particular, the case of Hans Island receives a calm and level-headed analysis, which belies some of the more nationalistic warnings that have emerged in the past. The fear of a Russian challenge to Canadian sovereignty is likewise put in its proper context. The purported danger posed by Soviet era bombers and flag-planting submarines, which has created such a sensation in recent years, appears, under careful scrutiny, somewhat exaggerated.

Yet, it is the status of the Northwest Passage that has the place of prominence in this work—and rightly so, given its overriding importance in Canadian Arctic claims. Over the past few decades, the waters of the passage and the Arctic in general have seen a dramatic decrease in ice cover. This is a subject that Byers has written on before, and in this work he gives a first-hand account of his experience sailing through ice-free Arctic waters aboard the icebreaker CCGS *Amundsen.* Large-scale melting has prompted Byers, as well as a number of other Arctic experts, to predict the advent of shipping through the Arctic Archipelago in the relatively near future. Moreover, he considers a challenge to Canada's sovereignty from a rogue ship travelling the passage to be a real and significant threat. Yet it is never really made clear in the book why such a rogue vessel would challenge Canadian sovereignty and risk being boarded (which is the outcome in the hypothetical scenario presented in the book's appendix), rather than simply request transit permission. In addition, the possibility of regular Arctic shipping is a more questionable and less damaging prospect than Byers asserts. Given higher insurance premiums in the shipping industry, the slower speeds of vessels, and the danger presented by ice in even relatively clear waters, the benefits of using the Northwest Passage as an international strait may be overstated by the author (for a contrasting view, see Franklyn Griffiths' study of the issue in "Pathetic Fallacy: That Canada's Arctic Sovereignty is on Thinning Ice," *Canadian Foreign Policy*, 11:3, 2004). Nevertheless, Byers suggests that Canada should prepare for increased maritime traffic by reinvesting in its northern surveillance and law enforcement capabilities. Such investment is vital, he argues, not only because increased policing is required for Arctic research, transport, and security, but to convince the United States that Canada is capable of exerting sovereignty over the area. This is a crucial point because American acceptance of Canadian control over the Northwest Passage is a necessary step towards achieving international recognition.

The United States has rejected Canadian claims to these waters since at least the early 1960s and publicly since 1969. Largely because of the danger of setting a damaging precedent in international law, the United States has gone on record with its position that the Northwest Passage is an international strait. Prime Ministers Pearson, Trudeau, and Mulroney have all failed to

win American recognition of Canadian claims, yet Byers suggests that winds may have recently shifted south of the border. He points out that since the attacks on the World Trade Center in 2001, American concerns regarding weapons of mass destruction, smuggling, and illegal immigration have made it more important than ever for the Arctic to be securely under Canadian jurisdiction. As evidence, he points to former US ambassador Paul Celluci's 2004 declaration that, since the US was now seeing the world through the "terrorism prism," it might have to "take another look" at Canada's claims to Arctic waters (80). Indeed, in his appendix, Byers's fictional Foreign Affairs official laments that "the State Department was coming around to our position and wanted to help. But we never gave them a chance" (140).

Still, it is hard to be as optimistic as Byers. The potential represented by Paul Celluci's statement is long gone. The former ambassador's position was likely not shared by the State Department, and his successor, David Wilkins, made it clear in 2006 that the US still considers the Northwest Passage to be an international strait. The 2009 US Arctic policy document published by the Bush administration during its last days in office also goes out of its way to state that "the Northwest Passage is a strait used for international navigation" and preserving "the global mobility of United States military and civilian vessels and aircraft throughout the Arctic region" remains a top priority (see National Security Presidential Directive, NSPD-66 / HSPD-25, *Arctic Region Policy*, January 2009). The US government clearly still believes that recognizing Canadian sovereignty over the Northwest Passage would set a damaging precedent. This is a position it has held firmly for decades and, despite other important changes in the international situation mentioned in the book, Byers's optimism appears unwarranted. His assumption that the US can be persuaded to accept the Canadian position through dialogue and proactive engagement may be questionable, yet it is at the core of his work. This underlying faith in the advantages offered by negotiation and compromise sets him apart from other commentators and provides an interesting contrast with Arctic experts such as Rob Huebert, who place far more emphasis on the projection of hard power.

On issues without broad international implications (of which there are many discussed in the book), compromise would indeed seem to be the best means of resolution. Politicians certainly have difficulty finding middle ground on issues that evoke as much emotion as Arctic sovereignty. However, Byers presents a number of reasonable proposals aimed at resolving maritime boundary disputes in the Beaufort and Lincoln seas. He also makes many recommendations found in other works on the subject, including making Canada's northern reporting system, NORDREG, mandatory (this policy

was implemented in July 2010), expanding search and rescue capability, and building new icebreakers. By contrast, Byers places more emphasis than some other commentators on the Inuit population. The Inuit are Canada's strongest claim to sovereignty in the region and he is correct in arguing that more should be done to build up northern infrastructure and reform the region's education system. In his discussion of the role of the Inuit in these changes, Byers mentions a photograph taken in Igloolik of a young Inuit boy sitting on a Coast Guard helicopter and points out that that boy and his people's history carry more weight in international law than all the helicopters the Coast Guard can muster (111–12). It's a point that seems obvious upon reflection, yet it is one that is often forgotten in the hype about new icebreakers and patrol ships.

All things considered, *Who Owns the Arctic?* is a good place to start for anyone looking to understand the issues behind the headlines. It is a fairly comprehensive and straightforward analysis of each of the major sovereignty disputes confronting Canada in the Arctic today and why we should be paying more attention to them.

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***Matthew A. Henson's Historic Arctic Journey: The Classic Account of One of the World's Greatest Black Explorers.* Foreward by Robert E. Peary. Introduction by Booker T. Washington. Introduction by Deirdre C. Stam. The Lyons Press, Guilford, Connecticut, 2009. 224 pages.**

Matthew Henson's account of Peary's expedition to the North Pole is a reprint from the original 1912 edition of "A Negro Explorer at the North Pole" and published as Volume V of The Explorers Club Classics Series. In the new 100th anniversary edition, the title was changed to "A Black Explorer at the North Pole" (61) in recognition of modern language usage. The book provides additional material from the archives of The Explorers Club including photographs, a list of Henson's honours, and a bibliography of celebratory accounts of his achievements. Besides Robert Peary's original foreword and the historical introduction by Booker T. Washington, a new introduction of fifty pages for the Explorers Club Edition was added by Deirdre C. Stam (Palmer School of Library and Information Science, Long Island University), which views Henson's account with the eyes of today.

In his introduction written a century earlier, Washington highlighted Henson's special capability. When Peary was asked why Henson, a Negro, was the only man besides four Eskimos (Inuit) to accompany him on the