beliefs about environmental problems, and thus leads one to fear that what follows will be merely special pleading in support of preconceived ideas. Fortunately, this fear is not realized. Although the book is in a sense a piece of advocacy, it is on the whole a balanced and well argued treatment of the problems of dealing with international pollution of the sea caused mainly by spills of persistent oil from large tankers.

Having described the nature and scope of the dangers from oil pollution in general and outlined the economic aspects of the problem (chapters 1 and 2), the author goes on to consider oil pollution in Puget Sound and the Strait of Georgia, describing in particular the American and Canadian laws that are applicable to oil pollution in this area (chapter 3). He then proceeds to examine the relevant international laws and institutions (chapter 4), and to set forth his own recommendations and conclusions on how the matter should be dealt with (chapters 5 and 6). He ends with a postscript bringing his story up-to-date to near the end of 1972. He attaches a lengthy bibliography which should be useful to those who wish to go more deeply into the subject.

The main contribution of this work is perhaps its focusing attention on the danger of marine pollution by oil and bringing to bear on the problem the learning drawn from several disciplines. Preventing and controlling marine pollution is a complex matter involving in particular shipping technology and seamanship, national and international law and institutions, and large economic questions. The author has discussed these aspects lucidly, so that the general reader can get a good understanding of the issues and the steps that have been taken by the United States and Canada by the international community to deal with them.

While the book provides an overall picture of the subject that is inform-

ative and useful to the non-specialist, it is not altogether satisfactory for the specialist in one of the fields discussed; at least it is not for the lawyer. This is probably inevitable, for a single author cannot be expected to master many disciplines. The author of this book is a geographer and should not therefore be taken to task for inaccuracies in his statements about intricacies in other fields. It seems fair, however, to warn the reader that there are some inaccuracies. A couple of examples may be given concerning the law. The precise limits of the Trail Smelter Arbitration are misstated; the Tribunal did not hold "as a matter of general international law, that extra-territorial damage from pollution is cause for action only between sovereign states" (page 77); nor can it be deduced from this decision that, in the case of transboundary pollution, "the laws of the jurisdiction damaged would be employed by an international tribunal in awarding damages" (pages 132 and 136). And the statement that Canada has not ratified the Geneva Conventions on the law of the sea (page 163) needs modification; in 1970 she ratified the Convention on the Continental Shelf.

In his concluding sentences, the author calls for "a new order for international pollution prevention and control." The prescription he recommends for the pollution threat to Puget Sound and the Strait of Georgia is the establishment of a bilateral commission with wide legislative, administrative, and even judicial powers, which go far beyond those that have been given to the International Joint Commission under the Great Lakes Water Quality Agreement of 1972. It is idealistic, but his arguments in favour of such a commission are cogent.

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John McLoughlin's Business Correspondence, 1847-48, edited by William R. Sampson. Seattle: University of Washington Press, 1973. Pp. li, 179. Illus. \$12.50.

At first sight this would appear to be a collection of a hundred letters, most of them brief and dealing with routine business, overwhelmed by an introduction, footnotes, appendices and bibliography that between them fill nearly three quarters of the book's 230 pages. But detailed examination shows that in spite of this somewhat startling imbalance the exercise has been well worth while.

The letters, copied from a letter book now deposited at Fort Vancouver