

Paper Abstracts
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Kevin Caslor, Tugs Caught in Corporate Restructuring: Mergers and Acquisitions in British Columbia's Tug and Barge Industry since 1950

This paper looks at the history of the merger and acquisition process within British Columbia's coastal tug and barge transportation industry. By applying merger and acquisition literature from other regions and business sectors to the British Columbia industry, we can see how the industry has been and is being guided by local and global economic forces.

Beginning after the Second World War, the need to modernize assets and capture the limited amount of contracts available in an industry with a comparatively small profit margin spurred several of the larger companies to seek out opportunities for future growth. This desire manifested itself as a series of mergers, corporate buyouts, and attracting foreign investment. Following the first two mega mergers in 1970, these business strategies have greatly consolidated the industry into a few large players, a situation that is far removed from the plethora of small owner-operator firms that existed in the first few decades of the twentieth century.

Many of the strategies and nature that characterized the coastal tug industry since 1970 are still prevalent in the present day, and trends suggest that they will continue to play a large role in this industry that is being increasingly influenced by transnational global forces.

Biography: Possessing an interest in the marine industry from an early age, Kevin Caslor recently obtained a Bachelor of Arts from Simon Fraser University. Majoring in History with a minor in Geography, he graduated with honours and distinction. His focus is on twentieth-century Canadian transportation history and geography.

Timothy Choi, Gateways of the North: Canadian Arctic Ports in Post-Mahanian Maritime Strategy

This paper examines the strategic role of ports in the Canadian Arctic. As climate change continues to reduce the extent and thickness of Arctic sea ice, observers expect the North's maritime realm to become more accessible to commercial, military, and illicit seaborne traffic. Although some scholars expect competition over Arctic access and resources to result in greater friction and even military conflict, others predict a cooperative regime based upon a shared commitment to following the United Nations Convention on the Law of the Sea. In the former scenario, the strategic role of ports would echo that of traditional literature - sustaining power

projection by armed naval forces as advocated by naval strategist A.T. Mahan; should the latter case take place, however, ports may acquire strategic significance of the 'Post-Mahanian' variety detailed by Geoffrey Till. In this latter context, countries with better developed and greater numbers of well-placed ports could play a larger soft power role in the coming decades - e.g. supporting maritime security operations like Search and Rescue and environmental protection. This paper argues that improved Arctic port facilities, by enabling such 'soft' capabilities as well as hard power, will increase Canada's negotiating position when facing the region's resource and boundary disputes. The Canadian case study offers new avenues for incorporating ports into conceptualizations of 21st century seapower and maritime strategy.

Biography: A keen ship modeller with a passion for naval history, Timothy Choi is a PhD candidate at the Centre for Military and Strategic Studies at the University of Calgary. He holds a Master's of Strategic Studies from the University of Calgary and a Bachelor of Arts (with distinction) from Simon Fraser University. He is a website content and program developer for the non-profit Valour Canada and was an archivist/docent at Vancouver's Dr. Sun Yat-Sen Classical Chinese Garden.

William Glover, The Hudson's Bay Company and the Use of Longitude in Hudson Bay

Have historians overplayed the significance of the eighteenth century developments for determining longitude at sea? Approximately fifty years after the first publication of the nautical almanac that facilitated longitude by lunar distance, and the invention of the chronometer, neither was yet being used by Hudson's Bay Company ship masters on their annual resupply voyages to the bay trading posts. What promoted their use beginning in the 1820s? Were there parallel hydrographic developments that effectively were necessary conditions for their use? Were there other new navigation practices or inventions in the nineteenth century that the HBC masters adopted more quickly?

Biography: Dr. William Glover has been an active member of CNRS since the 1986 conference on Galiano Island where he spoke about the challenge of navigation to hydrography on the BC coast. Since then he has spoken at a number of conferences, most frequently on topics of the history of navigation. Following an interlude as a municipal councillor, he has returned to research and writing, and resumed the editorship of *The Northern Mariner/Le marin du nord*.

Michael Hadley, Where Rivers Meet Oceans: Experiences, Memoirs, and Legacies

We must tell our stories and 'sing the sea' if we are to grasp our relationship to our oceans. Indeed, we must 'sing the rivers' too. This was the humanities' challenge to the scientists of the Royal Society of Canada's symposium on marine biodiversity in November 2015. Measurement is important—but it is not everything. The audience agreed. In fact, 'singing the seas and rivers' is what writers have been doing for generations in order to express their relationship to our water heritage. Ultimately, it comes down to what they have experienced. These writers, it turns out, are a strikingly eclectic group: First Nations and Inuit, fishers and boat-builders, professional seafarers and 'yachties,' recreational divers and kayakers, novelists and poets. Drawing on

material gathered for a book *Spindrift: A Canadian Book of the Sea*, I will highlight the living legacy of rivers meeting oceans on the Pacific and the Atlantic Coasts, and in the Arctic. I will speak of the Fraser, Nass, Mackenzie, Churchill, St. Lawrence and St. Lawrence Seaway, and Gaspereau. The confluence of rivers and seas will emerge from a variety of voices as the setting for events both spiritual and secular: industry and commerce, exile and war, solitude and celebration, beauty and desolation.

Biography: Michael Hadley is Professor Emeritus of Germanic Studies at the University of Victoria. He is no stranger to the Canadian Nautical Research Society, as Vice Chair of *The Northern Mariner/Le marin du nord*'s editorial board and winner of several awards for his publications. He is a retired captain in the naval reserve and is known for his naval history. Professor Hadley was elected a fellow of the Royal Society of Canada in 1998. His latest project is an anthology with Anita Borradaile Hadley that examines the oceanic world that continues to shape the cultural consciousness of Canada as a maritime nation.

Colin Levings, Going aground and floating off - ships, boats and hovercraft as scientific platforms for ecological sampling on the lower Fraser River and estuary

This paper reviews and describes operations aboard some of the ships, boats, and hovercraft I sailed on in my 30 year scientific career studying the ecology of young salmon in the Fraser River estuary. Estuaries are challenging areas to work because they are subject to a range of physical variables that can endanger crafts and personnel and as well lead to unreliable data collection. Flow changes, tidal fluctuations, wave forces at the mouth and shifting channels have required the deployment of a variety of vessels. Working downstream from the height of tide (at low freshet) at Chilliwack to the mouth at Sandheads on the Strait of Georgia/Salish Sea (120 km), I give an overview of the platforms, methods and technologies specific for each of the major reaches. Types of vessels used included jet boats, rigid bottom inflatables, converted fishing vessels, coastal research vessels, a laboratory barge and hovercraft. Canadian Coast Guard hovercraft were the most versatile platforms for working in the estuary as they could transport personnel, equipment and samples over shallow water as well as the extensive drying banks at the mouth. I also provide a brief overview of some of the sampling techniques and results of the work. Although the Fraser River is a world-class system, its ecosystems are poorly known relative to other major estuaries, possibly because of the sampling challenges involved. It is hoped this overview of platforms and practical methods will provide a foundation for future researchers studying the estuary.

Biography: Dr. Colin Levings was born in Victoria, British Columbia, went to high school in Surrey, and as a youth spent a lot of time fishing in the lower Fraser River. After completing his B.Sc. and M.Sc. at the University of British Columbia's Institute of Fisheries, he earned his PhD in Biological Oceanography at Dalhousie University in Halifax. In 1972, he started work at the Fisheries and Oceans Canada (DFO) laboratory in West Vancouver where he is still based. He has studied estuarine ecosystems, salmon habitat in rivers and estuaries, and marine conservation in coastal British Columbia to help provide management solutions that work toward sustainability. After retirement in 2006 as Senior Scientist, Colin continues work as a Scientist Emeritus with DFO. He is also an Adjunct Faculty member in the Institute for Resources, Environment, and Sustainability at the UBC. Colin has a book on the ecology of salmon in

estuaries around the world in press (UBC Press) and is working on papers arising from past research. He also provides advice to stakeholders on various coastal ecology issues. He has published over 200 papers and reports, has worked overseas on projects in Asia and Europe, served as an Editor for several journals, and has been a member of a number of scientific advisory boards in Canada and the United States. Colin is a past President and founding member of the Pacific Estuarine Research Society.

Mark MacKenzie, Tales from the Logbooks of the Early Samsons

Navigation on the colonial and post-colonial Fraser River is intimately linked with the Western Rivers-type sternwheeler. Their movements and misadventures fascinated the newspapers and photographers of their time. However, few records of the operational details of these vessels survive.

An exception is the collection of logbooks from the federal Department of Public Works in the City of Vancouver Archives. These record the movements and activities of the federal government's Samson series of snagboats which maintained the lower Fraser River for navigation from 1884 to 1980. Possibly unique to this collection are engine room logs of the original Samson showing coal and wood consumption, the maintenance schedule and other details of the daily operation of a sternwheeler snagboat. These, along with records in the Vancouver Maritime Museum's WB Chung Library and the New Westminster Archives, piece together the nature of the work that the Federal Government of Canada did in the Fraser River in support of maritime commerce and fisheries. The documents also reveal the culture of the organization that carried it out, and the practical considerations of running a steamship in a "pioneer" setting.

This presentation looks at the Samson snagboats to provide chronology and background to the Department of Public Works' role in maintaining navigation on the Fraser. Some of the events and operational considerations in the working lives of the early Samsons are considered, with insights into the maintenance and component life-cycles of early sternwheelers and the people responsible for the DPW fleet.

Biography: Mark MacKenzie has been fascinated by sternwheelers since his childhood growing up in Prince George. This led to work on the SS Moyie National Historic Site in Kaslo, British Columbia, originally on the restoration crew, and later as site manager, the *Samson V* Museum in New Westminster as Operations Manager, and as a heritage consultant. For the last five years Mark has been with Paddlewheeler Riverboat Tours as engineer and historical narrator, where he is working towards his master's licence on the catamaran *Beta Star* and the sternwheeler *Native*. The research involved in conducting restoration projects has informed Mark's thinking about sternwheelers, but he feels he has been in a particularly privileged position to have met and been mentored by many of the surviving crew and officers from the last generations to work on these vessels.

Chris Madsen, Retail, Wholesale, and Department Store Union (CIO) Organizing Amongst Sugar and Grain Workers on the Vancouver Waterfront, 1946-1949

An upstart union, better known for organizing drives at major retailers such as Eaton's in Toronto, entered the province of British Columbia by establishing an early and significant presence with certain waterfront workers in Vancouver. International representative, Gerald Emary, who worked out of the United Steelworkers office and according to a person who knew him preferred to 'organize out of the beer parlour', signed up workers into affiliated unions at the sugar refinery and grain terminals. He demanded higher wages and better working conditions from employers, applied for conciliation, and fended off competing unions, such as the International Longshoremen's and Warehousemen's Union, newly arrived on the scene from the South, through skillful use of Canadian Congress of Labour connections and taking full advantage of the federal government's mandatory certification process. Grain workers eventually went to another union, though sugar workers in Local 517 still belong to the Retail Wholesale Union, based in New Westminster. Gerald Emary died young at the age of 39. This paper tells the remarkable story of this unlikely waterfront union based on archival research in Ottawa, Vancouver, and San Francisco, as well as talking with labour retirees.

Biography: Chris Madsen is a Professor in the Department of Defence Studies at the Canadian Forces College and Royal Military College of Canada in Toronto, Ontario, where he teaches senior and mid-rank officers in the area of military planning and operations. He is presently President of the Canadian Nautical Research Society. He has published on naval logistics, shipbuilding, South Asia navies, and military law, and most recently contributed three chapters to *Longshoring on the Fraser: Stories and History of ILWU Local 502* (Granville Island Publishing). His family lives in North Vancouver, British Columbia.

Frank Millerd, The long road to the first Fraser River salmon treaty

Allocating the Pacific salmon catch has always been a point of dispute between Canada and the United States. The earliest dispute was over salmon migrating to the Fraser River, a wholly Canadian river. But most Fraser River salmon usually pass through American territorial waters on their spawning migration, allowing Americans to harvest the fish. Although requiring conservation and equity treaty negotiations took forty years.

The Canadian Fraser fishery began in 1871 - the American fishery in 1891. Both expanded rapidly. After 1900, however, with 130 to 200 traps operating, the Americans usually caught the majority of Fraser sockeye salmon, not a situation encouraging the Americans to agree to a treaty. Canadians were angered by the large American harvests and the apparent lack of restrictions on American fishing.

Starting in 1892, various commissions and meetings reported and recommended on border fisheries. In 1905 and 1906, Canadian and Washington State commissioners met. The 1908 Inland Fisheries Treaty established a commission but its recommendations were not adopted by either country. The Canadian-American Fisheries Conference of 1918 drafted a treaty which Canada ratified. But, bowing to state's rights, the US Senate failed to recommend ratification.

Another treaty was negotiated and signed in 1929, then revised, and again signed in 1930. The catch and costs were to be allocated equally. US Senate approval, however, took seven years.

The turning point came with a successful Washington State referendum to ban salmon traps. An equal allocation now looked attractive to Americans. A treaty was finally ratified in 1937.

Biography: Frank Millerd is Professor Emeritus of Economics at Wilfrid Laurier University and lives in Kitchener, Ontario. He holds a PhD in Natural Resource Economics from Cornell University and master's and undergraduate degrees in agricultural economics from the University of British Columbia. His publications include "The potential impact of climate change on Great Lakes international shipping", *Climatic Change*, "How will climate change/alter fishery governance? Insights from seven international case studies", *Marine Policy* (with Alistair McIlgorm, Susan Hanna, Gunnar Knapp, Pascal Le Floc'H, and Minling Pan), "Analysis of Factors Influencing Grain Traffic on the St. Lawrence Seaway", *The Journal of the Transportation Research Forum* (with Stephen Fuller, Francisco Faire, and Maria de Carmo Afonso), and "'How glad I am that I am able to do this': Uncle Bill in the RCAF, 1940-1942." *Canadian Military History*.

Michael Moir, Be Careful What You Wish For: The St. Lawrence Seaway and Toronto's Aspirations to be an Ocean Port

The Toronto Harbour Commission (THC) was created by an act of Parliament in May 1911 in response to a lengthy struggle to replace ramshackle wharves with a modern port that – coupled with reclamation of land from water to accommodate industrial and commercial tenants – would drive the city's economic development. Merchants and manufacturers constantly looked eastwards, advocating for a system of locks and canals that would open up the port to the larger freighters that served international markets. Their dreams materialized after World War II, when Canada and the United States embarked upon a massive program of construction that built the St. Lawrence Seaway. The THC responded with an ambitious plan to add modern cargo-handling infrastructure on the inner harbour, as well as designs for a deep-water port in a new outer harbour. Construction began on marine terminals and a heavy-lift crane in the 1950s and early 1960s, financed by borrowing that would be repaid through increased harbour dues (the fees levied on cargo moving through the port). This plan, however, did not anticipate the emergence of containerization during the 1960s, and its dramatic impact on the traffic of ocean-going tonnage on the Great Lakes. This paper will examine the convergence of port planning and technological change that had a profound impact on the role of the THC and municipal politics in Toronto for several decades.

Biography: Michael Moir was the Records Manager/Archivist for the Toronto Harbour Commissioners from 1984 to 1995. He was appointed Director, Corporate Records Systems and City Archivist for Toronto in 1998, and joined York University Libraries in July 2004 as the University Archivist and Head of the Clara Thomas Archives and Special Collections. He currently serves on the Council of the Canadian Nautical Research Society.

Roger Sarty, G.F.G. Stanley's 'The Army Origin of the Royal Canadian Navy' Revisited

In the summer of 1954, army historian G.F.G. Stanley published a somewhat tongue in cheek article claiming that in Canada 'the senior service' owed its existence to urgings of British army

officers serving in Canada during the late 19th century about the need for a naval service to protect the young country. This paper shows how archives-based scholarship since the 1960s has in fact substantiated Stanley's argument. Canadian Militia headquarters confidential and secret files opened in the 1980s demonstrate in detail that the Canadian general staff, from its creation in 1903-4, lobbied within the government and through 'inspired' items in newspapers for the establishment of a navy. The paper also explores how, after the new Royal Canadian Navy was nearly stillborn with the budget cuts imposed by government of Robert Borden in 1911, the main operational role of the skeleton sea service became support of the army.

Biography: Roger Sarty is a Professor of Naval Military History at Wilfrid Laurier University, Waterloo, Ontario. Educated at the University of Toronto and Duke University, he combines experience in the federal public service as an official historian, museum administration, and academe. He is a past editor of *Canadian Military History* and *The Northern Mariner/Le marin du nord*. Professor Sarty is currently the First Vice President of the Canadian Nautical Research Society and has served on Council for many years.

Maurice Smith, The barque *Garden Island*: An Excursion into Ocean Shipping

The construction of the 178 ft. barque *Garden Island* occurs about mid-way in the corporate life of the Calvin shipping and timber empire. D. D. Calvin, a Vermont Yankee moved his timber business from Clayton, New York to Garden Island near Kingston, Ontario in 1836. Delano Dexter, the patriarch followed in 1844 thus buying into a trading route dominated by British Interests. By doing so he had access to British colonial banks and he escaped middleman expenses when he shipped timber out of an American port.

Timber was delivered to the Back Bay of the island from the Great Lakes, initially by schooner and later by purpose built steamships. The firm was diversified and vertically integrated. They forwarded timber for others and on their own account. They constructed over sixty vessels to be used as tugs, for salvage (called wrecking), barges and those with bow and stern doors for transporting timber.

The best years in the 1860s were followed by a worldwide depression in the 1870s when the timber trade fell off. In response they laid the keel of the *Garden Island* in 1875, in large part to keep their senior shipbuilders employed. Launched in 1877, the barque served the Calvin's for seven years in international bulk trades.

The paper examines the construction and design of the *Garden Island* and its operation until sold in 1884, including an analysis of crewing drawn from Agreement and Account of Crew. Primary sources are drawn from Queen's University Archives, the Marine Museum of the Great Lakes and at the National Archives, Kew.

Biography: Maurice Smith was a professional sailor, in sail for thirteen years. He has a British Marine 'ticket' and has served as navigator and master. His sailing experience includes the Great Lakes, the eastern seaboard of North America including the West Indies, the English Channel, and the Baltic. In 1977, he was recruited to assist the Marine Museum Board of Directors to develop their shipyard site on the Kingston waterfront and to 'build' the collections. Twenty-

three years later, he retired as the Executive Director of the Marine Museum of the Great Lakes. The museum now has extensive research and exhibition collections. Many of the collections have been designated as Canadian Cultural Property and have been cited in a variety of academic papers. Maurice is among a rare group of curators who combine a detailed knowledge of maritime history with practical experience in material culture studies.

Smith has served as President of the Ontario Museums Association, Canadian representative on the Council of the International Congress of Maritime Museums, a tough demanding task on the intellect and palate that took him to maritime museums in the United States, Europe and the United Kingdom. He has served as President of the Kingston Historical Society and is currently immediate past President of the Canadian Nautical Research Society. He is still active in the fields of maritime history and museums.

His book, *Steamboats on the Lakes: Two Centuries of Steamboat Travel Through Ontario's Waterways* was published by James Lorimer and Company in 2005. In 2013, he prepared a 120,000 word manuscript dealing with the corporate and operational history of Canada Steamship Lines History which was delivered to the CSL Group in Montreal. His current projects include a history of *Garden Island: A Timber and Shipping Empire* and a corporate and military history of the Stone Frigate 1819, located at the Royal Military College.

Trevor Williams and Merlin Bunt, The Last Steamboat Whistle: The Rise and Demise of Chilliwack Landing at Skwah First Nation, 1863-1928

Prior to roads and faster vehicles, First Nations and settlers alike in British Columbia used watercourses, such as the Fraser River, as their major transportation corridor. Regional riverside landing and dock facilities became busy with activity, and today are fondly recalled by their host communities, but not at Chilliwack, British Columbia.

Chilliwack Landing was a thriving Fraser River port-of-call for many years, a small storefront centre located along a rapidly eroding riverbank, and it became the regional focus of river travel and commerce. However, the relationship between Chilliwack's growth and the 60 years which steam-powered riverboats worked from Chilliwack Landing is largely unknown because 'the Landing' was located within the Stó:lō reserve of Skwah First Nation. This circumstance resulted in most First Nations residents and Chilliwack pioneers having relatively little control over their adjacent steamboat landing, while other stakeholders, such as Isaac Kipp, band chiefs, the federal Department of Indian Affairs and private riverboat operators, did. The arrival of trains, the emergence of Centreville as the new commercial focus of Chilliwack, and introduction of Indian Agents to 'administer' Skwah First Nations were contributing factors to Chilliwack Landing's ultimate demise.

Many iconic Fraser River steamboats regularly docked at Chilliwack Landing, including the SS *Ramona*, SS *Beaver II*, SS *Paystreak*, and SS *Gladys*, amongst others. This paper will examine how the role of the Fraser River in Chilliwack's life and economy slowly diminished, and how bank seizure of the SS *Skeena* after Captain Seymour's death in 1928 ended the Chilliwack Landing steamboat trade at Skwah First Nation.

Biography: Trevor Williams has extensive experience as a writer, researcher, and urban planner in various parts of Canada and British Columbia. He was educated at Dalhousie University and Rutland Senior Secondary School in Kelowna. He is the author of *Affordable Housing Handbook* (HRM Housing Resource Group, 2004), “Compulsive Measures: Resisting Residential Schools at One Arrow First Nation, 1889 – 1896,” *Canadian Journal of Native Studies*, and “Hayter Reed and the Nativity of Compulsory School Attendance for First Nations, 1893-1897,” *First People's Child and Family Review*. His research and professional expertise is in First Nations, land and geography, law enforcement, and historical land regulation.

Biography: Merlin Bunt was born in Chilliwack, BC, the fifth generation of his family from this historic community. In particular, back in 1862, his great-great-grandfather was the first settler in Chilliwack. Merlin is a Chartered Professional Accountant and a University of British Columbia graduate. He has extensive experience in writing and editing, and he has contributed to many and varied forms of reports, proposals, and articles. In addition to his professional experience, Merlin has created a website in which he regularly posts articles that he writes on Chilliwack's history:

<https://www.facebook.com/chilliwackhistory/>

Specifically, this site examines the historical background of Chilliwack's people, places, and events, combined with his and his family's personal perspective.