

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

National Historic Site, tell us a good deal about McLoughlin's interests and activities during a period that has hitherto been very scantily documented. They extend in date from March 1847 to May of 1848, the only time when he was destined to enjoy anything approaching tranquillity. By the spring of 1847 he was settled at Oregon City, to which he had moved in January 1846, when he left the service of the Hudson's Bay Company, and was established there as a general merchant and proprietor of lumber and grist mills. The Methodist Mission that had been such a thorn in his flesh had been closed, and that most unchristian of missionaries, the Rev. Alvin Waller, who had been a leader in a determined and disgraceful effort to deprive McLoughlin of his Oregon City land claims, had moved to The Dalles. The Oregon Boundary Treaty had been signed, but official government by the Americans had not yet been established. Mercifully hidden from McLoughlin was a future in which Samuel Thurston, first Oregon Territory representative in Washington, would prove to be a worthy successor to Waller and would contrive to have a clause inserted in the Oregon Donation Land Act of 1850 that would once again dispossess him of title to his Oregon City properties.

McLoughlin's trading ambitions were on a far-flung scale. He established contacts and had agents in Honolulu, San Francisco, Montreal and London and proposed to send goods in chartered vessels to Tahiti and Manila. He even contemplated entering into a partnership to acquire a ship of his own. Exports included wheat, flour, salmon, lumber and shingles, and he imported a wide variety of general merchandise, mostly through Honolulu, for retail sale at Oregon City. These business dealings brought him into frequent contact with his former colleagues at Fort Vancouver; James Douglas appears to have been the most friendly of them, always ready to lend a helping hand. John Work, by contrast, felt that McLoughlin had come down in the world. Writing to Edward Ermatinger in 1848 he would remark: "I regret to hear he lowers himself by keeping a shop and retailing out trifling articles to the Yankees."

The most important local happening of the time was the Whitman massacre, which McLoughlin attributed to an epidemic of measles. This had taken its usual heavy toll of the Indians, who suspected that it was "Bad Medicine thrown on them by the Americans." McLoughlin was worried about the danger of further clashes between Indians and immigrants, and he wrote to the Secretary of War expressing the view that this danger was not so much due to the Indians as to the ignorance of immigrants as to how to approach and deal with them. He urged the necessity of providing well armed escorts for parties of incoming settlers,

and was confident that if these were available the Indians would pose no threat.

Some of the old antagonisms persisted. He was still smarting under the critical remarks that had been made in the reports sent back by Warre and Vavasour and deeply resentful of the Hudson's Bay Company's criticism of his generosity to immigrants — generosity which in truth had been prompted by practical prudence as well as a warm heart. The immigrants were not the kind to sit quietly by and starve beside the Company's well stocked warehouses. Simpson and the London officials of the Hudson's Bay Company had also been critical of his dealings with Nathaniel Wyeth, with whom he continued to correspond. The two longest letters in this collection were written to Wyeth, advising him of how McLoughlin thought Wyeth could best protect the title to his Oregon properties.

It is interesting to find that at one time McLoughlin thought of moving to California — this in spite of the fact that he considered the Willamette Valley to be "the most comfortable Residence for Civilised Man in North America."

A wealth of material has been assembled in the notes and introduction. The latter is a sketch of McLoughlin's entire career, based primarily on the volumes of letters published by the Hudson's Bay Record Society and *The McLoughlin Empire and its Rulers* by the late Dr. Burt Brown Barker. The very extensive footnotes represent, amongst other things, a diligent and successful effort to identify every person mentioned in the letters, 31 of whom are dealt with at greater length in a biographical appendix. An extensive bibliography provides a guide to contemporary accounts and secondary sources. In sum, in addition to the letters the book constitutes a useful and convenient reference for anyone interested in the area and period.

One must search carefully to find either misprints or errors of fact, but Lovat and Milbanke Sound are misspelled on pages xv and xxxv and, contrary to the statement on page xxxiv, the engines of the famous steamer *Beaver* were not installed at Fort Vancouver; only the paddle-wheels were fitted there.

Vancouver

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