

# Reviews

## SOUTH ATLANTIC PROBLEM

THE FALKLAND ISLANDS AS AN INTERNATIONAL PROBLEM. Beck, P. 1988. London and New York, Routledge. 211 p, maps, hard cover. ISBN 0-415-00909-X. £35.00.

The 'Malvinas' theme is already prominent in the campaign for next May's presidential elections in Argentina; renewed international pressure on Britain to resume negotiations is a likely consequence. This book provides a valuable, up-to-date reappraisal of the Falklands question, and explores future possibilities for a solution.

The first three sections cover exhaustively the origins and evolution of the Anglo-Argentine dispute over Falklands sovereignty. The author expounds and assesses the historical and legal bases of rival claims, examines the diplomatic and factual developments of the dispute from 1833, when continuous British occupation began, to the 1982 war, and analyses their significance in British and Argentine national and foreign policies, and in the international context. In the final, most original and stimulating section, Beck lists and discusses in detail possible approaches to a negotiated settlement. Having noted that an analysis of post-war events shows a hardening of the positions on the question of sovereignty, especially on the British side, he suggests that the resulting impasse can be overcome only by a change in perspective: both Britain and Argentina should reappraise their interests, taking into account the international strategic, economic and conservation (especially fishing) implications of the Falklands problem.

The analysis of political attitudes and moods draws from an impressive list of sources, many of them Argentinian, that include newspapers, periodicals, official reports and television programmes. Direct quotations included in the text are often extremely interesting, although they sometimes slow or disrupt the reasoning. Regrettably, the author decided not to reproduce or develop his analysis of the Antarctic dimension of the problem, which appears in an earlier work (1986. *International politics of Antarctica*, London, Croom Helm. p. 83–85 and *passim*). This book is an otherwise very comprehensive and thought-provoking review of a complex problem. (Adele Airoidi, Scott Polar Research Institute, University of Cambridge, Lensfield Road, Cambridge CB2 1ER.)

## THE NORTHWEST PASSAGE

POLITICS OF THE NORTHWEST PASSAGE. Griffiths, Franklyn (editor). 1987. Kingston and Montreal, McGill-Queen's University Press. 313 p, maps, hard cover. ISBN 0-7735-061306. Can \$34.95.

CANADA'S ARCTIC WATERS IN INTERNATIONAL LAW. Pharand, Donat. 1988. Cambridge, Cambridge University Press. 288 p, illustrated, hard cover. ISBN 0-521-32503-X. £30.00, US\$49.50.

The Northwest Passage, for most of us an early memory of

geography lessons, is coming into its own at last. In Canada much has been written in the last few years about its possible use for shipping. There are all sorts of reasons — technological, economic, strategic and legal — why the limelight turns on it now. They are not necessarily obvious, and these two books help to make things clearer.

*Politics of the Northwest Passage*, edited by Franklyn Griffiths, is an excellent, tightly edited rundown on the political context, which is complex and rather daunting. The collected essays are by very well-informed people. In his introduction Griffiths poses the problem: why should Canada worry about all this? Two background papers follow. Graham Rowley outlines the history, stressing Canadian involvement, and Peter Jull describes the ways in which northern natives, in this case Inuit, are affected and are beginning to react. Then come a series of chapters on specific recent events which have been central to the idea of developing shipping in these waters. John Kirton and Don Munton give a blow-by-blow account of the voyages through the Passage of the American ice-strengthened tanker *Manhattan* in 1969-70, the event which brought US-Canadian disagreement out into the open. There is also a similarly detailed examination by Jennifer Lewington of the circumstances surrounding a voyage that never happened, but sparked off much — the Arctic Pilot Project for shipping gas from Melville Island out to the Atlantic via the Passage. D. M. McRae spells out in detail how the 'ice exception' clause (article 234) in the 1982 UN Convention on the Law of the Sea was negotiated by its Canadian proposers (the book makes several other references to this important clause, but rather oddly its full text is not supplied). How the neighbours see it all is usefully and pertinently expressed by Oran Young for the USA and Lars Rasmussen for Denmark/Greenland. Peter Burnet writes on issues in environmental and native politics, stressing their likely divergence, Harriet Critchley on defence and policing topics, Kim Nossal on the agonising that accompanied the decision to build a new Canadian icebreaker. Finally, the editor draws the threads together in a skilful and effective conclusion: Canada needs to turn the Passage into an open Canadian waterway, and this is a difficult but not impossible task.

Donat Pharand's book *Canada's Arctic waters in international law* covers one group of problems — legal status. Prof Pharand is a distinguished specialist in the subject, with publications going back many years. He is not here concerned exclusively with the Northwest Passage, devoting only one of his four main sections to that (he published a book on it in 1984). The other three sections deal with all of Canada's Arctic waters, in respect of sector theory, historic waters, and straight baselines, all concepts in international law of direct relevance to Canada's Arctic situation. Among his conclusions are that the Passage is not an international strait, but it might become one, which