

ARGONAUTA



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ARGONAUTA

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Editorial

by Isabel Campbell / Colleen McKee



Argonauta is celebrating the Canadian Nautical Research Society's thirtieth birthday this autumn. The society was incorporated on 25 October 1984 as the *Canadian Society for the Promotion of Nautical Research* and was registered as a charity shortly after. Due to changes in the requirements for registered charities in Canada and the need to clarify and improve the by-laws, the Society held a meeting on 30 August 2015 in Kingston, Ontario and revised the by-laws. This issue of *Argonauta* contains minutes of that meeting along with new draft by-laws which will come up for approval at the next Annual General Meeting. In the meantime, any member may submit recommendations for changes and improvements to the Executive Council. Please read the by-laws carefully.

Because it is our thirtieth anniversary, it is also a chance to reflect upon the society's history and to thank the founding members and also all those who have contributed many years of volunteer work to the organization. Please read Alec Douglas's *The Ties that Bind* at http://www.cnrs-scrn.org/admin/early_days.html for a history of the early days of the organization with additional notes by Paul Adamthwaite who created and manages the CNRS website. I would like to add thanks to Chris Madsen, our current President, and to Kip Scoville, who has recently become an important part of the *Argonauta* team, and to all those who have contributed to the society, to *The Northern Mariner*, and *Argonauta* over the last thirty years, by sending in membership dues, suggestions, announcements, and by writing articles and book reviews. Every single one of you has helped to build the society and to make it a success.

As Chris Madsen notes in his President's Corner, the society faces some major challenges and changes ahead. He brings out attention to the new facebook site managed by Kip Scoville : www.facebook.com/cnrs.scrn and the new twitter account managed by member Sam McLean: www.twitter.com/CanNautResSoc. We expect that these new tools of communication or social media will help us attract younger members, while our website and the availability of articles and information about Canadian nautical research and maritime heritage will benefit scholars across the globe. These are exciting developments for our future.

This issue of *Argonauta* contains a blend of new and old. We are delighted to publish an update on the War Artist programme by John MacFarlane of the Directorate of History and Heritage at National Defence Headquarters. We welcome new contributor, Richard Gross who writes elegantly about the first sailing vessels on the Great Lakes and look forward to more contributions from this accomplished scholar. Patti Broughton, the Executive Director of the Colony of Avalon Foundation, sends us a lovely piece about the early history of Avalon. Hers is the first piece in a series on local history initiated by Kip Scoville, our production manager, who created this article series

and took time during his vacation in Newfoundland to visit Ferryland and other historical sites as a part of his promotion of the series.

Kip would also like to announce a new series on model shipbuilding starting in the Winter issue of the *Argonauta* which will build upon the existing scholarship of long-time members like David Gray and contain a blend of historical background and contextual research to complement information about model ship building. Please consider sending contributions on this topic directly to Kip at kscoville@cnsr-scrn.org for publication. We welcome your articles, your photos, and your stories about your experiences in this field.

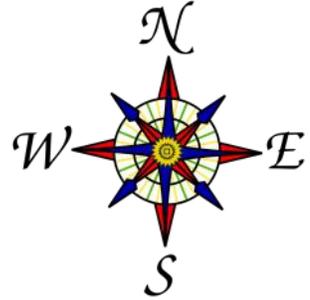
Lastly, we remind all members that this publication is a reflection of your contributions. We encourage all areas of maritime history, including social, labour, music, art, literature, intellectual, trade, culture, archaeology, and inter-disciplinary studies. If you would like to see more research in any particular area, please feel free to send us your work and/ or to encourage others to send us what they have produced.

Fair winds, Isabel Campbell and Colleen McKee



President's Corner

by Chris Madsen



Good communication is core to the success of any organization. Among the purposes of the Canadian Nautical Research Society is to facilitate contact and interaction between members and those with a general interest in maritime history relating to Canada, North America, and the wider world. Priceless are the acquaintances and personal relationships established through meeting in person, whether individually or through events such as conferences or workshops. The traditional mode of transaction was by mail, which the rising cost of postage has made increasingly prohibitive. Short of increasing membership fees to cover that expense, electronic means of communication are progressively becoming more common and convenient. This newsletter, the *Argonauta*, is proof that a transition to electronic can be both beneficial and cost-effective. The *Argonauta*, produced by Isabel Campbell, Colleen McKee, French editor Jean Martin, and on the production side Kip Scoville, remains an essential stand-by for communicating the affairs of the society, consistently delivered in a regular and timely manner. Notices of meetings and other announcements have also been done by email, through the hard work of membership secretary Faye Kert, Kip Scoville, and secretary Rob Davison. This team represents the glue that holds the society together, and *Argonauta* will continue to be a primary means of informing and connecting with members.

The future of *The Northern Mariner*, another principal mode of communication within the society and to external audiences, will be the subject of discussion at an upcoming strategic planning session by the executive council in November to develop a business plan for the Canadian Nautical Research Society. The society remains committed - for the time-being - to producing a peer-reviewed journal in-house published in hard-copy to subscribing individual members and institutions as well as by special arrangement with the North American Society for Oceanic History. Articles editor Roger Sarty, book review editor Faye Kert, and executive editor Paul Adamthwaite have delivered a quality product that meets the needs of researchers, students, and academics. The content is both diverse and reflective of the varied interests held by the membership, ranging from naval history to commercial ships and shipping. Back issues after two years are also available on-line through the official CNRS web-site, <http://www.cnrs-scrn.org/index.html>. Apologies must be made for the lateness of the current double issues this year, as some of you have raised concerns with me and other members of council. It is hoped that *The Northern Mariner* will be back on schedule by the time Bill Glover takes over editorship duties from Roger for the third issue next year in 2015. The audience for *The Northern Mariner* and its intent in relation to other activities pro-

moted by the society are also important. Please feel free to forward any views or recommendations about the future direction of the journal to us before November.

The presence of the Canadian Nautical Research Society on the web and various forms of social media is expanding. The CNRS web-page, administered by Paul Adamthwaite and before him the late dear friend Bill Schleihau, has performed admirable service over the years. Study and proposals will be made to improve features, content, currency, and general accessibility of the web-page. Kip Scoville has been managing the CNRS on Facebook www.facebook.com/cnrs.scrn; and, Sam McLean has a new Twitter feed @CanNautResSoc . If members have opportunity and use that social media regularly, take a look and make some contributions. These types of communication can be very informative in keeping up-to-date and connected.

The CNRS should be a professional and social meeting place for members sharing an interest and affection for maritime history, especially relating to Canada across its many regions and coasts. This interaction can be face-to-face at events and functions, through publications, and across various electronic media. Communication will allow the society to weather better certain financial and membership challenges and ensure the viability and relevance of the CNRS moving forward into the future.

Chris Madsen
North Vancouver

Recent Works from the Canadian Forces Artists Program



Display panes for the Artist At Work: Art from the Canadian Forces Artists Program 2010-2011

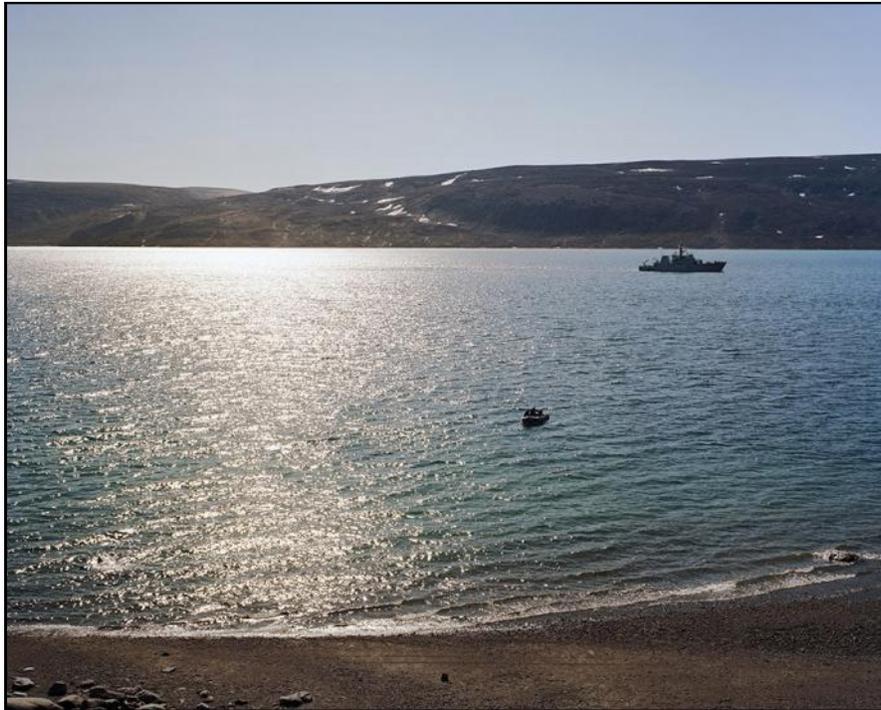
In November 2013 the twelve artists that participated with the CF Artists Program exhibited their works at the Canadian War Museum. The display, entitled “ARTISTS AT WORK: Art from the Canadian Forces Artists Program, 2010-11” included two writers, three videographers, two sculptors, three painters and two photographers. Many of them, listed below, chose to portray maritime themes.

Charles Stankieveh	Talia Pura	Scott Waters
Maskull Lasserre	David Wityk	Adrian Stimson,
Nichola Feldman-Kiss	Midi Onodera	Scott Conarroe
Michael Markowsky	Tony Atsanilk	Tim Pitsiulak

The Canadian Forces Artists Program has been operating since 2001, allowing Canadian artists the opportunity to record Canada's soldiers at home and around the world. The aim is to allow artists to capture the daily operations, personnel and spirit of the Canadian Armed Forces. Similar DND programs during the First and Second World wars produced thousands of works that are currently preserved in the Beaverbrook collection of the War Museum¹. In addition, an even closer relative was the Canadian Armed Forces Civilian Artists Program (CAF CAP) from 1968-1995².

NORTH:

Photographer Scott Conarroe lives in Keremeos, B.C. He visited the Atlantic and Arctic Oceans with the Royal Canadian Navy in August 2011. Scott Conarroe depicted his travels aboard *HMCS Summerside* on Operation Nanook. "At the time I was working on a photographic study of the coastline of North America. I was and continue to be grateful for the Navy's willingness to take me into the Arctic Ocean. I made the photograph *Summerside RIB Landing* at Cape Dyer, Nunavut when the Arctic Rangers were brought ashore to do routine maintenance at a DEW Line site."

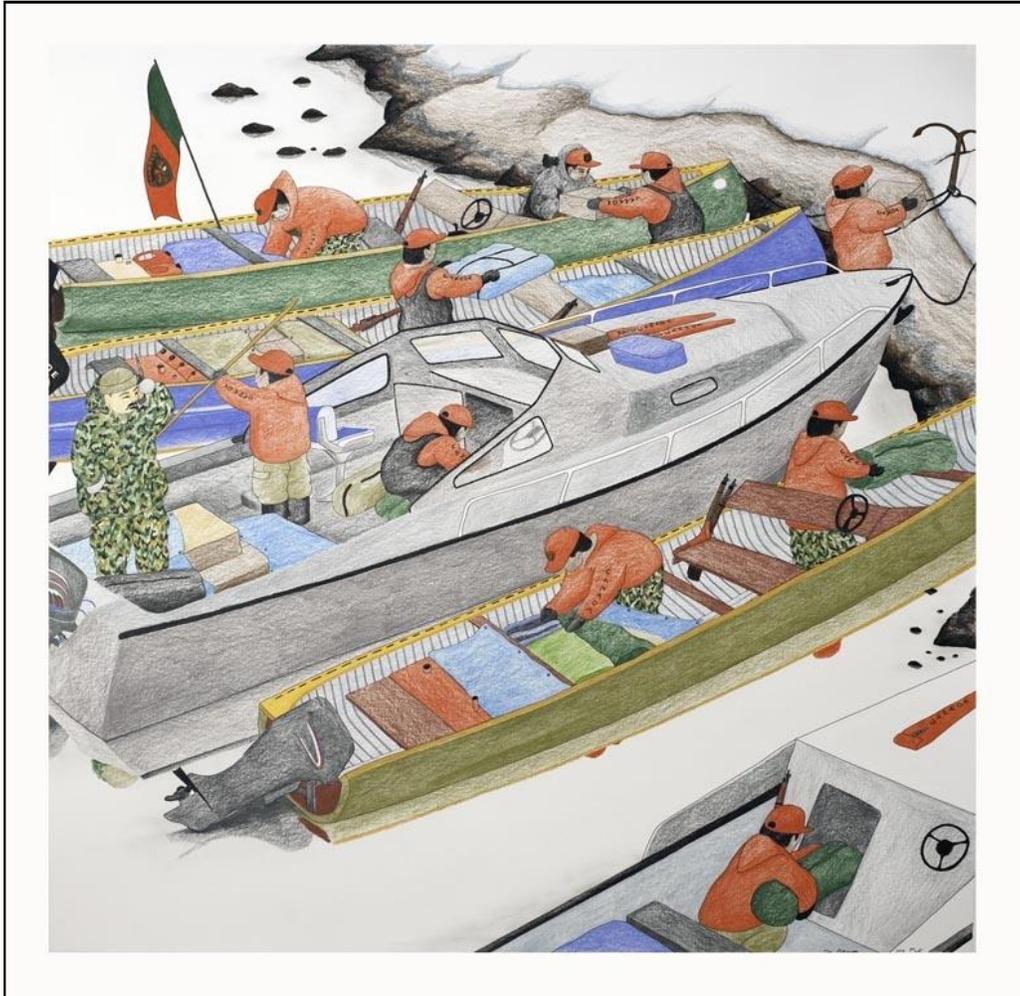


Summerside RIB Landing at Cape Dyer
Photo by Scott Conarroe

Michael Markowsky, a painter, lives in Vancouver, B.C. He visited Canadian Forces Station Alert (Ellesmere Island, Nunavut, 82°N), April 2012. Michael Markowsky photographed and painted works while at CFS Alert. He found the large mittens issued too cumbersome. Instead, "I devised an alternative method of keeping my hands warm by putting several layers of wool socks on my hands, and then poking a paint brush through the sock, so that I could still have mobility in my hands and do relatively precise details with the paint brush. During the time I was at CFS Alert, 'Plein-air' painting outdoors, the weather was around -35 C or so."

Charles Stankievech, a videographer / photographer from Dawson City, YK, visited Canadian Forces Station Alert (Ellesmere Island, Nunavut, 82°N), 2011. Charles Stankievech produced a film and sound installation recorded during his time at CFS Alert, "the northernmost settlement on Earth". The installation is part of a series of field-works looking at remote outpost architecture, military infrastructure and the embedded

landscape.” He documented the station and surrounding landscape using “computer-controlled time-lapse filming strategies to combat the eternal darkness of the polar winter. The eerie images hover somewhere between an abandoned Cold War station and an Outer Space outpost.”



Painting by Tim Pitsiulak

Three other artists also portrayed Canadian Forces activities in the north, in three different ways. Photographer David Wityk of Winnipeg, MB visited Canadian Forces Station Alert in 2012 and produced a series of images. Sculptor Tony Atsaniik of Qikiqtarjuaq, Nunavut, himself a Canadian Forces Ranger, created a soapstone carving of a Ranger in 2011. And painter Tim Pitsiulak of the world-famous artist community in Cape Dorset, Nunavut produced in 2010 a large 4 foot x 4 foot image of the Rangers, a group he also participated with.

AFGHANISTAN

Scott Waters, a writer / painter, lives in Toronto, ON, and visited Kabul, Afghanistan in December 2011. Scott Waters produced a series of photographs, paintings and writings from his experience. He remembers waiting in theatre before deciding what to portray, allowing “the terrain to dictate my project. The notions of twining, repetition, circularity presented themselves along the way.” His painting after his return was aided by his photos and notes and “keeping in touch with some of the soldiers. This has been useful in filling gaps in my own memory or note-taking.”



Painting by Scott Waters

Talia Pura Playwright, lives in Stonewall, MB. She visited Kandahar Afghanistan in July 2010. Talia Pura continues to produce plays based on her experiences with the Canadian Forces in Afghanistan. While there she “soon realized that the interviews were seldom conducive to getting a lot of ‘war stories’ from individuals” as all were busy. “It gave me a tremendous sense of the positive attitudes and determination of the soldiers. Once I got home and continued to interview soldiers, and got some of their stories, I could always picture what they were describing, as I had seen the landscape for myself. This was very helpful when I started to do my actual writing.”



Tania Pura in Afghanistan

Maskull Lasserre, sculptor / photographer lives in Montreal, QC. He visited Kandahar Afghanistan in 2010. Maskull Lasserre photographed the Canadian Armed Forces while with them and has since worked on several sculptures and installations. “From the KAF [Kandahar Air Field] trauma ward, to joint patrols with the ANA [Afghan National Army] from forward operating bases, to ANP [Afghan National Police] training at Camp Nathan Smith, mine was the challenge – and the privilege – to briefly keep pace with Canadian soldiers. This experience had a magnitude far greater than what art can easily express. The difficult work of representing the reality I witnessed is an honour I continue to pursue with diligence.”

Two other artists also went to Kandahar in 2010: Adrian Stimson, a painter from Saskatoon, SK. Midi Onodera, videographer from Toronto, ON.

Nichola Feldman-Kiss, a Videographer / photographer, lives in Ottawa, and visited the Sudan with the Canadian Forces component of the United Nations mission in 2011. Nichola Feldman-Kiss has photographed, filmed and sculpted her impressions of Canadian Armed Forces’ contribution to Task Force Sudan. “I spent five days of my 26



Nichola Feldman-Kiss in Sudan, 2011

day tour among the international team of UN military observers...The men, women and children of Kaldak have received little to no press for the inhumanity that befell them, no charges have been laid. No consequences have been served. Serendipity timed my visit with [a Canadian Forces United Nations military observer who] cast me amongst the witnesses. Like the international monitors, I too, am now responsible to the people of Kaldak. I have their story.”

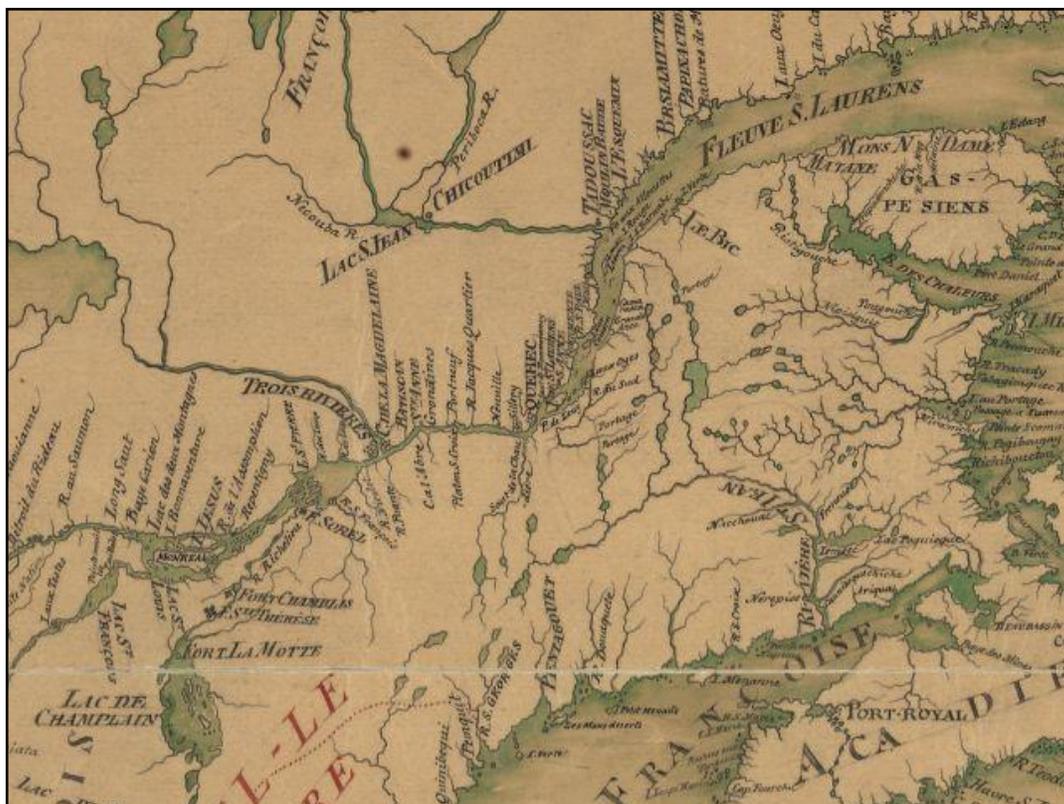
Endnotes

1. See Laura Brandon and Dean Oliver, *Canvas of War: Painting the Canadian Experience, 1914-45*, (Vancouver: Douglas and McIntyre, 2000).
2. *A Brush With War: Military Art from Korea to Afghanistan*, (Ottawa: Canadian Museum of Civilization, 2009).

The First Sailing Vessels on the Great Lakes

By Richard Gross

The Maritime history of the Saint Lawrence River, and subsequently that of the Great Lakes, began with the explorations of Jacques Cartier. In 1535, Cartier made his second voyage to Canada in search of lands rich in gold and a passage to China. With the assistance of the two Iroquois Indian guides, he located the St. Lawrence River thinking that it was the passage to China that he had been searching for.



A portion of the Jean-Baptiste Louis Franquelin map of 1688 which shows the St. Lawrence River from Montreal to the Gulf of St. Lawrence.

Reaching the Iroquois Village of Stadacona at present day Quebec City, he left two of his vessels at anchor in the mouth of the Saint Charles River and continued up river in his ship the Emerillon. He passed present day Three Rivers, and set his anchor in Lake Saint Pierre. Because the river was becoming shallower, he continued up stream in his ship's boats, finally reaching the village of Hochelaga at present day Montreal. On the south side of the island of Montreal, Cartier was confronted by an obstacle impassible for any ship, the rapids of La Chine. From the Indians, he also learned about the existence of three more sets of rapids up stream. Although the French would establish several settlements on the lower St. Lawrence River, these rapids would insure that no European sailing vessel would traverse the waters up river for quite a long time to come.

For 130 years after Cartier's discovery, many ships sailed between French sea ports and the settlements on St. Lawrence River but all of these ships were built in France. This changed in 1663 when four ship's carpenters with the title *carpentier du roy* or carpenters to the king arrived in New France. These men were under contract to assemble six small vessels to move goods throughout the navigable waterways of New



La Chine Rapids

France. One of these carpenters was a young man who would play a significant role in the establishment of ships on the Great Lakes; his name was Moise Hillaret¹.



Jean Talon

Shortly after his arrival in Canada in 1665, Intendant Jean Talon hired Hillaret to help establish a royal shipyard at Quebec². Several ships were constructed at this new facility but none were able to penetrate any farther up the St. Lawrence than the rapids at Montreal. In 1671, Governor Remy de Courcelles' secretary described the situation in his "Narrative of Governor de Courcelles' Voyage to Lake Ontario". He wrote, "The River Saint Lawrence is navigable to Quebec for vessels of 500 Tons. From Quebec to Montreal vessels cannot be taken up of more than 150 tons; but above Montreal no person ever attempted to take more than a flat bateau, on account of the Sault Saint Louis, which at that point entirely bars the river"³. This meant that any ship that would sail on Lake Ontario would have to be

constructed on the shores of that lake.

After a long and brutal guerrilla war, in 1667, peace had been established with the Iroquois who controlled the entire Lake Ontario region. By 1670, Intendant Talon was concerned that the Iroquois might break the peace. In his letter to the King dated September 10, 1670, Talon wrote, "In addition to my being informed, both verbally and in writing, that the Iroquois threaten a rupture, I perceive that they ruin the trade of the French; hunt for Beavers in the country of the Indians who have placed themselves under the King's protection, perpetrate robberies on them and despoil them of their peltries"⁴. Talon recommended that two posts be constructed on Lake Ontario; one at the east-



King Louis XIV

ern end and one at the western end. In addition, he recommended the construction of a “small vessel built in form of a galley, which could move by sails and oars, and be seen in all parts of the Lake through which all those savages carry on their entire trade”⁵.

In 1671 Jean-Baptiste Colbert, chief minister to Louis XIV, wrote to Courcelles indicating that the King did not feel that it was necessary to send troops up to the outlet of Lake Ontario, but he would leave the decision up to him and Talon. Courcelles then organized a 56 man military expedition that traveled from Montreal to Lake Ontario. The purpose of the trip was to intimidate the Iroquois in order to prevent them from breaking the peace and to look for a suitable site for a fort⁶.



Jean-Baptiste Colbert

In the spring of 1672, the King implemented a significant change in the administration of New France when he sent Louis de Buade Count de Palluau et de Frontenac to Quebec to serve as governor while recalling both Courcelles and Talon. Frontenac did not hesitate to follow through with the plans to construct a fort on Lake Ontario, building Fort Cataraqui at the mouth of the Cataraqui River at present day Kingston Ontario on the northeastern shore of Lake Ontario.

In November of 1673 Frontenac reported that he had also followed through on Talon’s recommendation to construct a vessel on Lake Ontario. Frontenac wrote, “The fort which I have made will oblige them (*the Iroquois*) to persist in their present friendliness, in spite of themselves, since you can easily see that by having a boat to sail on the lake, for which purpose I have already sent up carpenters, we will be masters of all the lake which is as big as the Gulf of Venice”⁷. By the order of Frontenac, the first ship to sail on the Great Lakes was constructed at Fort Cataraqui in 1673. Sieur Gitton had supplied the rigging, sails, and fittings at a cost of 1700 livres⁸. It was a fully decked vessel of 26 tons and it was called *Le Frontenac*.

In 1674, with Frontenac’s introduction and support, Rene-Robert Cavelier left Canada for France to request an audience with Minister Colbert. Cavelier was a staunch supporter of the governor and among other things, he had assisted Frontenac in his efforts to establish Fort Cataraqui. He was returning to France to request that he be allowed to purchase the facility thus reimbursing the King for the cost of its construction. In addition, Cavelier promised to rebuild the facility in stone, adequately garrison it, and establish a settlement outside its walls. His efforts were tremendously successful. Not only was he granted ownership of the fort, he also received a patent of nobility, choosing the name La Salle after a property that his family owned near the city of Rouen. After he obtained ownership of the fort, he renamed it Fort Frontenac in honor of his benefactor. When he returned to Canada in 1675, he had acquired the title Rene-Robert Cavelier Sieur de La Salle, Governor of Frontenac.



Rene Rober Cavalier de La Salle

As part of his agreement with the King, La Salle obtained possession of the small sailing vessel *Le Frontenac* when he purchased the fort. Shortly after returning to New France, La Salle retained the services of the former *carpentier du roy*, Moise Hillaret who, in 1676 at Fort Frontenac, constructed a second fully decked, 26 ton vessel called *Le Brigantin*.

The following data is found in “Extract from the muster roll drawn up at Fort Frontenac by the Governor General September 7, 1677.” The document is found in the *Papiers de Madame de Montruffet*, published in the 19th century by Pierre Margry and translated in the early 20th century by Edith Moodie:

- Minime, D’Autray, Maheu: On duty in ***Le Brigantin***
- Cochois, servant of Sieur de La Salle, on duty in ***Le Brigantin***
- Fontaine, pilot of the **barque called *Le Frontenac***
Moise Hillaret, Jean Fontaine; Ship’s carpenters, gone down to build a sloop on Lake Saint Sacrement.⁹

While in the 17th century the term *brigantine* (feminine) referred to a specific type of masted ship, in this instance the words *Le Brigantin* (masculine) refers the name of the ship. La Salle, the Governor General who wrote this document, also wrote an affidavit dated July 1680 in which he referred to this vessel by name: “...being at the time on board our barque ***Le Brigantin*** on our way to relieve the Sieur de Tonty...”¹⁰.

Some of the historical documents provide details which indicate what *Le Brigantin* and *Le Frontenac* looked like. La Salle’s accounts indicated that they had a volume of 26 tons while other documents indicated that they were fully decked. One account indicated that they were razed which meant that they were cut down without an upper deck and it also indicated that they did not have bulwarks. They carried rail guns that were mounted on a chandelier base which elevated them. Finally, these vessels had 2 masts¹¹.



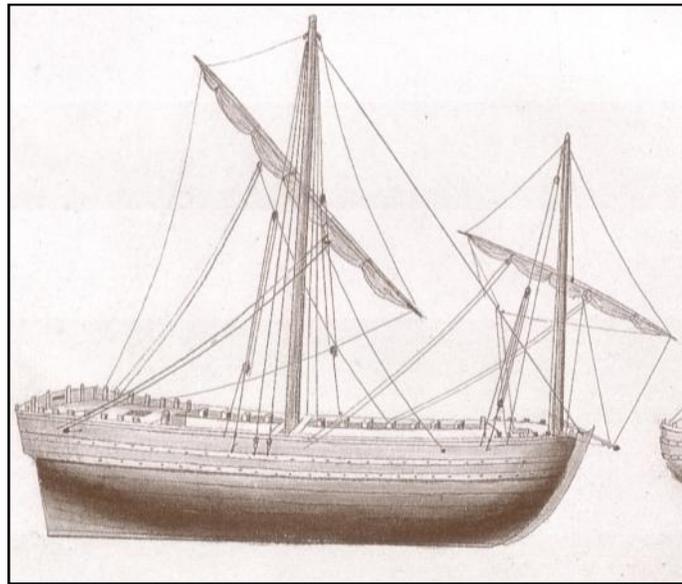
Fort Frontenac circa 1685

These two ships, *Le Frontenac* and *Le Brigantin*, served three purposes: to move men and goods the 75 miles from the Lachine Rapids upriver to Fort Frontenac, to transport trade goods to the western end of Lake Ontario in exchange for furs from the Iroquois, and to prevent the Iroquois from making war. These vessels cut shipping costs from Montreal to Fort Frontenac by 25%¹³.

La Salle felt that the military advantage of the ships on Lake Ontario was significant. He wrote that "... by means of the barques we can fall upon their villages while they are unprepared, for they would have no knowledge of our coming over the middle of the lake and consequently would not have time to withdraw nor to avail themselves of the advantages arising from their manner of making war. They would never make up their minds to doing so while they saw that they were threatened by a danger so near to them, which they would be unable to avoid"¹⁴.

These two vessels took on a new role when La Salle returned from France in 1678. He had agreed to satisfy Colbert's request that he complete the discovery of the Mississippi River and build a port near its mouth. The two vessels on Lake Ontario would become vital links in La Salle's supply line into the heart of the continent.

Together, La Salle and Colbert had devised a plan that called for the construction of two forts on the Great Lakes. The first would be constructed at the mouth of the Niagara River and the second would be built at the mouth of the St. Joseph River at present day St. Joseph Michigan where a harbor for a ship would also be secured. In addition, a third inland ship would be constructed above Niagara Falls. This 40 ton vessel¹⁵ would be the first to sail the upper lakes as it transported the necessary men and materials, required to construct another ship in Illinois, to the new harbor and fort on the St. Joseph River. From there the craftsmen and materials would be transported by canoe, up the St. Joseph River to a short portage to the Kankakee River and then downstream to the Illinois River. There, in ice-free waters, yet another shipyard would be established and a large sailing vessel would be built in order to safely complete the exploration of the Mississippi River and carry the needed men and supplies required to construct a fortified post near the mouth of the river.



This is an image of a 2 masted barque from an anonymous document dated 1679. Notice that it is fully decked and that it is razeed. Both *Le Frontenac* and *Le Brigantin* were this type of ship¹².

On November 18, 1678, La Salle's Lieutenant, La Motte de Lussiere, Recollet Priest Louis Hennepin, and 16 other men boarded *Le Brigantin* and headed for the Niagara River. They had been given orders to construct a warehouse at the foot of the Niagara Portage and then to go above the falls to select a site for the construction of the 40 ton vessel¹⁶. *Le Brigantin* carried all of the tools and supplies that were required to construct the hull of the ship.

Le Brigantin followed the north shore of Lake Ontario. Describing the journey, Hennepin wrote, "On the 26th (November), our vessel being weather bound two good leagues from land, we were compelled to anchor all night, with 60 fathoms of cable and in evident danger. At last the wind shifting from east to northwest, we reached the upper end of Lake Frontenac at an Iroquois village called Teiaiagon, situated on the north about 70 leagues from Fort Frontenac"¹⁷. This village was at the mouth of the Humber River at present day Toronto. Hennepin reported that after much difficulty, the group finally reached the Niagara River on December 6, St. Nicholas' Day¹⁸. To protect *Le Brigantin* from the massive flows of ice that continually streamed down the Niagara River, she was hauled onto shore at present day Lewiston New York where the portage around Niagara Falls began.

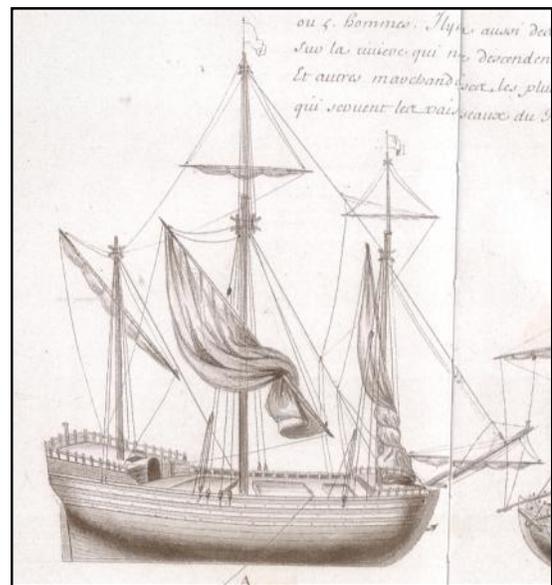
La Salle's most trusted Lieutenant, Henry de Tonti, wrote that on December 24, he along with La Salle and 12 other men, set sail from Fort Frontenac for the Niagara River aboard the small vessel *Le Frontenac*¹⁹. They carried with them enough food rations to last the winter as well as the sails and rigging for the larger vessel that would be built above Niagara Falls²⁰. *Le Frontenac* sailed along the southern shore of Lake Ontario quickly reaching Irondequoit Bay. After purchasing corn from the Iroquois, the group continued on only to become wind bound about 9 leagues (27 miles) from their destination. Here on December 25, 1678, La Salle made a fateful decision. He decided to continue on to the Niagara River by canoe after instructing Luc, the pilot of *Le Frontenac*, that when the wind came up, depending on its direction, he should either sail the vessel back to Irondequoit Bay or continue on to the Niagara River²¹.

Unfortunately, on the very evening that La Salle left *Le Frontenac*, Luc decided to disembark the vessel with all of his men and sleep on shore. In a letter dated September 29, 1680, La Salle described what happened next; "In the autumn of '78 I lost a barque, the very day after I had landed from it, through the fault of my pilot, who was a skillful man and had a crew of seven good men; he left it to itself in the offing and went and slept on land with all his men, so that at night, when the wind got up and suddenly, he was unable to go on board, the anchor dragged, and the barque was cast upon a rock"²². Luc and the crew were able to save all the sails and rigging from the hold of *Le Frontenac*²³ but all of the food that was needed to sustain the men at the shipyard was lost²⁴. After learning about the wreck of *Le Frontenac*, La Salle returned to the site and salvaged a portion of the ironwork of the ship to be used on the vessel he was constructing above the falls²⁵.

The loss of the 26 ton *Le Frontenac* on December 26, 1678 was the first shipwreck to occur on the Great Lakes. Its loss was a strategic blow to La Salle's plans, making it much more difficult for him to move supplies from the rapids on the Saint Lawrence up to Fort Frontenac and Niagara. Unfortunately for La Salle, it would not be long before his pilot Luc was involved in the loss of a second ship which would contribute to the complete disruption of all of La Salle's plans.

On December 26, 1679, above Niagara Falls at the confluence of Cayuga Creek and the Niagara River, Moise Hillaret and two other shipwrights commenced work on the 40 ton sailing vessel that La Salle would later call *Le Griffon*. However, the loss of the food rations that were aboard *Le Frontenac* made the situation at Niagara very difficult. La Salle's agent, Claude Bernou described the situation by saying, "Alarms so frequent, the fear that they might be left without provisions on the loss of *Le Frontenac*, and the refusal of the Sonnontouans (*Iroquois*) to supply them with any on payment, daunted the carpenters, and they would certainly have deserted if Sieur de La Salle and Father Louis had not taken pains to reassure them and to stimulate them to work all the harder in order to relieve themselves from these anxieties"²⁷.

Continual threats by the Iroquois also presented problems. Again, Bernou described the situation; "Most of the Iroquois had gone on the warpath beyond Lake Erie, but, although their absence made those who remained less insolent, that did not prevent them from coming frequently to the dock yard where they were at work on the boat and showing their displeasure. One of them even feigned drunkenness and attempted to kill the blacksmith; but the resistance of the Frenchmen, and the way in which they formed up to repulse the Iroquois, compelled the latter to withdraw. Sometime after, information was received that they intended to set fire to the barque on the stocks, and they would have carried it out if a most strict watch had not been kept"²⁷.



This is an image of a 3 masted barque from an anonymous document dated 1679³⁰

Despite all of the problems, work at the Niagara ship yard progressed steadily. *Le Griffon* was launched unfinished at the end of April. Tonty put *Le Brigantin* in the water on April 30 and sailed to the site of the wreck of *Le Frontenac* where he picked up the rigging and tackle that was needed to finish *Le Griffon*. He was back at Niagara the next day²⁸ and *Le Griffon* was ready to sail in just a few days. Bernou noted that, "The Iroquois were exceedingly surprised; they said the Frenchmen were spirits, and they could not understand how they had been able to build such a large boat of wood so easily..."²⁹.

At about the time *Le Griffon* was finished, Tonty received orders to send Hennepin, La Motte and 11 men back to Fort Frontenac. The group left Niagara on May 11, 1679 aboard *Le Brigantin*³¹ and Father Hennepin carried some disconcerting news. *Le Griffon* was ready to sail but problems arose with Luc the pilot. La Salle wrote about the situation stating, "The pilot, either out of malice or ignorance, refused to risk it in the channel without an acquittance from M. de Tonty, who was in command of my men. M. de Tonty, bearing in mind the way in which this pilot had allowed my other barque to be wrecked the autumn before, believed that he was only making this request so that he might cast away this second barque without it being possible to call him to account for it. He would not grant it to him without informing me of the matter. The Reverend Father Louis Hennepin, a Recollect, who went to France this year, came and brought me the information"³².

Tonty did not have to wait long for a reply from La Salle. Tonty wrote that "On the 20th of May, M. de La Forest, Major in command at Fort Frontenac, sent me orders from M. de La Salle to go with the bark, which was of forty tons, to the end of the lakes, for the purpose of announcing to the Illinois that he was to come and dwell among them by command of the King. I ran the bark up to the entrance of the lake where, encountering a strong rapid, I found it impossible to ascend on account of a tremendous wind"³³. Finding it impossible to follow through with his orders, Tonty sent word of his difficulties back to Fort Frontenac. He later wrote, "Sending word of this to M. de La Salle, he came to my assistance, bringing a second anchor, and accompanied by three Recollet Missionaries, Fathers de La Ribourde, Membre, and Louis Hennepin, with several Frenchmen. He undertook to tow the vessel up the rapids"³⁴.

Le Griffon was the third French vessel to sail the Great Lakes but it was the first to ply the waters above Niagara Falls. When *Le Griffon* set sail on Lake Erie, it was the largest ship to have sailed on any of the lakes at that time. It had a volume of 40 tons and was a class of ship called a Barque Longue. It would have looked very much like La Salle's ship *La Belle* whose remains were discovered in the muddy bottom of Matagorda Bay Texas in 1995. It was about 55 feet long, was fully decked, and carried 3 masts. Its main sail measured 21 feet square and its fore sail (mizaine in French) measured 16 feet square³⁵. In France, these type ships were used along the coast and in shallow bays and rivers³⁶ which made them well suited for use on the Great Lakes. Unfortunately for La Salle, his new ship's life would be cut tragically short.

Le Griffon's hold was loaded with the tools and materials that were needed to construct a large ship on the Illinois River. With La Salle, his soldiers and his team of ship builders aboard, they set sail for Lake Michigan on August 7, 1679. After successfully sailing her through Lake Erie, up the Detroit River, through Lake St. Claire, up the St. Claire River to Lake Huron, and then into Lake Michigan, on September 12, 1679, La Salle safely anchored *Le Griffon* at Washington Island at the mouth of Green Bay. This was the place where he had arranged to meet Michel Ako, one of his employees who had spent the last year and a half trading among the Illinois Indians on the Illinois River³⁷.

Ako had been very successful in Illinois and he brought with him the fruits of his labors; 4 canoe loads of furs. He also brought some news that would change La Salle's plans. He told La Salle that the men who had been sent to the St. Joseph River the year before, had not completed their mission of securing a harbor and constructing a storehouse. La Salle was forced to make another fateful decision. Rather than risking *Le Griffon* in the uncharted waters of Lake Michigan with no safe harbor at its southern end, he would load into Ako's 4 canoes, all of the tools and supplies necessary to begin the ship in Illinois, then load Ako's furs aboard *Le Griffon* and send it back to Niagara. At Niagara, *Le Griffon* would pick up the rest of the needed supplies for the Illinois ship and more men before returning. In order to be sure that *Le Griffon* could navigate the shallow waters of the St. Claire River on its return, Luc was directed to offload the rest of his cargo at the trading post at Missilimakinac, present day St. Ignace Michigan, before heading back to Niagara with the furs that Ako had collected in Illinois.

After all that had happened with Luc, La Salle must have left *Le Griffon* with much trepidation. On September 18, 1679, he stood on the shore and watched his ship sail away in the hands of a man that he did not trust. The crew consisted of the pilot, Luc, and 5 sailors. This would be the last time that La Salle saw his ship. The very next day, *Le Griffon* was seen by a group of Pottawatomi Indians at the northern end of Lake Michigan struggling against the violent winds in a raging storm. According to the Indians, the *Griffon* was driven into the Islands at the north end of the mouth of Green Bay; *Le Griffon* was never seen again. La Salle would later write, "That there was no lack of capacity in the pilot who had been employed on all the largest ships of Canada and the Islands; nor was the vessel short of hands, for it is not customary for anyone to put more than six sailors in a boat of forty tons"³⁸.

So ended the very short life of arguably the most famous ship to sail the Great Lakes; it lasted a mere 4 ½ months, from May to September of 1679. The French would never attempt to construct another ship to sail Lakes Erie, Huron, and Michigan. Instead, because of the decentralized nature of the fur trade during the rest of the French era, French Canadians would rely on large birch bark canoes to move furs and cargo through these upper lakes.

The day after *Le Griffon* left Washington Island, La Salle with 14 men, including Moise Hillaret, began their journey south in the 4 canoes that were loaded with the tools and supplies from *Le Griffon*. They reached a suitable site on the Illinois River in January of 1680 and began to construct another ship. By the end of April, 1680 La Salle feared that something terrible must have happened because *Le Griffon* had not returned. He realized that the only way he could finish the Illinois ship was to walk back to Niagara and secure replacements for the materials that were lost. He began his journey on March 1, 1680. Shortly after he left the ship yard, most of his men deserted and made their way back to Canada. From La Salle's testimony in an affidavit concerning the capture of the deserters, dated July 1680, we learn that La Salle was sailing *Le Brigantin* on Lake Ontario when he was warned about the approach of the deserters³⁹. This document verifies that *Le Brigantin* was still in service during the summer of 1680.

In a letter to one of his partners, Mr. Thouret, dated September 29, 1680, La Salle outlined all of the losses that he had suffered since he had returned to Canada in 1678. Among the many items that he listed, he included the loss of a ship from France that was carrying supplies sent by his partners, the loss of *Le Griffon*, the loss of goods stolen by his men, the fact that his brother had liquidated all of his furs then took the money back to France, and finally he wrote about the loss of *Le Frontenac*⁴¹. La Salle's testimony contributes much to our understanding about the earliest ships on the Great Lakes because it helps to document the number and type of vessels that existed up to the year 1680. These ships played a vital role in La Salle's enterprise; he was the ultimate authority concerning these ships because he commissioned them and he personally purchased and shipped the rigging and other materials required for their construction.

It is important to note that in all of the documents written by La Salle, he only referred to 3 ships sailing on the Great Lakes, *Le Frontenac*, *Le Brigantin*, and *Le Griffon*. In addition, the only shipwrecks on the Great Lakes that he ever mentioned were those of *Le Frontenac* and *Le Griffon*. These points are especially important because of the existence of a comment that was made by La Salle's agent, Claud Bernou, which has confused every historian that has written about the earliest ships on the Great Lakes. Just after he met La Salle in 1678, Bernou prepared a document which stated that "... he has had four decked boats built, two of which are of 25 tons, one of 30 and one of 40, which is most important, not only for trading and for the security of the settlement, but also for the establishment of a new colony..."⁴¹.

An explanation for the discrepancy between the actual number of ships on the Great Lakes and Bernou's comment is that Bernou was mistaken about the existence of the 30 and 40 ton ships. In a correspondence to his friend Eusèbe Renaudot in 1683, Bernou wrote that he wanted to get La Salle to correct another one of his documents, stating that, "He may use it as an outline; let him correct it or lengthen it, if this should be easier for him, although I would prefer him to rewrite it, not being very satisfied with it myself, especially with regard to the beginning, for which I lacked dates and memoirs"⁴². The beginning of that document dealt with the period before Bernou met La Salle and Bernou lacked sufficient knowledge to accurately document La Salle's activities during that time.

With all of the supporting evidence from the La Salle correspondences, Tonty's account, and Hennepin's account, it is clear that in 1678, there were 2 twenty six ton vessels at Fort Frontenac before La Salle began his effort to construct *Le Griffon*. These documents also indicate that *Le Frontenac* was wrecked on the south shore of Lake Ontario on December 26, 1678 and *Le Brigantin* was still in service in 1680.

The 4th ship that was built on the Great Lakes was constructed in 1680 on Lake Ontario at Fort Frontenac. In October of 1680, La Salle's cousin and major financial contributor, Francois Plet, was given permission to build a barque at Fort Frontenac. The document granting Plet permission to construct a new vessel states, "and he had also made known to them that it was necessary to have a barque built for sailing on

Lake Frontenac (*Ontario*), the one now there being no longer in a serviceable condition...requesting that it might please us to make a formal record of his offer to have a barque built at the said Fort out of his own moneys and at his cost...⁴³. Plet's statement that "the one now there being no longer in a serviceable condition," indicated that there was only 1 vessel at Fort Frontenac in 1680. The document also states, "We, after having conferred with Count de Frontenac, have granted a certificate to the said Pellet of the offer made by him to have a barque built at said Fort Frontenac as his own expenses ..."⁴⁴. The ship that Plet referred to as being at Fort Frontenac was *Le Brigantin*; remember that La Salle was sailing on her when the deserters from Illinois arrived on Lake Ontario just a few months earlier.

Name	Tonnage	Year/Site Constructed	Sank/destroyed
<i>Le Frontenac</i>	26	1673 Fort Frontenac	1678
<i>Le Brigantin</i>	26	1676 Fort Frontenac	1689
<i>Le Griffon</i>	40	1679 Cayuga Creek	1679

Lasalle's ships on the Great Lakes

In the spring of 1681, Louis Hennepin returned to Canada from his adventure to the upper Mississippi River with the Sioux Indians. By the time he reached Fort Frontenac, Plet had finished building his ship. It is entirely possible that Hennepin sailed on this ship from Fort Frontenac down to the first set of rapids on the St. Lawrence River as he returned to Quebec. When Hennepin returned to France, he published the first of his two accounts of his travels with La Salle. In his 1683 account titled "Discovery of Louisiana", Hennepin wrote about keeping the aggression of the Iroquois in check "by means of barks from Fort Frontenac; the Sieur de La Salle having built three, full decked, on the lake..."⁴⁵. With the thought in mind that Hennepin's account was written in 1683, the three barks that he referred to were *Le Frontenac*, which sank in 1678, *Le Brigantin*, and Plet's ship.

The fifth and final ship that was built at Fort Frontenac before it was abandoned in 1689 was a 40 ton vessel constructed during the winter of 1683. The first reference to this vessel is found in a letter from Governor Joseph-Antoine Le Febvre de La Barre to Minister Jean-Baptiste Colbert, Marquis de Seignelay dated November 4, 1683. La Barre wrote, "I have caused a bark to be built at Fort Frontenac, which will be launched in April.

"If the King makes war on the Iroquois I shall be obliged to defray the expense of this vessel; if not, Sieur Le Ber will make use of it for trade and pay for it, when the sails and rigging that I demanded in my Memoir, and which are absolutely necessary, will be reimbursed"⁴⁶. Upon his arrival in Canada, La Barre aligned himself with the merchants in Montreal against La Salle. La Barre quickly moved to seize Fort Frontenac and he gave two of La Salle's most bitter enemies, merchants Jacques Le Ber and Charles Aubert de La Chesnaye, the rights to the fur trade concession at the fort and he commissioned the construction of a new sailing vessel at Fort Frontenac in 1683.

On the same date as La Barre, November 4, 1683, Intendant Jacques de Meulles also wrote to Minister Seignelay stating, "The said merchandise was sent there (Fort Frontenac) in the names of Sieurs de la Chesnaye and le Ber, who are going to do a large trade, causing a **great bark** to be built there which I have seen almost completed, and having made themselves masters of another (*bark*) which they found there, which the said Sieur de la Salle had had built, and which he used, with the permission of His Majesty, to trade with the Iroquois at Niagara which is at the end of Lake Ontario"⁴⁷. The term "great bark" infers that the new ship was much larger than those that were already in existence. At this time there were 3 vessels on Lake Ontario; La Salle's *Le Brigantin*, Plet's vessel, and Le Ber's great bark.

At the same time that Le Ber moved against La Salle, Moise Hillaret took action to recover money that La Salle owed him. In a document which is titled "Other loans contracted by Cavalier de La Salle for his enterprise", it is stated that, "...the said Moyse (Hillaret) presented a petition to the late M. de La Barre, Governor General in Canada, who would have authorized him by his decree of the 1st of March 1683 to have the barque which was then at Fort Frontenac seized and attached as his special security, and the product of his labour..."⁴⁸.

La Salle owed Hillaret money for his services and La Salle was not able to settle the account because he was at Fort St. Louis on the Illinois River. Hillaret requested that the ship be seized as a way to recoup the money owed to him because the ship was the "product of his labor". This was La Salle's ship that Meulles wrote to Seignelay about. This document identified the existence of only 1 barque at Fort Frontenac which was constructed by Hillaret for La Salle and that ship was *Le Brigantin*. This is how we know that *Le Frontenac* was built by Governor Frontenac and *Le Brigantin* was constructed by La Salle. Hillaret made the claim on *Le Brigantin* because he built it for La Salle in 1676, just after La Salle gained possession of Fort Frontenac.

There are two more documents that provide significant details about Plet's ship and the great bark commissioned by Le Ber. In the first document titled, "Memorandum concerning the expenses which the Sieur de La Salle had defrayed at Fort Frontenac, incurred by La Salle from 1675 to 1684, at Fort Frontenac and at the post established by him at the mouth of Niagara" it is stated, "...and in order to divert some of them (*furs*) from the English he had barques with decks built, so that the Iroquois finding the things they want at their own doors, or on their route, might prefer this convenience to the cheapness of furs they obtain from the English. Very large profits would have been obtained from them if the various wrecks which occurred in the years 1678 and 1679, and thefts by his servants, had not made it impossible. Nevertheless, two more were built afterwards, one of thirty five to forty tons, and the other of 25 tons"⁴⁹. These new ships were Plet's ship and Le Ber's "Great bark". From all of this, it is reasonable to conclude that Plet's ship was very similar to the 26 ton Frontenac which it replaced and Le Ber's "great bark" was very similar to the 40 ton *Le Griffon*.

The second helpful document titled "Return of the troops at Fort Frontenac", states, "In the bark *La Generale*, gone down to La Galette, the 6th of August, 1684, to unload the hundred of the canoes"⁵⁰. Because of the large size of the load (from 100 canoes), which would have been too large for a 26 ton vessel, this document identifies Le Ber's "great bark" as being called "*La Generale*." In 1684 there were 3 vessels at Fort Frontenac, La Salle's 26 ton Brigantine, Plet's 25 ton ship, and Le Ber's 40 ton Generale.

The Muster roll of troops made at Fort Frontenac dated August 6, 1684 includes the name Mr. Moyse under the heading of Carpenters⁵¹. This indicates that Moise Hillaret was probably at Fort Frontenac in 1684; perhaps he helped to construct *La Generale* and Plet's vessel. Aboard *La Generale* was King's carpenter René⁵². Le Petit Breton was listed as caulker and several other carpenters are also listed⁵³.

Between the construction of *La Generale* in 1684, and the abandonment of Fort Frontenac in 1689, there were no more ships built on Lake Ontario. The Beaver War was in full swing during which time the Iroquois were continually attacking Fort Frontenac and the outer settlements. The three vessels at Fort Frontenac were used to support military operations against the Iroquois. In three letters written by Governor Jacques-Rene de Marquis de Denonville to Minister Seignelay between November of 1685 and November of 1686, the governor indicated that there were three vessels at Fort Frontenac and that they needed quite a bit of work to render them seaworthy⁵⁴.

When the Nine Years' War began in Europe in 1688, it pitted King Louis XIV of France against the Grand Alliance which included England. As soon as the Iroquois learned that England and France were at war and that they were free to launch attacks against the settlements along the St. Lawrence River, they amassed a 1500 man army and attacked a settlement near Montreal called La Chine. Many homes were burned, many settlers were killed and even more were taken prisoner. At that point Governor Denonville felt that Fort Frontenac no longer served a strategic purpose so he ordered the garrison to return to Montreal and when they left the fort, they blew up sections of its walls. Abandoning Fort Frontenac also meant the end for the 3 vessels on Lake Ontario. The ships were destroyed by the retreating garrison.

In all, between the years 1673 and 1683, a total of 5 sailing vessels had been constructed on the Great Lakes. In 1673, Governor Frontenac commissioned the construction of the 26 ton Frontenac on Lake Ontario. In 1676, La Salle commissioned the construction of the 26 ton Brigantine on Lake Ontario. As part of La Salle effort to establish a post at the mouth of the Mississippi River for Minister Colbert, *Le Griffon* was constructed above Niagara Falls in the spring of 1679. This 40 ton vessel was lost on Lake Michigan in September of 1679. In 1680, La Salle's cousin, Francois Plet constructed a 25 ton vessel at Fort Frontenac to replace *Le Frontenac* which was wrecked in 1678. In 1684, Governor Le Ber commissioned the construction of the 35 to 40 ton *La Generale* on Lake Ontario. By the end of the year 1689, all of these ships had been destroyed and for a short time, the French had abandoned their establishments on Lake Ontario. This ended the first era of ships on the Great Lakes.

Name	Tonnage	Year/Site Constructed	Sank/destroyed
<i>Le Frontenac</i>	26	1673 Fort Frontenac	1678
<i>Le Brigantin</i>	26	1676 Fort Frontenac	1689
<i>Le Griffon</i>	40	1679 Cayuga Creek	1679
Plet's <i>barque</i>	25	1681 Fort Frontenac	1689
<i>La Generale</i>	35-40	1683 Fort Frontenac	1689

The first five ships built on the Great Lakes

Footnotes

1. Joe Calnan, *Moise Hillaret, The First Shipwright On The Great Lakes*. (*Inland Seas*, Volume 58, Fall 2002, Number 3, 190-207), 191-192.
2. *Ibid*, 193.
3. E.B. O'Callaghan, editor. *Documents Relative to the Colonial History of the State of New York*, (Albany; 1855, Vol IX), 76-77.
4. *Ibid*, 64.
5. *Ibid*, 64.
6. *Ibid*, 80.
7. Richard A. Preston, *Royal Fort Frontenac*. (The Champlain Society for the Government of Ontario. University of Toronto Press, 1958), 112.
8. Edith Moodie, translator. English translations of the original documents that were published in Pierre Margry, *Découvertes et établissements des français dans l'ouest et dans le sud de l'Amérique Septentrionale (1614-1754) Mémoires et documents originaux recueillis et pub. par P. Margry*. (Unpublished transcripts in the Burton Collection at Detroit Public Library), Vol. I, 326.
9. Moodie, Vol I, 329-30.
10. Moodie, Vol II, 106.
11. Preston, 166-167.
12. Michel Verge-Franceschi and Eric Rieth, *Voiles et Voiliers au Temps De Louis XIV*. (Du May, 1992), 57.
13. Moodie, Vol II, 11-12.
14. Moodie, Vol II, 10.
15. Moodie, Vol II, 75; 233.
16. Louis Hennepin, *A Description of Louisiana. Paris 1683*. Translated By John Gilmary Shea, (John G. Shea, New York; 1880), 66. Moodie, Vol I, 477.
17. Hennepin, 66.
18. Hennepin, 67.
19. Melvin B. Anderson, translator, *Relation of Henri de Tonty Concerning the Explorations of La Salle from 1678 to 1683*. (Chicago; The Caxton Club, 1898), 9.
20. Hennepin, 81.
21. Anderson, 11.
22. Moodie Vol II, 65.
23. Henri de Tonti, *Herny de Tonty's Memoir of 1693*. (*Collections of the Illinois State Historical Library* Vol. I, 1903), 129.
24. Moodie Vol II, 65.
25. Anderson, 13.
26. Moodie Vol I, 481.
27. Moodie Vol I, 481.

28. Anderson, 17.
29. Moodie Vol I, 481.
30. Verge-Franceschi, 54.
31. Anderson, 17.
32. Moodie Vol II, 217.
33. Anderson, 17.
34. Anderson, 19.
35. Harrison John MacLean, *The Fate of Le Griffon*. (Swallo Press Inc., Chicago 1974), 45.
36. Verge-Franceschi, 54.
37. Moodie Vol II, 74.
38. Moodie Vol. II, 75.
39. Moodie Vol II, 106.
40. Moodie Vol II, 61-66.
41. Moodie Vol I, 368.
42. Jean Delanglez, *Hennepin's Description of Louisiana*. (Chicago; Institute of Jesuit History, 1941), 29.
43. Moodie Vol II, 116.
44. Moodie Vol II, 119.
45. Hennepin, 58.
46. O'Collaghan, 208.
47. Preston, 131.
48. Moodie Vol I, 469.
49. Moodie Vol II, 8.
50. O'Collaghan, 234.
51. *Ibid*, 236.
52. *Ibid*, 234.
53. *Ibid*, 236.
54. *Ibid*, 282, 292; Preston, 160.

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Richard Gross has been actively involved in researching the history of the explorer Cavalier de La Salle since he was selected to be a member of La Salle Expedition II in 1975. From August 11, 1976 to April 9, 1977 Richard and 22 other adventurers authentically retraced La Salle's expedition of discovery from Montreal Canada to the mouth of the Mississippi River. Using only primary source documents, he has spent many years unraveling the myths and confusion surrounding all aspects of La Salle's activities in the Midwest. As a result, Richard has gained many new insights into the history of the French exploration and occupation of the Great Lakes and the Mississippi River watershed.

Richard has a BA in Biological Sciences from Southern Illinois University and a Master Degree in Education from Roosevelt University. He teaches high school Biology and Chemistry and is the historian for the Great Lakes Exploration Group's (GLX) La Salle Griffon Project. GLX has located what they believe to be the wreckage of La Salle's Barque, *Le Griffon*, in northern Lake Michigan.

History of the Colony of Avalon

Colony of Avalon
Ferryland, Newfoundland

In six years the community of Ferryland will celebrate the 400th anniversary of its founding. In 1620 Englishman George Calvert – later Lord Baltimore – purchased a piece of land in the New World, in Newfoundland. In 1621 his governor, Edward Wynne, and Calvert's first colonists set off to establish the colony of Avalon, which later became the community of Ferryland. The establishment of the Colony continued the habitation of the area, which had begun seasonally in the early 1500s by Beothuk people and European fishermen.

Wynne's letters to Calvert in the early years of the settlement provide descriptions of the settlers' efforts to erect a permanent settlement. Before November 1, 1621, a house (the "mansion house") had been constructed, and by the following summer additional structures,

including a kitchen room and parlour adjacent to the mansion house, tenements, a brew house, henhouse, saltworks, forge and defensive palisade had been added to the growing settlement.



The Waterfront—by David Webber
Courtesy Colony of Avalon

Calvert himself, now a professed Roman Catholic and therefore retired as Secretary of State to James I, visited Avalon in 1627 to inspect his New World venture. At about this time he brought additional settlers, most of the Roman Catholic faith, as a result of which Avalon began to acquire its reputation as a haven for Roman Catholics fleeing English penal laws. How great a part religion played in Calvert's settlement of Avalon remains uncertain, but it is without doubt that Avalon was the first religion-tolerant colony in British North America.

Calvert must have been pleased with what he saw at Avalon, for he returned with most of his family in 1628 with the intention of remaining there permanently.

The ensuing winter disappointed him greatly. In an August 1629 letter to King Charles I, Calvert stated that it had been much harsher than he had expected. He had determined to leave Avalon and establish a settlement further south in Virginia, where he obtained a grant of land. However, he died in 1632, two years before his heirs

founded St. Mary's City, the first settlement in what is now the State of Maryland.

The Calverts did not abandon Avalon altogether for they left a representative at Ferryland, and continued to press for ownership of the colony throughout much of the 17th century.

The next chapter in the colony's history began in 1628, when Sir David Kirke and his brothers combined to capture both Nova Scotia and Québec from the French. Under the terms of the ensuing treaty these territories were returned to France, and in 1637 a syndicate headed by Sir David was granted the entire island of Newfoundland in recompense for their efforts on behalf of the crown.

Sir David was soon to take advantage of this grant. In 1638 he arrived at Avalon, dispossessed the Calverts' representative and established residence in the mansion house. Sometime not long after the Kirkes' arrival, the name Avalon disappeared and the settlement began to be referred to as the Pool Plantation, perhaps in a conscious effort to obliterate the memory of Calvert's venture. The Calverts did not forget Avalon, however, and legal action between the two families continued intermittently for more than four decades.

Sir David Kirke was an unrepentant Royalist, and after the Civil War he was called to England to account for his activities in Newfoundland. While he was there, Cecil Calvert, second Lord Baltimore, took the opportunity to press his suit over the proprietorship of Avalon.



French Attack—by David Webber
Courtesy Colony of Avalon

Kirke lost this round of litigation and died in prison. Sara Kirke and her sons paid no heed to this judgement, however, and continued to reside at Ferryland and conduct business as usual from the Pool Plantation.

Lady Kirke must have been a remarkable individual. After the death of Sir David she managed affairs at the Pool Plantation and became one of the most successful fish merchants on the English shore. If Lady Kirke was not the first Newfoundland proprietor to make the fishery profitable, she was almost certainly British North America's first woman entrepreneur.

Lady Kirke died sometime in the early 1680s and, according to local legend, lies buried somewhere on the Ferryland Downs, just east of her Pool Plantation. Her sons survived her and ran successful enterprises at Ferryland and elsewhere on the eastern Avalon until 1696, when a French raid destroyed most of the English settlements. The three Kirke brothers were captured and imprisoned at Placentia, probably with the thought that they could be ransomed. Two died at Placentia and the third died at St. John's a short time later, thus ending the Kirke period in eastern Newfoundland. The settlers deported to England returned to Ferryland and re-established the settlement the following spring. The winter of 1696-97 is the only period since August 1621 when Ferryland was not occupied by Europeans.

The Colony of Avalon Today

The Colony of Avalon is a charitable organization dedicated to investigating, preserving, interpreting and promoting the archaeological remains of Lord Baltimore's colony. Its aim is to develop the site as a centre of excellence for archaeological research and interpretation, and to promote the site as a heritage attraction. The Colony works in partnership with Memorial University of Newfoundland to excavate the site, conserve the archaeological structures and artifacts, and interpret the site to visitors. The Colony markets the site as a heritage site and tourism attraction and works to ensure sufficient funding for its work through admissions, gift shop sales, memberships and donations, corporate support and government investment. The Colony was incorporated in 1994 and is recognized in Newfoundland as a leading heritage site and anchor tourism attraction.



The Colony of Avalon Today
Courtesy Colony of Avalon

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This past summer the Colony celebrated twenty-four years of continuous archaeological work at Ferryland. Small scale excavations of Lord Baltimore's colony began in the 1930s. Since 1992 Memorial University has undertaken extensive archaeological work at the site each season, uncovering an internationally significant and remarkably rich and well preserved New World colony. More than two decades of archaeology have revealed the remains of the early Calvert settlement, as well as the additions and alterations made during the Kirke period. Many of the buildings were made from stone and the walls stand in places almost two meters high; streets and court-

yards are carefully paved with cobbles and a massive stone seawall defines the north edge of the village where it meets the sheltered harbour. It is not an exaggeration to say that there is no better preserved seventeenth-century settlement in the British colonial world.



**Archaeologists excavating the mansion house
Courtesy Colony of Avalon**



**On-site conservation lab
Courtesy Colony of Avalon**

As the structure of the colony has been revealed, well over two million artifacts that reflect the everyday lives of the early colonists have been discovered. These include cannonballs, arrow points, padlocks, gold rings, keys, clay pipes, a gravestone, a gold spur, pottery, coins, and much more. Not only are the tools, ceramics, tobacco pipes, hardware and so forth of the ordinary residents represented in huge quantities (for example, there are more than 167,000 tobacco pipe fragments alone) but artifacts brought to Ferryland by high status individuals, particularly the Kirkes, form a collection of objects – exotic and ornate ceramics and glassware, precious metals including gold finger rings and David Kirke's personal gold seals, coins from throughout Europe and countless other artifacts – rarely, if ever, seen in archaeological collections from the seventeenth century.

Despite these impressive results, less than one half of the site has been excavated and continued archaeology can be expected to produce objects and information that will help to interpret life in a successful seventeenth-century Newfoundland community.



The interpretation centre with The Gardens (scaled down 17th century reproductions of a Kitchen Garden, Herb Garden and Gentleman's Garden) in the foreground
Courtesy Colony of Avalon

Since 1994 the Colony of Avalon Foundation has developed the Ferryland site as an outstanding cultural heritage site. In addition to its contribution to our understanding of the history of Newfoundland, the Colony of Avalon is an anchor tourism attraction for the Southern Avalon. While we excavate and preserve Lord Baltimore's colony, each season the Colony tells the story of Ferryland through exhibition and interpretation for the enjoyment and education of approximately 20,000 visitors from our province, our country and every corner of the globe. Welcoming hundreds of school children on field trips each season, the Colony of Avalon is also an integral part of the education of

Newfoundland's children. Over the years the Colony has been joined by a number of other tourism partners in Ferryland and all along the Southern Shore, creating a welcoming and unique destination. The Colony is also an integral part of the regional economy, employing about 30 people from the region each year and supporting local businesses through its operations.

Newfoundland's rich history defines us as a people and a province. Our history is the unfolding story of our culture, music, language, and sense of humour - revealing not just our past but, in fact, our very character. The work of the Colony of Avalon tells a fascinating story of our province's past – of colourful characters, from all walks of life, who settled in this beautiful and rugged place, determined to build a new life in a new land.

Web and Video Archaeological Updates: Updates on the progress of the archaeology at Ferryland are posted on our website at www.colonyofavalon.ca and on our YouTube channel. Like us on Facebook at www.facebook.com/ColonyOfAvalon for Colony of Avalon archaeology and event updates, or join our e-newsletter list by visiting our website.

For more information about the Colony of Avalon and its initiatives, or for hi-res images that appear in this article you are invited to contact:

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Call for Papers

Canadian Nautical Research Society Conference & Annual General Meeting

12-13 June 2015
Ottawa, Canada

Ottawa, the nation's capital, is strategically placed for this conference, located at the confluence of the Gatineau & Rideau with the Ottawa Rivers, and at the northern mouth of the UNESCO Heritage Site Rideau Canal. Conference sessions and banquet will transpire in the historic quarters of HMCS Bytown, since 1943 the Wardroom (officers mess) for naval officers serving in the national defence headquarters. A variety of accommodation options are available in the immediate area.

Papers are invited to address any variety of perspectives on related themes involving ships, people, ports or trade. The Society reserves the first right of refusal for publication in our peer-reviewed journal *The Northern Mariner / Le Marin du nord* or in our less formal quarterly publication *Argonauta* as appropriate.

Paper proposals and administrative enquiries should be directed to:

Dr Richard Gimblett
CNRS 2011 Conference Coordinator
49 South Park Drive
Ottawa, Ontario, K1B 3B8

Telephone: 613-971-7696

email: richard.gimblett@forces.gc.ca

Call for Papers

47th Annual Meeting



Canadian Archaeological Association
Association Canadienne d'Archéologie

The CAA/ACA 2015 Organizing Committee is delighted to announce that the 47th Annual Meeting of the Canadian Archaeological Association will be held at the Sheraton Hotel, St. John's, Newfoundland and Labrador from April 29-May 3, 2015. All sessions, professional meetings, and the conference banquet will be hosted at the Sheraton. We invite you to participate in the conference as a session organizer, presenter of a paper or poster or simply by attending the conference. Sessions, papers and posters on all areas of interest to the Canadian archaeological community may be submitted. Given that this conference will take place in Newfoundland and Labrador we would like to encourage participants to submit sessions, papers or posters that reflect the interplay between Aboriginal cultures, between Aboriginal cultures and European newcomers, and among European settlers. These topics are particularly appropriate for Newfoundland and Labrador, a province rich in First Nations, Inuit, and Metis history and the scene of some of the first European landfalls in the New World. We would also like to highlight northern research through our partnership with the Polar Archaeology Network (PAN) who will coordinate all northern sessions.

Forums encouraging professional development for students and professionals are welcome, as are efforts to engage provincial archaeological societies.

Session and Forum abstracts must be submitted by Friday January 9th, 2015. Please forward details to Lisa Rankin (lrankin@mun.ca).

For more information, please see our website at www.mun.ca/caa2015

Call for Papers

“Pacific – The Peaceful Ocean?”

North American Society for Oceanic History
2015 Annual Conference
Hosted by the Naval Postgraduate School
Monterey, California

“Pacific – The Peaceful Ocean?,” the 41th Conference of the North American Society for Oceanic History (NASOH), will be hosted by the Naval Postgraduate School in Monterey, California, May 13-17, 2015.

Using the international connection of the Pacific Ocean as a backdrop, the 2015 Program Committee invites paper and session proposals that explore a wide range of maritime connections, cultural landscapes, or an interweaving of both to examine the meaning and processes of our maritime heritage. Suggested topic areas include cultural connections, race, gender, archaeology, empire, military (e.g., First World War), indigenous, environmental, public history, and parks and protected areas. Additional topics and geographic focuses are welcome for submission and the Program Committee will consider papers and sessions exploring all aspects of history and archaeology related to saltwater or navigable freshwater environments. Papers from graduate students and junior scholars with fresh approaches to maritime history are greatly encouraged.

Students may apply for a Chad Smith Travel Grant to assist in travel to present a paper at the conference. Additionally, the Clark G. Reynolds Student Paper Award is provided each year to the author of the best graduate student paper delivered at the society's annual conference. Please see the awards section of the NASOH website for details.

The Program Committee welcomes the submission of individual papers and full sessions, preferring panels with three papers. Session and individual paper proposals should include: A) Title not to exceed 10 words; B) Abstract, not to exceed 250 words; C) A 200-word bio for the presenter; D) Contact information including phone number, address, affiliation, and email. Accommodations for PowerPoint presentations will be provided; however, any other requirements, including audio-visual equipment, special outlets, or accommodations for disabilities should be included in the proposal. Please note that all participants must register for the conference.

The deadline for proposal submission is February 1, 2015. Please submit proposal packets electronically to the Program Committee. These should be sent to: Vic Mastone at victor.mastone@state.ma.us. NASOH members interested in serving as panel chairs, please send an email to the Program Committee at the same address.

Program Committee:

James Allan, St. Mary's College
John Jensen, Sea Education Association
Chris Madsen, Canadian Forces College
Victor Mastone, Board of Underwater Archaeological Resources
Salvatore Mercogliano, Campbell University
Gary Ohls, Naval Postgraduate School

The Canadian Nautical Research Society Société canadienne pour le recherche nautique

Canadian charitable organization 11921 9525 RR0001

www.cnrs-scrn.org

OFFICE OF THE SECRETARY

Robert L. Davison

Secretary

Email: rdavison@wlu.ca

Minutes of Council Meeting of the CNRS/SCRN at the Marine Museum of the Great Lakes, Kingston, Ontario, Saturday, 30 August 2014.

Present:

President: Chris Madsen

1st Vice President: Roger Sarty (acting as Secretary)

Past President: Maurice D. Smith

Membership Secretary: Faye Kert

Honorary Council Member: James Pritchard

Chair of the Editorial Board: Richard Gimblett

Chair of the Awards Committee: William Glover

Karl Gagnon

Michael Moir

1. Calling to Order

The President welcomed members to the Marine Museum of the Great Lakes and Kingston. He called the meeting to order at 1100hrs.

The Past President noted a message from a member that this could not be a general meeting of the Society because only 12 days' notice, not the required 14-days' notice (section 18 of bylaws), had been given. The President had polled those members of the council not present and they had waived notice, in order to permit a special meeting of the Council.

The President moved that this be a meeting of Council. Seconded by the Membership Secretary. **Carried.**

2. Agenda

The main agenda item, the report from the Bylaw Committee on revision of the existing bylaws (adopted in 2001), to comply with the *Canada Not-For-Profit Corporations Act* S.C. 2009, had been circulated to members. The President asked if there were any additions to be made. Several members raised an informal proposal by a member that the Society should increase its work, especially in publications, in the non-

military aspects of maritime history in order to balance coverage and attract wider participation. The President requested new business agenda items on the strategic planning session planned for the fall of this year, and the organization of annual conferences in the next three years. Moved by 1st Vice President, seconded by Membership Secretary. **Carried.**

3. Review of report of Bylaws Committee.

William Glover, the Bylaw Committee's draughtsman, presented the three documents listed below, and suggested that we work through them together as we reviewed the proposed amendments against the existing by-law and the new federal requirements.

- a. The existing bylaws (published in *Argonauta* XVIII, no. 3 (July 2001)),
- b. The Corporations Canada 'Canada Not for Profit Corporations Act, By-law Builder,' which lists all the sections required under the 2009 act and gives options for drafting, and,
- c. 'Proposed Rewrite of By-Laws,' prepared by the committee.

The last document listed every section required by the new legislation, discussed the options listed in the 'By-law Builder' and recommended one option. In many cases the recommended option was to insert part or all of a section of the existing bylaws that met the requirements of the new legislation. In some cases, for items not covered by the existing bylaws, the committee recommended a draft given as an option in the 'By-laws Builder.' William noted that the committee strictly limited the 'Proposed Rewrite' report to the sections discussed in the 'By-laws Builder,' and to matters of form.

Council went through the committee report and the existing bylaws, section by section, to identify items included in the existing bylaws not covered by the government 'By-law Builder' and considered which of these items should be included in the new bylaws and in which section. In most cases discussion concerned where sections or part sections from the existing bylaws should be inserted in the draft bylaws. The following indicates instances of more wide-ranging discussion.

The government 'By-law Builder' does not include a section concerning the location of the head office. Section 2 of the 2001 bylaws, however, states that the head office should be 'at the City of Ottawa.' Section 197 of the new legislation requires that any change in the location of a head office must be approved by a two-thirds vote at a general meeting. Therefore section 2 of the 2001 bylaws is included as section 4 of the new draft.

The 'By-law Builder' does not include a section on the objects of the organization. This is important to the Society, so section 5 of the 2001 bylaws was inserted as sections 6 and 7 of the new draft. There was one change of substance. 5.c of the 2001 bylaws is 'publish a Canadian journal of nautical research.' Because the journal is now jointly produced with NASOH, the word 'Canadian' has been deleted.

In the section 'Notice of Members Meeting' the 'By-law builder' sets out more comprehensive provisions than in the Society's existing bylaws. The meeting adopted the recommended option that allows for 'telephonic, electronic or other communication' in addition notices by mail. (Section 27 of the new draft).

The 'By-law Builder' also includes sections that address the use of electronic communications to hold meetings or for members to participate in meetings. Discussion centered on the fact that if the Society were to sanction such extensive use of electronic means, it would fall to the Society to pay for the necessary services, which it is not in a position to do, nor will be in the foreseeable future. The conclusion was that the bylaws should not include provision for meetings held by electronic means, nor for the casting of votes by electronic means. However, section 49 in the new draft allows for members to 'monitor' meetings at their own expense.

Section 43 of the new draft retains the provision in the current bylaws (section 15) that any two consecutive annual general meetings must be no more than 15 months apart. There was discussion, however, about the advisability of extending that time limit to 18 months for occasions when it is necessary to schedule an annual conference later in the year.

Further discussion under this section was whether there might be a legal requirement to hold the annual general meeting within six months of the end of the financial year (presently 31 December). **Action:** The Past President to investigate.

The Past President moved that the 2001 bylaws be repealed and replaced by the new bylaws agreed by Council at the present meeting and attached to these minutes as Annex A, subject to ratification at the 2015 AGM. Membership Secretary seconded. **Carried.**

Action: Minutes of the present meeting, with the draft bylaws annexed, to be published in *Argonauta* as notice to the membership of the amendment of the bylaws.

4. New Business

Proposal that the Society should increase coverage of on non-military subjects: Discussion noted that the Society, Council, and the publications are and always have been open to anyone with an interest in maritime history. Council and the AGMs have often encouraged expanded membership on that basis. The subject guidelines for annual meetings have always been broad and inclusive, and the content of the publications has always been governed by submissions they receive. The Society welcomes, as always, increased participation, including submissions to the publications, in non-military subjects.

Strategic Planning: Proposal is to hold the strategic planning session on the future of the Society discussed at the AGM and the March 2014 meeting of Council as a meeting of Council open to all members in Kingston on 1 or 8 November 2014.

Annual Conferences: For 2015 will be held in Ottawa, proposed Thursday 11 June (meet and greet) to Saturday 13 June (AGM). Planning continuing for New Westminster in 2016, and Halifax in 2017.

Council mid-year meeting: Proposed for Ottawa in March 2015.

5. Adjournment (1440hrs)

Being no further business to conduct the President asked for a motion to adjourn the Executive Council meeting. 1st Vice President moved, Membership Secretary seconded. **Carried.**

Respectfully Submitted

(Roger Sarty for)
Robert L. Davison, Ph.D.
Secretary, CNRS/SCRN
14 September 2014

Encls:
Annex 'A' Draft bylaw



The CNRS by-law meeting in Kingston Ontario, 30 August 2014

Canadian Nautical Research Society

By-Law 1

NAME

1. The name of the corporation hereinafter called the Society, shall be The Canadian Nautical Research Society.

DEFINITIONS

2. The following definitions apply:

“Act” means the Canada Not-For-Profit Corporations Act S.C. 2009, c. 23 including the Regulations made pursuant to the Act, and any statute or regulations that may be substituted, as amended from time to time;

“articles” means the original or restated articles of incorporation or articles of amendment, amalgamation, continuance, reorganization, arrangement or revival of the Society;

“by-law” means this by-law and any other by-law of the Society as amended and which are, from time to time, in force and effect;

“council” means the board of directors and the members are the officers of the society elected by the annual general meeting to their positions and the councillors at large elected by the AGM, all of whom have voice and vote. The past president of the society is an ex officio member of council and also has voice and vote at meetings of the council. Additionally honorary members of the society and chairs of committees appointed by the council but who are not otherwise members of council are ex officio members of council, but have voice only.

“meeting of members” includes an annual meeting of members or a special meeting of members; “special meeting of members” includes a meeting of any class or classes of members and a special meeting of all members entitled to vote at an annual meeting of members;

“Officers of the society” means a president, a first vice president, a second vice president, a secretary, a treasurer, and a membership secretary.

“ordinary resolution” means a resolution passed by a majority of not less than 50% plus 1 of the votes cast on that resolution;

“proposal” means a proposal submitted by a member of the society that meets the requirements of section 163 (Member Proposals) of the Act;

“Regulations” means the regulations made under the Act, as amended, restated or in effect from time to time;

“special resolution” means a resolution passed by a majority of not less than two-thirds (2/3) of the votes cast on that resolution.

INTERPRETATION

3. In the interpretation of this by-law, words in the singular include the plural and vice-versa, words in one gender include all genders, and “person” includes an individual, body corporate, partnership, trust and unincorporated organization. Other than as specified above, words and expressions defined in the Act have the same meanings when used in these by-laws.

HEAD OFFICE

4. The head office of the Society is at the City of Ottawa in the Province of Ontario. The Society may establish branches elsewhere in Canada by resolution as the council may deem expedient.

CORPORATE SEAL

5. The seal, an impression of which is stamped in the margin of this document, shall be the seal of the corporation. The secretary of the Society shall be the custodian of the corporate seal.

OBJECTS OF THE SOCIETY

6. The purpose of the Society is to promote in Canada the study of ships, shipping affairs, the men and women associated with them, and their relationship and development of societies and maritime environments.

7. To this end the Society shall:

- a) Sponsor interdisciplinary nautical research among members by organizing meetings, arranging for the exchange of information, and co-operating with other groups, museums, universities, schools and interested persons;
- b) publish a quarterly newsletter reporting developments in the field of nautical research and containing original articles, notes and transcripts of documents;
- c) publish a journal of nautical research;
- d) offer awards recognizing merit of articles and books published on maritime subjects;
- e) offer an award promoting new scholarship; and

f) offer an award for merit in special recognition of excellence in Canadian nautical research applicable to individuals or institutions or for an extraordinary contribution to the Society.

MANAGEMENT OF THE SOCIETY

8. The management of the Society shall be vested in the council.

9. The council shall meet together for the despatch of business, adjourn and otherwise regulate its meetings as it deems fit.

10. The quorum necessary for the transaction of business by the council is four members.

11. The council may fill any vacancies among the officers or councillors at large. Persons selected under this clause will hold office until the next general meeting of members, at which time vacant offices will be filled by election.

EXECUTION OF DOCUMENTS

12. Contracts, documents or any instruments in writing requiring two signatures of the Society must be signed by the president or the first vice president or the second vice president and the secretary. All contracts documents and instruments in writing so signed are binding upon the Society without any further authorization or formality. The seal of the Society when required may be affixed to contracts, documents and instruments in writing.

FINANCIAL YEAR END

13. The fiscal year and business year of the Society will commence on the first day of January and terminate on the last day of December.

BANKING ARRANGEMENTS

14. The banking business of the Society will be transacted at such bank, trust company or other firm or corporation carrying on a banking business in Canada as the council may designate. The banking business or any part of it shall be transacted by the treasurer. Cheques drawn against an account held by the Society will be signed by the treasurer and one of the president, the first vice president and the second vice president.

BORROWING POWERS

15. Borrowing money is not permitted.

ANNUAL FINANCIAL STATEMENTS

16. Annual financial statements will be presented to the membership at the annual general meeting and then included in the minutes of the meeting as reported in *Argonauta*, the Society's newsletter.

MEMBERSHIP

17. Every individual and institution supporting the objects of the Society is eligible to become a member.

18. Either individual or institutional membership may be obtained by application to the Society through the head office and the membership secretary and upon payment of the subscription hereafter mentioned.

19. Every member must abide by and be bound by these by-laws and by other rules of the Society. Acceptance of membership in the Society is deemed to be an undertaking to abide by and be bound by all such by-laws and other rules.

20. The right to vote in the affairs of the Society is limited to members in good standing.

21. On recommendation of the council, members at a general meeting may, as a special mark of recognition for an extraordinary contribution to the Society and/or to the field of nautical research, grant Honorary Membership in the Society to an individual. Such Honorary Membership will be for life unless it is later resigned or terminated as described below. A person so honoured will receive all publications from the Society free of charge, will have voice and vote at all members' meetings, and voice but not vote at all meetings of council.

22. Pursuant to subsection 197(1) (Fundamental Change) of the Act, a special resolution of the members is required to make any amendments to this section of the by-laws if those amendments affect membership rights and/or conditions described in paragraphs 197(1) (e), (h) (l) or (m).

LIMITATIONS

23. The Society is non-sectarian and non-political and will not have any religious, racial or political affiliation.

NO PECUNIARY GAIN TO MEMBERS

24. The Society is a non-profit organization and will be conducted without the purpose of pecuniary gain for its members, officers or councillors. Any profits or accretions to the Society must be used solely for the support of the objectives of the Society. Officer and councillors may not receive any remuneration for the services.

MEMBERSHIP TRANSFERABILITY

25. Membership is not transferable.

26. Pursuant to Section 197(1) (Fundamental Change) of the Act, a special resolution of the members is required to make any amendment to add, change or delete this section of the by-laws.

NOTICE OF MEMBERS' MEETINGS

27. Notice of the time and place of a meeting of members shall be given to each member entitled to vote at the meeting by the following means:

a) by mail, courier or personal delivery to each member entitled to vote at the meeting, during a period of 21 to 60 days before the day of the meeting to be held; or

b) by telephonic, electronic or other communication facility to each member entitled to vote at the meeting, during a period of 21 to 35 days before the day on which the meeting is to be held.

28. Notice of the meeting must also include the agenda.

29. Pursuant to subsection 197(1) (Fundamental Change) of the Act, a special resolution of the members is required to make any amendment to the by-laws of the Society to change the manner of giving notice to members entitled to vote at a meeting of members.

MEMBERS CALLING A MEETING

30. The council must call a special meeting of members in accordance with Section 167 of the Act, on written requisition of members carrying not less than 5% of the voting rights. If the council does not call a meeting within twenty-one (21) days of receiving the requisition, any member who signed the requisition may call the meeting.

ABSENTEE VOTING AT MEMBERS' MEETINGS

31. No form of absentee voting is permitted at members' meetings.

32. Pursuant to Section 197(1) (Fundamental Change) of the Act, a special resolution of the members is required to make any amendment to the by-laws of the Society to change this.

MEMBERSHIP DUES

33. Each institutional member and each individual member will pay a subscription fee due and payable by 31 March each year. The rates for subscription will be prescribed by the council subject to the approval of the members at the annual general meeting.

TERMINATION OF MEMBERSHIP

34. Membership may be terminated at any time by:

- a) the member resigning in writing in which event all payments due to the Society must accompany the resignation; or
- b) the member omitting to pay the annual subscription prescribed.

EFFECT OF TERMINATION OF MEMBERSHIP

35. Upon any termination of membership, the rights of the member automatically cease to exist.

DISCIPLINE OF MEMBERS

36. The council may terminate a membership where, in its opinion a member has acted contrary to the interests of the Society, provided that before terminating a membership under this clause, the member has first been given the opportunity to explain his or her position in writing. A member may appeal the council's ruling to a general meeting of the Society.

NOMINATING OFFICERS OF THE SOCIETY AND COUNCILLORS AT LARGE

37. There will be a nominating committee. Normally the past president will chair this committee with such other members as may be appointed by council. No officer or councillor or member standing for election or re-election may be a member of this committee. The nominating committee will nominate one candidate for each position to be filled at the next annual general meeting.

38. Members may also propose the names of candidates in writing and with the signatures of three members. All proposals must include a written undertaking by the nominee to accept the position if elected. If such suggestions are not accepted by the nominating committee for incorporation within their report, the nominations not so included must be forwarded by the nominating committee to the annual general meeting in addition to their report, for the purpose of conducting an election for the contested positions. The chair of the nominating committee will close the nominating list, which will include the proposals of the nominating committee and other proposals by members not later than 30 days prior to the annual general meeting.

39. A call for nominations shall be included in the January issue of *Argonauta* each year. Such notice must include the date on which nominations will close, to whom the nominations must be forwarded, and the date of the annual general meeting at which the nominating committee report will be received, or, if necessary, and election will be held.

40. Nominations from the floor are permitted at the annual general meeting only if there would otherwise be a vacancy for a position.

41. The council may fill any vacancy not filled by election at the annual general meeting in accordance with section 68, (Vacancy in Office).

COST OF PUBLISHING PROPOSALS FOR ANNUAL MEMBERS' MEETINGS

42. Cost of circulating the nominating committee report, other committee reports and other proposals for consideration at the annual general meeting will be borne by the Society. They may be distributed electronically to members.

PLACE OF MEMBERS' MEETINGS

43. The annual general meeting of the Society will be held at a time and place to be determined by the council. Normally it will be in conjunction with the annual conference, between the end of April and the beginning of September. The annual general meeting may be held outside Canada if the annual conference is held jointly with another society. Any two consecutive annual general meetings must not be scheduled more than fifteen months apart.

44. Special meetings will be held at a time and place determined by the council.

PERSONS ENTITLED TO BE PRESENT AT MEMBERS' MEETINGS

45. Members, non-members, members of council and the public accountant of the Society are entitled to be present at a meeting of members. However, only those members entitled to vote at the members' meeting according to the provisions of the Act, articles and by-laws are entitled to cast a vote at the meeting.

CHAIR OF MEMBERS' MEETINGS

46. Meetings of members will be chaired by one of: the president, the first vice president or the second vice president.

QUORUM AT MEMBERS' MEETINGS

47. At all members meetings ten voting members present shall constitute a quorum for the transaction of business, but a lesser number may adjourn to a date and place at the call of the president.

VOTES TO GOVERN AT MEMBERS' MEETINGS

48. At any meeting of members every question shall, unless otherwise provided by the articles or by-laws or by the Act, be determined by a majority of the votes cast on the questions. The chair may only vote in the event of a tie.

PARTICIPATION BY ELECTRONIC MEANS AT MEMBERS' MEETINGS

49. Participation at meetings of members may not be by telephonic, electronic or other communication facility. However any member at their own expense may use electronic means to monitor a members' meeting.

MEMBERS' MEETINGS HELD ENTIRELY BY ELECTRONIC MEANS

50. Members' meetings may not be held by electronic means or other communication facility.

NUMBER OF COUNCILLORS AT LARGE

51. There will be four councillors at large, elected at the annual general meeting.

TERM OF OFFICE OF OFFICERS AND COUNCILLORS AT LARGE

52. All officers and councillors at large will be elected annually. The president and the vice presidents shall not serve more than three consecutive terms in their respective offices.

CALLING OF MEETINGS OF THE COUNCIL

53. Meetings of the council may be called by the president, or either of the vice presidents. The council will normally meet early in the new calendar year, and again in conjunction with the annual general meeting. Between meetings of the council, electronic means of communication may be used to facilitate business, but any consensus so obtained must be ratified when the council next meets formally.

NOTICE OF MEETINGS OF COUNCIL

54. The president or secretary will give notice of a meeting of council by telephone, electronic, or other means after having ascertained a date that is most convenient for the majority of members of council.

QUORUM FOR MEETINGS OF COUNCIL

55. A quorum for a meeting of council is four members with vote.

PARTICIPATION BY ELECTRONIC MEANS AT MEETINGS OF COUNCIL

56. Participation at meetings of council may be by telephone, electronic or other communication facility at the expense of the member of council. For the duration of such participation, it will count towards quorum.

VOTES TO GOVERN AT MEETINGS OF COUNCIL

57. At all meetings of the board, every question will be decided by a majority of the votes cast on the question. The chair may vote only in the event of a tie.

COMMITTEES OF COUNCIL

58. In addition to a nominating committee, other committees, boards or advisory panels may be appointed by council to act as advisory bodies to council and to further the objectives of the Society. The council will appoint a chair for each such committee or body as well as the members, and draft or approve the terms of reference.

59. The president is an ex officio member of all committees, boards and advisory panels established by council unless specifically stated otherwise.

APPOINTMENT OF OFFICERS

60. Officers of the Society will be elected by the members present at the annual general meeting.

DESCRIPTION OF OFFICES

61. The president is charged with the general supervision of the business and affairs of the Society. S/he will preside over all meetings of the Society and council, and do, perform and render such acts and services as the council prescribes and require. No person will more serve more than three consecutive annual terms in this office.

62. The first vice president will, in the absence of the president, have all the powers and duties of the president. No person will serve more than three consecutive annual terms in this office.

63. The second vice president will, in the absence of the president and the first vice president, have all the powers and duties of the president. No person will serve more than three consecutive annual terms in this office.

64. The secretary will conduct and act as custodian of correspondence relating to the affairs of the Society, record the meetings of council and of the Society, and perform such other duties as may from time to time be prescribed by the council.

65. The membership secretary will maintain the Society's master mailing list; keep records on all members, past and present; organize membership recruitment; lead membership retention; report on the status of membership at the first council meeting in each year and at the annual general meeting, and perform such other duties as may from time to time be prescribed by the council.

66. The treasurer will keep full and accurate books of account in which are to be recorded all receipts and disbursement of the Society, and under the direction of council will control the deposit of money, the safekeeping of securities, and the disbursement of funds of the Society, and prepare an annual budget. S/he will prepare quarterly reports for the council of the Society's year to date revenues and expenditures compared against the annual operating budget. S/he will render an account of all his/her transactions as treasurer and of the financial position of the Society at council meetings or whenever required of him/her. S/he will perform such other duties as may from time to time be prescribed by the council.

VACANCY IN OFFICE

67. In the absence of a written agreement to the contrary, the board may remove, whether for cause or without cause, any officer or councillor of the Society. Unless so removed, an officer or councillor shall hold office until the earlier of:

- a) the officer's/councillor's successor being appointed,
- b) the officer's/councillor's resignation,
- c) such officer or councillor ceasing to be a member of the Society, or
- d) such officer's/councillor's death.

68. If the office of any officer or councillor of the Society shall be or become vacant, the council may, by resolution, appoint a person to fill such vacancy.

INVALIDITY OF ANY PROVISIONS OF THIS BY-LAW

69. The invalidity or unenforceability of any provision of this by-law shall not affect the validity or enforceability of the remaining provisions of this by-law.

OMISSIONS AND ERRORS

70. The accidental omission to give any notice to any member, director, officer, member of a committee of the board or public accountant, or the non-receipt of any notice by any such person where the Society has provided notice in accordance with the by-laws or any error in any notice not affecting its substance shall not invalidate any action taken at any meeting to which the notice pertained or otherwise founded on such notice.

RULES OF ORDER

71. Roberts Rules of Order will govern proceedings at all members' and council meetings.

BY-LAWS AND EFFECTIVE DATE

72. Subject to the articles, the council may, by resolution, make, amend or repeal any by-laws that regulate the activities or affairs of the Society. Any such by-law, amendment or repeal shall be effective from the date of the resolution of the council until the next meeting of members where it may be confirmed, rejected or amended by the members by special resolution. Notice of the proposed amendment or repeal must be included in the notice of meeting.

73. If the by-law, amendment or repeal is confirmed or confirmed as amended by the members it remains effective in the form in which it was confirmed. The by-law, amendment or repeal ceases to have effect if it is not submitted to the members at the next meeting of members or if it is rejected by the members at the meeting.

74. This section does not apply to a by-law that requires a special resolution of the members according to subsection 197(1) (fundamental change) of the Act because such by-law amendments or repeals are only effective when confirmed by members.



The Canadian Nautical Research Society

200 Fifth Avenue
Ottawa, Ontario, CANADA K1S 2N2
<http://www.cnrs-scrn.org>

CNRS membership supports the multi-disciplinary study of maritime, marine and naval subjects in and about Canada.

Members receive:

- **The Northern Mariner/Le Marin du nord**, a quarterly refereed journal dedicated to publishing research and writing about all aspects of maritime history of the North Atlantic, Arctic and North Pacific Oceans. It publishes book reviews, articles and research notes on merchant shipping, navies, maritime labour, nautical archaeology and maritime societies.
- **Argonauta**, a quarterly newsletter publishing articles, opinions, news and information about maritime history and fellow members.
- An Annual General Meeting and Conference located in maritime minded locations across Canada such as Halifax, Vancouver, Hamilton, Churchill and Quebec City.
- Affiliation with the International Commission of Maritime History (ICMH).

Membership is by calendar year and is an exceptional value at \$70 for individuals, \$25 for students, or \$95 for institutions. Please add \$10 for international postage and handling. Individuals or groups interested in furthering the work of the CNRS may wish to subscribe to one of several other levels of membership, each of which includes all the benefits of belonging to the Society. CNRS is a registered charity and any donation above the cost of basic membership to the Society is automatically acknowledged with a tax-receipt.

	Canadian	International	
Individual	\$70	\$80	Benefactor \$250
Institutional	\$95	\$105	Corporate \$500
Student	\$25	\$25	Patron \$1000 or above

Please type in or print clearly and return with payment (all rates in Canadian \$).

NB: CNRS does not sell or exchange membership information with other organizations or commercial enterprises. The information provided on this form will only be used for sending you our publications or to correspond with you concerning your membership and the Society's business.

Name: _____ Email: _____

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