

drives profits and the continued viability of entire business models, individual enterprises, and companies. Technological developments, such as increased automation and bigger ships, has signified greater capital investment in infrastructure while reducing overall labour, personnel, and fuel expenditures, which represent the largest proportion in operating costs. Carriers carefully choose cost-effective and efficient routes suited to market demands and needs of shippers, hopefully to get a reasonable return or at least not lose too much money. Competition lies at the heart of the system, though monopoly and association are also prevalent to regulate the sharing of available business and set consistent rates and fees. Recent high profile bankruptcies, poor investment schemes, and diversification toward more third-party management and service underscore the risks inherent in the business of maritime transportation and shipping. The range of profits to be made is relatively modest because continual pressure to drive costs down keeps transport by sea still the most economical way to transport goods and materials in volume across distances.

The book includes a number of useful features, including a glossary of terms and abbreviations and an uncomplicated index. A couple dozen photographs, many taken by Breskin himself, grace the pages. As with other Schiffer books, this one is printed in China and no doubt shipped by conventional shipping means, in a container. *The Business of Shipping* is recommended for students at maritime academies, those engaged or interested in the commercial side of maritime affairs, and anyone looking for a single, readable reference source on the subject. The tenth edition is still some years away if Breskin has the inspiration and Schiffer the pocket-books to continue.

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Claire E. Campbell, Edward MacDonald, and Brian Payne (eds.) *The Greater Gulf: Essays on the Environmental History of the Gulf of St. Lawrence*. Montreal & Kingston: McGill-Queen's University Press, www.mqup.ca, 2019. 372 pp., illustrations, maps, tables, notes, index. CDN \$34.95, paper; ISBN 978-0-7735-5868-7. (E-book available.)

Lincoln Paine's essay titled "The Environmental Turn in Maritime History" in a recent number of this society's newsletter highlighted the increasing importance of environmental writing in nautical literature. While often focusing on large scope "ocean history," studies of the littoral interface also are increasingly featuring the environment in a starring role. A recent collection with contributors from both marine and terrestrial backgrounds shows how multi-faceted and stimulating this approach can be.

The Gulf of St. Lawrence laps on the shores of five former British colonies, now provinces of Canada. This volume promises to explore "The Greater Gulf", an area less defined by geography and more by environment. The framework is an interesting construct with inclusion not just of the physical environment but also of political, trade and economic relationships which push out the geographical boundaries of the Gulf area to the Grand Banks and the North Atlantic, the St. Lawrence River basin, and New England. In spite of a persuasive introductory article by Matthew McKenzie favouring the expanded horizon as a central theme of the area, most of the essays, however, restrict themselves to the lesser and more familiar Gulf.

Although titled as a volume of en-

vironmental history, the authors struggle with varying degrees of success as they try to shelter under that tent. Several of the chapters could be easily characterized as excellent works under older identifiers—economic history, military history, historical geography, nautical history and other, now less fashionable, schools. The term environmental history seems in this collection to be somewhat elastic, and although all of the chapters pay lip service to the environment, the connection is not always apparent.

The majority of the essays highlight the importance of the fishery in the area but often with a non-traditional approach. For example, Daniel Soucier rescues the campaign of the British land and naval forces against fishing ports in the western Gulf following the fall of Louisburg in 1758 from the ignominious role assigned them by earlier historians by showing what had been termed harassment was, in fact, a well-considered and executed program of control of resources which contributed to the fall of Quebec and the end of France in Canada the following year.

Two other chapters in this section also deal with the relationships in, using the editors' term, 'a contested geopolitical space' dealing with relationships both among the European nations exploiting the Gulf resources and between these fishers and forces, and the traditional inhabitants of the area.

A set of three papers explores the mid-nineteenth and early-twentieth century development of specific segments of the industry. These species-centred case studies of mackerel and herring, lobster, and the oyster deal with fisheries which developed later in the region's history, the latter two primarily after 1870. While all three studies are well-researched introductions to these niche fisheries, the more im-

portant similarity is the extent to which they throw light on the how the resources were developed and managed. In the case of mackerel and lobster, it was the Americans who exploited a resource that residents of the region were either unable to, or uninterested in getting to markets outside the Gulf itself. From early in the 1800s, the Gulf was visited each year by hundreds of American ships, using new approaches and technology to get the catches to the New England market and beyond. The issue became one of international agreements to resolve jurisdictional conflicts. In the case of lobster, which did not develop as a significant fishery until effective canning methods made it viable, it was the fact that the Americans had capital, expertise, and technology that enabled the industry to develop. By the 1890s, lobster was the most valuable fishery in the Gulf. Although the American firms dominated the industry, because of their greater investment stake, they also played a leadership role in the move for conservation efforts of the stocks.

The oyster industry did not have the same American presence and its initial markets were elsewhere in Canada and across the Atlantic. It is here that the lines between the environment and the fishery are most successfully drawn. Various Canadian levels of government attempted to manage the fishery, initially without success, as it tried to balance several interests. Author Ed MacDonald points to "science mobilized in the service of the state and the state mobilized in pursuit of capital" as part of the story. (193)

The final section, "The Gulf in Imagination and Identity" contains three essays concerning observations by New England travel writers, the works of author Lucy Maud Montgomery, and short story writer Albert Hickman. Of the three, Claire Campbell's article on

the Montgomery writings is the one which is best aligned with the overall environmental thrust of the collection. The others seem to simply conflate the environment with landscape.

Unusually for a collection of essays, the editors' introduction and conclusion are among the high points of the volume. The chapters are diverse but the editors have successfully demonstrated a unity and have provided a thoughtful overview, not merely justifying, but celebrating, the deeper study of the Gulf, no matter how defined. Rather than being the last word in the environmental history of a region, these essays should stimulate research of other locations where the contact between land and sea combines natural and human history to create a unique narrative.

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Alicia Caporaso (ed.) *Formation Processes of Maritime Archaeological Landscapes*. Heidelberg, Germany: Springer International Publishing and the Society for Historical Archeology, www.springer.com, 2017. xii+220 pp., illustrations, tables, notes, bibliography, index. Euro 114,39 €, cloth; ISBN 978-3-319-48786-1. (E-book available.)

Apart from a human tragedy, an economic, or perhaps a cultural loss, the sinking of a vessel is an intrusion into a territory for which it was not designed. As every activity has to meet certain conditions before another state of being is reached, so does the loss of a ship. Most human interaction with the environment is carefully prepared, timed and measured. The marine environment, however, is confronted with mostly accidental encounters, as in the case of a ship losing the ability to stay afloat. Over the years, maritime archae-

ology has evolved from the confines of the study of a single wreck at an individual site to embrace a broader view that takes into account the various motivations that send a ship out to sea, such as market demands, economic necessity or war; as well as the circumstances in which a vessel operates, like rain, fog, storm, with a dangerous cargo, in treacherous waters. In that broader view, the transition of sites in the marine environment is also taken into account; for example, the effect of natural transformation, like the reaction with seawater or storm surges on a site, and the impact of cultural processes like salvage, fishing, blasting and the removal of artefacts. This broader view is expressed in subsequent models that have been developed over the years by Keith Muckelroy in 1978, Michael Brian Schiffer's cultural and natural transformations (1987), William Ward on natural transformational process (1999) and James G. Gibb's (2006) stages in shipwreck and finds. Maritime archaeology is a dynamic discipline that requires an open eye for evaluation and refining, not only for scientific purposes, but also for a better understanding of the interaction between nature and culture.

Caporaso's study of the *Formation Processes of Maritime Archaeological Landscapes* presents an excellent perspective of current research in maritime archaeological landscape formation processes.

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Jesse Cromwell. *The Smugglers' World: Illicit Trade and Atlantic Communities in Eighteenth-Century Venezuela*. Williamsburg and Chapel Hill, NC: Omohundro Institute of Early American History and Culture and University of