

the moratorium would operate for 30 years or so beyond 1990, would have advantages for science and allow breathing space for a full assessment of Antarctica as a World Park.

A proposal by Mosely that Australia take a leading role in negotiations for an Antarctic World Park is questioned by Horsler, whose view is based on fundamental differences of opinion as to how negotiations between Treaty nations and a coalition of conservation groups can be affected.

In the opening chapter, Harris gives a synthesis of views expressed at the symposium and identifies five policy options. Briefly, these are (a) to continue present policies involving Antarctic Treaty resource negotiations, (b) to give higher priority to Treaty and minerals regime considerations, (c) to give higher priority to sovereign interests, (d) to pursue a moratorium on minerals exploitation, and (e) to reduce Antarctic activities. No consensus emerges concerning the best option for Australia, but considerable common ground exists on several issues.

Symposium organisers and the Editor are to be congratulated for their selection of discussion topics and for the order in which the papers are presented. The resulting structure points to broader issues including the link between policy and Antarctic operations. Discussion touching on policy evolution by Trigg, Rowland, Brook and notably Spencer, complement papers on scientific progress and concerns by Budd, Chittleborough, and comments by Tingey and Tranter. Revision of operational profile is suggested by the last four, mostly along ARPAC-recommended lines.

The book reveals some of the complex web of issues underlying the Antarctic policy of a developed country which is a claimant with a long and continuing presence in the region. Doubtless, a similar range and diversity of views, perceptions of problems and goals, characterize policy formulation of other Antarctic nations. It is, I am sure, a healthy sign. Above all else, this review by specialists points to the benefits and achievements of the Antarctic Treaty system and for continued and active support for developments within rather than outside it. Expedient production has resulted in typographic errors in several places including, embarrassingly, one of the tables. (Peter L. Keage, Antarctic Division, Department of Science, Channel Highway, Kingston, Tasmania, Australia 7150.

### CARDIFF'S INFLUENCE ON ANTARCTIC EXPLORATION

SCOTT OF THE ANTARCTIC AND CARDIFF. Johnson, Anthony M. 1984. Cardiff, University College Cardiff Press. 70p, illustrated, soft cover. ISBN 0-906449-76-6. £2.95.

This well-researched monograph by Dr Anthony Johnson of the Department of History, University College, Cardiff, suggests that without that city's support Captain Scott's British Antarctic Expedition of 1910-13 might never have set sail. That Cardiff contributed munificently in kind to the BAE is well known—free docking, free coal and numerous items of essential equipment. Less well known is the extent to which the business and commercial interests of Cardiff, then a booming coal town, were instrumental in raising the largest single contribution of any British city to expedition funds, totalling £2500 with goods and services worth as much again.

Dr Johnson, with the aid of much documentary evidence from local and other records, tells here how the 'Cardiff connexion' came into being chiefly through the enterprise of Lieutenant E. R. G. R. Evans (whose forbears were from Cardiff). In 1909 Evans, having abandoned plans for an Antarctic expedition of his own and joined forces with Captain Scott, as his second-in-command, had made use of a friendship with the influential editor of the *Western Mail*, W. E. Davies, to drum up expedition funds in Cardiff. Evan's canny

wooing of Cardiff's business interests, playing on the opportunities presented by the expedition to advertise the city's commercial prowess and civic achievements world-wide, was responsible for winning the whole-hearted cooperation and personal friendship of Daniel Radcliffe, head of Cardiff's largest ship-owning business and an immensely influential person in local affairs.

Elsewhere in the country financial support for the expedition seemed lukewarm, with the public's attention more concerned with continuing government crises, and, in May 1910, the death of Edward VII. Once again it was the Welsh connexion which saved the day. W. E. Davies succeeded in exercising his persuasive powers on his fellow Welshman David Lloyd George, then Chancellor of the Exchequer, who in turn extracted no less than £20 000 from a reluctant Treasury, thereby saving Scott's expedition from certain disaster. The Cardiff connexion continued to hold for some years after, as Dr Johnson shows in the second half of his monograph, relatively minor sums of money being raised by Radcliffe and others for the erection of memorial plaques. All this, however, is mostly of local interest. On that other famous Welshman, Petty Officer Edgar 'Taffy' Evans, no new light is thrown. Dr Johnson does, however, make mention of the eventual handing over of Evans' diary and pocket-book to his mother. The Scott Polar Research Institute has recently acquired at auction a diary by Evans recording a sledge journey to the western mountains in January-March 1911, possibly the very diary referred to here. (H. G. R. King, Scott Polar Research Institute, Lensfield Road, Cambridge CB2 1ER.)

### HISTORIC WATERWAY

**THE NORTHWEST PASSAGE: ARCTIC STRAITS.** Pharand, D. in association with Legault, L. H. 1984. Dordrecht, Martinus Nijhoff. (International Straits of the World.) 199 p, illustrated, hard cover. ISBN 90-247-2979-3. Dfl. 120.00. US\$44.00.

This volume is one of a series on 'International Straits of the World'. Its principal author is a well-known professor of international law who has specialised in its Arctic applications. He provides a general description of the Northwest Passage, explaining that there are five basic routes and outlining the history of their discovery. He also gives us a complete list of transits made (there have been 40, up to 1983). Next, there is a survey of actual and possible commercial development, with hydrocarbon and other mineral exploitation the most important stimulus. All this is a useful and concise summary of the ways in which the Passage, in the present state of technology, may begin to affect the rest of the world.

In view of the author's expertise, it is the chapters on legal status that will perhaps attract the most attention. He discusses the definition of an international strait, and concludes the Passage is not one, but may become one. He considers the right of passage for non-Canadian vessels, and concludes that only the right of suspendable innocent passage applies, though but this would become non-suspendable if the strait became international. However, Canada would still be legally able to enforce pollution prevention regulations under the 'Arctic clause' of the Law of the Sea Convention of 1982, provided she was physically equipped with the appropriate technology to do so. Due attention is also paid to the effect of a functioning Northwest Passage on the Inuit way of life, and on the national security of Canada.

All the major issues are touched on, and explained in simple and clear language. There are a number of good maps. The book is also timely, for the likelihood of commercial use of the Passage within the next decade is quite high, and we need just this kind of straightforward exposition of the problems that will arise. (Terence Armstrong, Scott Polar Research Institute, Lensfield Road, Cambridge CB2 1ER.)