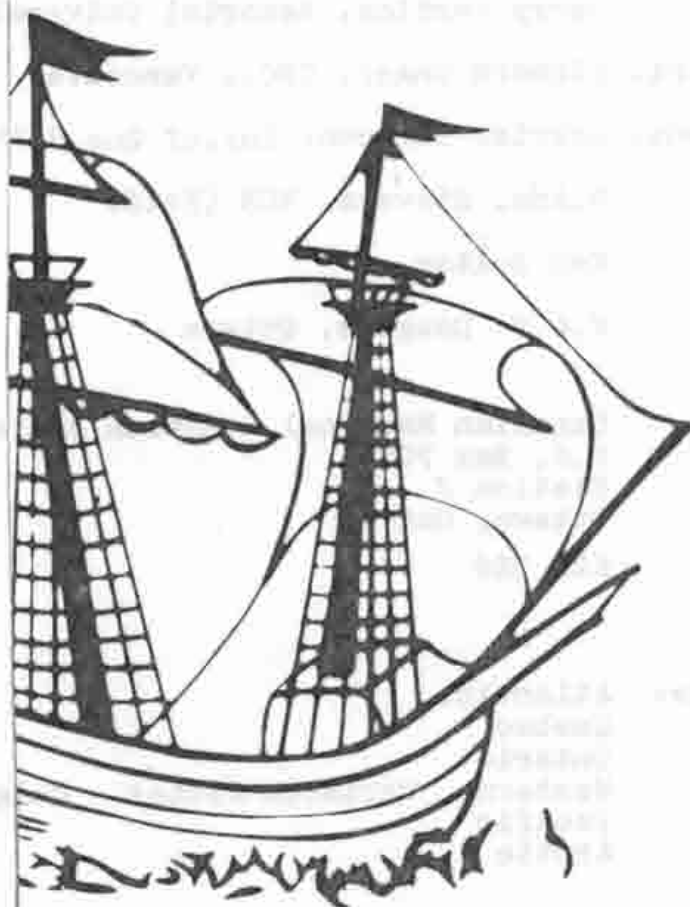


ARGONAUTA

The Newsletter of



**The
Canadian
Nautical
Research
Society**

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31 December 1984

The Canadian Nautical Research Society

Established 1984

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Your Newsletter is only as good as the contributions you send in - PLEASE CONTRIBUTE

Incorporation of the Canadian Nautical Research Society

We have now reached maturity and are the proud possessor of papers of incorporation in the name of the Canadian Nautical Research Society - our previous name, the Canadian Society for the Promotion of Nautical Research, having been deemed too cumbersome. Those of you who know your editor and his present employment are earnestly requested not to put too fine an interpretation on the new initials - CNR S. It is a pure coincidence!

With our new status there is a requirement to 'follow the rules'. We are established, we have a constitution, we are a legal entity. It is now mandatory for correct procedures to be followed; there must be no more ad hoc decisions affecting the Society. We have grand aspirations of becoming a national institution - and indeed our membership bears impressive testimony to our success so far, ranging as it does from Newfoundland to our most western isles. By the nature of things there is a predominance of members from central Canada, but so far the greatest response and interest since the appearance of the Newsletter has been from the West Coast. We must paint with a broad brush and cover interests from coast to coast, both east-west and north-south.

Research-at-a-Distance

On the subject of communication, or perhaps more correctly, lack of, one of our western members deplores the fact that it is becoming increasingly expensive to conduct research at long distance. Interlibrary Loans are becoming prohibitively expensive, and in many cases microfilm of those original documents filmed is of poor quality. He makes the valid point that in the final analysis a contract researcher does not have the same interest, the same eye, as the contractor, and thus histories that use them have not the same authenticity. He suggests a large step towards a remedy could be "a computer printout of titles and authors of all books in Canadian libraries on the subject of...ships and shipping". We have seen this suggested before, and it merits discussion at our annual meeting. Documentary sources on our interests is fragmentary and we should actively consider means to disseminate its location and scope at every opportunity.

"The Shipowner in History"

Maritime historians had the opportunity for a rare meeting of minds at an international symposium recently held at the National Maritime Museum, Greenwich, to discuss the above theme. Over seventy participants from twelve countries, including seven from Canada, heard talks on a wide range of topics within that framework, grouped under these general headings:

The Shipowner in Society; Shipowner as Entrepreneur
Specialist Owners in the 16/18th century Europe
Corporate Ownership in the 18th Century
Financing the Shipping Industry; Patterns of Ownership in N.America
Modern Multi-national Ownership; Shipowner & Technological Advances
Developments in Ownership - Indian Ocean & Far East
Private Shipping in Public Services.

In the section on North America three of the five speakers centered on the Canadian experience. The Maritime History Group, the groundlaying maritime history specialists at Memorial University in Newfoundland, represented by Skip Fischer & Gerry Panting, continued their exposition of how Canadian sailing ship fleets were viable commercial concerns long after it has been popularly imagined, and that Canadian sailing-ship owners got out of the business at their own volition to employ their capital more lucratively elsewhere in landward enterprises. K.S. Mackenzie extended this argument into the steamship era, arguing that Canadians had a much larger steam merchant fleet than previously imagined, and that these owners too, for a variety of reasons not the least of which was a non-sympathetic government, transferred their capital elsewhere when better investments appeared.

It was a most urbane conference, with little of the stridency that one can sometimes encounter in North American conferences of a similar nature. This was helped by the fact that, in addition to being truly international, the participants were united by a common bond to the sea. Many had in fact been seafarers or at least connected with a sea-going profession in one way or another, which gave them an innate understanding of the problems of others. When taken in conjunction with the superb location and the hospitality of Lloyd's of London Press, the National Maritime Museum (under the imprimatur of the International Commission for Maritime History), and the Society for Nautical Research, it made for a grand and fruitful time.

It is hoped that the papers will eventually be published; anyone wishing more specific information should contact your editor.

Nautical Research in Canada

Of particular significance to Canadians was the fact that the CNRS had six members in attendance at Greenwich. For some time now it has become evident that there is an awakening interest in our country's maritime heritage. There is an enormous amount of work and interest in the topic, be it academic research, or the establishment of specialist museums and study groups, or heritage restorations, or just plain ship nuts. There is room for them all in the CNRS, as we intend to appeal to all tastes, salt water or fresh, scientist or layman, enthusiast or specialist or academic. We also wish to emphasize our determination that the Society foster and maintain a truly Canada-wide perspective and does not become overly concerned with any one area or interest.

As well, we have neither the desire nor the intention to interfere with the activities of the other fledgling nautical societies in the country. In fact, we will be approaching them all in the near future to obtain the consensus of opinion as to how best we can all co-exist and cooperate to the mutual advantage of all. What we must do, too, is ensure there is no expensive duplication of effort, that we do not work in destructive competition. For example, we know of at least three people working on one aspect or another of the CN Prince boats that operated on the West coast and elsewhere - yet they have not exchanged notes nor have they approached the CN Archivist for possible sources of information.

The Task Force on Deep-Sea Shipping

(of a maritime awakening)

Even the government seems to have sensed this feeling, and seems to have moved to take advantage of it. By all reports the Task Force is finding a more positive approach to the hoary question of the viability of a Canadian deep-sea merchant marine. Certainly the new government has not used its prerogative and cancelled it; in fact, its time for deliberations has been extended. Many of us in our professional side are interested in this, and will be eagerly awaiting its final report.

Editorial Policy

As stated in our first number it is our intention to publish a full-fledged journal as one of the features of the Society - and the sooner the better. To this end the operation of this Newsletter will be very much a sounding board for the proposed journal. Flexibility will be the keynote, and an informal approach entirely acceptable. We want all members to feel comfortable in communicating with us and having their material published. We will have no 'style sheet' for the Newsletter, and will develop a catholic one for the journal.

We do ask that the material have a Canadian content - either contributors writing on Canadian topics, or Canadians writing on any nautical one. We will only rarely reprint articles, as there is sufficient unpublished material 'out there' to keep us going for many issues. We do not as yet have an extensive bank of items, so get writing. The larger articles should be about 1000 words - three type-written pages, while book reports/reviews should be succinct and highlight the contents of the book rather than show off the knowledge of the reviewer.

Title for the Newsletter

After a spirited competition (six suggestions) your editor has selected the name Argonauta. Congratulations to Alec Douglas, who shall be suitably rewarded. Perhaps this quotation from Pope, via Bullfinch, (p. 158) will show our reasoning:

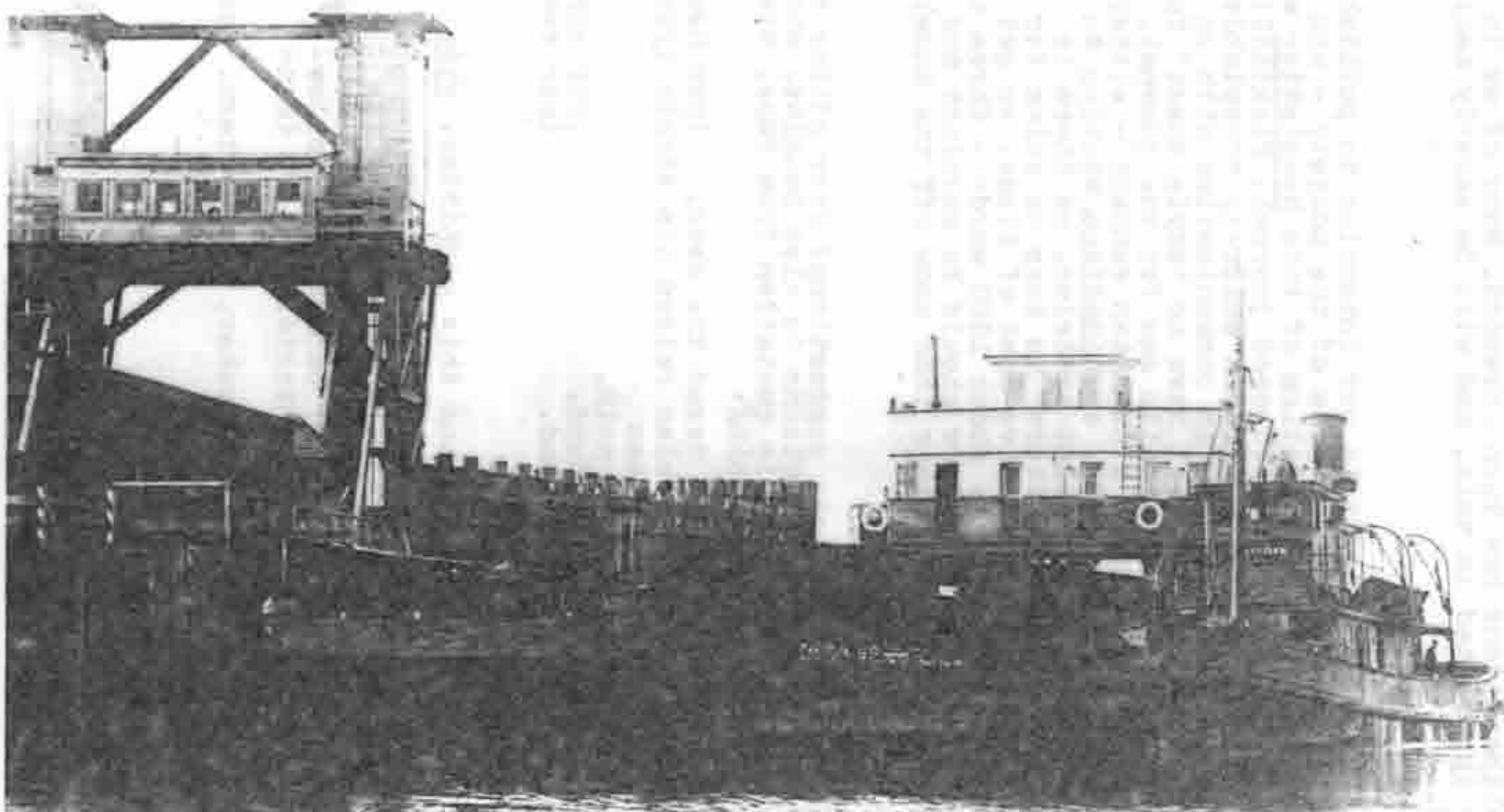
So when the first bold vessel dared the seas,	(our Newsletter)
High on the stern the Thracian raised his strain (your ed.)	
While Argo saw her kindred trees	
Descend from Pelion to the main.	
Transported demigods stood round,	(our contributors)
And men grew heroes at the sound.	(our readers)

Liaison Committee

We are in the process of establishing this committee, vide: the constitution, para 28:-

There shall be a Liaison Committee appointed by the Council, comprising the Chairman, who shall be a member of Council, and Directors for each of the following regions: Atlantic, Quebec, Ontario, Western (Man-Sask-Alta), Pacific and Arctic.

We have one nominated to date - Christon Archer, for Western. Council would welcome suggestions and offers.



A TALE OF TWO SHIPS

The maritime industries on the BC coast have, until recently, been real pioneering ventures. As such, and serving a 'boom or bust', resource-based economy, improvisation has been a necessity and a cleverly-managed feature of their operation. This account of the lives of two ships on the coast, Germania and Sebastian, will show readers examples of this improvisation in action.

Germania was a coal-fired, triple-expansion-engined steam whale chaser, built in 1903 at Christiania (now Oslo), in Norway, for use by a Norwegian whaling syndicate. She was stationed at Corral, Chile, hunting off the southern tip of South America in 1910, when she was purchased by the Pacific Whaling Company, of Victoria, BC. She sailed from Corral to Victoria, making stops at Callao, Peru and San Diego, for coal. Upon her arrival at Victoria she was changed from Chilean register to Canadian, refitted, and sent to Sechart, a company whaling station on the west coast of Vancouver Island. At Sechart she was fitted with a reversing gear; she was then assigned to Rose Harbour, in the Queen Charlotte Islands, for the balance of the 1910 season.

The coal-burning, triple-expansion-engined whale chaser Sebastian was built in 1904 by the same company that had built Germania. She was used in whaling in the Gulf of St. Lawrence prior to being purchased in 1910 by the Pacific Whaling Company. She sailed from St. John's, Nfld., to Victoria via the Straits of Magellan, stopping at Punta Arenas, Coronel and San Diego, for coal. After overhaul at Victoria she was sent to Kyuquot whaling station, also on the west coast of the island, for the 1910 season.

In the spring of 1911 the two whale chasers worked together for the first time. They were chartered by the Dominion government to carry out fisheries protection services off the west coast. The only mentionable incident of this foray into policing work was the near arrest of an American fishing vessel by Germania. The interloper was sighted inside the three-mile limit, and closed. However the culprit cut loose her gear and beat her way across the critical line before her pursuer managed to capture her. Germania did manage to recover over \$600 worth of hastily-abandoned fishing gear.

In the 1911 whaling season Sebastian, while working out of Rose Harbour, harpooned a sperm whale which took eight harpoons before dying. The wounded animal towed the chaser for the best part of three hours, despite the vessel running her engines astern.

In 1914 both were employed by the Canadian Northern Pacific Fisheries Limited, Sebastian being stationed at Sechart.

In 1916 the Canadian Northern Railway Company's marine division, Canadian Northern Steamships Ltd., needed two coastal towboats. The whaling industry, which had built up quite a fleet of whale chasers, found itself with surplus tonnage, so Germania and Sebastian became units of the railway's steamship fleet as tugboats. They were fitted with enclosed wheelhouses and proper towing equipment. Their whaling guns and whale arresting gear were removed and their sterns cut down for new towing decks. Their initial duties were to tow two newly-constructed railcar barges between Port Mann, on the Fraser River, and Patricia Bay, north of Victoria on Vancouver Island.

The two new barges were the Canadian Northern Pacific No.1

and the Canadian Northern Pacific No. 2. Each carried nine railcars, three on each track, and took a crew of captain, three seamen and a cook, housed in a superstructure aft. The two tugs also towed the railcar barges between Port Mann and Ogden Point, the site of Victoria's deep-sea docks.

In the spring of 1919 the Canora, a new steam railway car ferry, which had just been delivered from her builders at Levis, Quebec, took over the Port Mann-Patricia Bay service. Germania and Sebastian were still employed towing car barges between Port Mann and Ogden Point, and were also put on feeder lines out of Pat Bay. They called at Genoa Bay and Chemainus, on Vancouver Island, from where large sawmills were shipping wood products and power poles, and at James Island, the site of an explosives plant. They towed the nine-car barges that had constituted their first employment as tugs. At Pat Bay they picked up and delivered railcars brought across the Gulf by Canora.

In 1923 Sebastian was renamed Fraser, while Germania became Saanich, as representing the mainland end of the service on the Fraser River and the Saanich Peninsula location of Pat Bay. Then, in 1928, upon the acquisition of two newer tugboats, Saanich was put up for sale, while Fraser was kept in service by the railway until 1940, under the name Canadian National No. 4.

In 1931 Saanich was sold to a Captain Charles Goodwin, who operated her as an independent tugboat. In 1940 she went to work, under charter, for Armour Salvage & Towing Company, of Prince Rupert and Vancouver. In that year too Armour purchased Canadian National No. 4, thus reuniting the pair. However, she was resold the same year to BC Packers Ltd., of Vancouver, and stripped down to become a fish barge. She was lost in 1945.

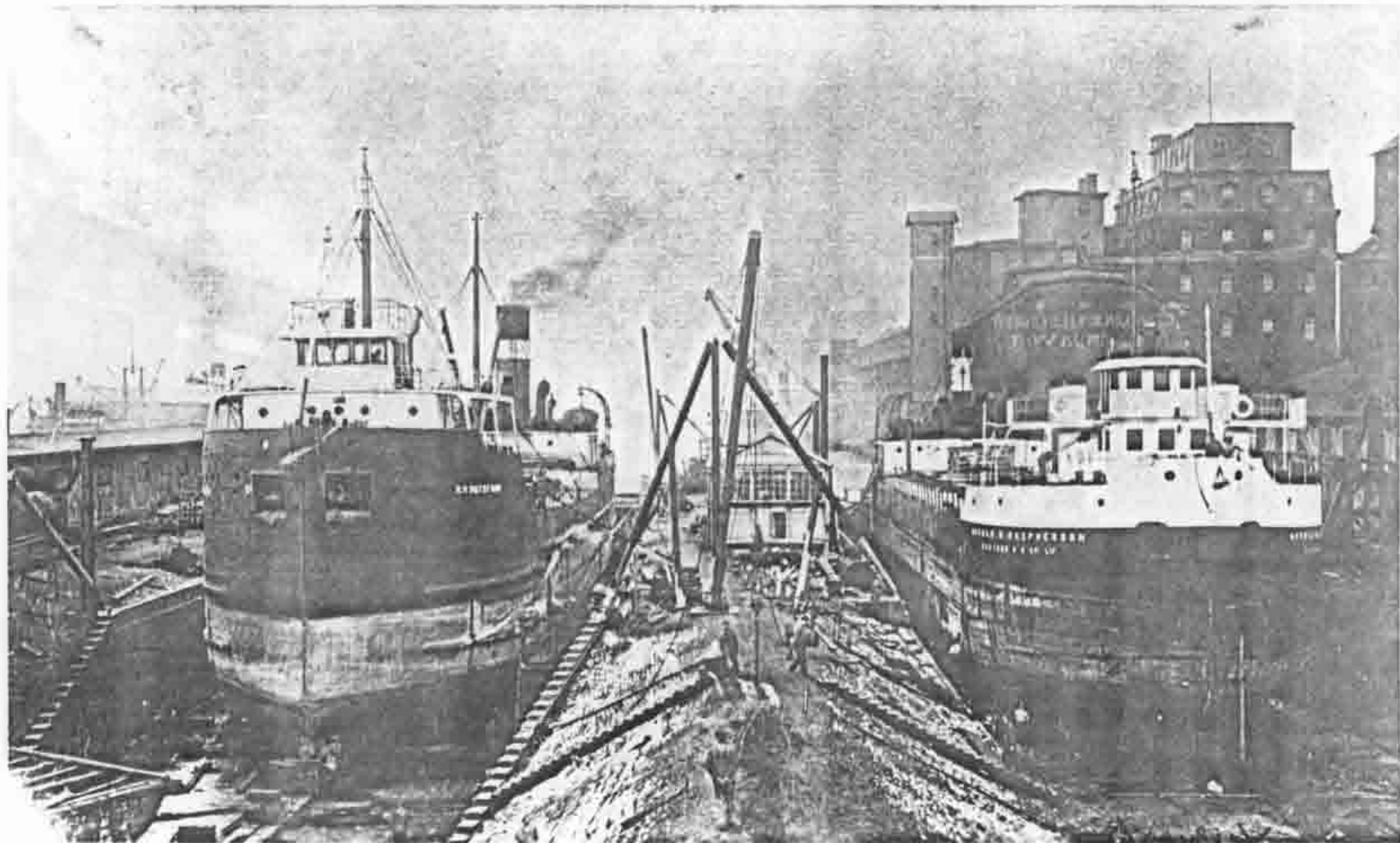
Saanich continued to tow for Armour until 1947, when she was purchased by the Coastal Towing Company Ltd., Vancouver. Then, in 1948, during a revival of the BC coast whaling industry, which had collapsed towards the end of World War II, Saanich was again called upon to follow her original vocation. She was purchased by the newly-formed Western Whaling Company, Vancouver, taken to Victoria, and refitted as a steam whale chaser.

She became a member of a three-vessel chaser fleet operating from a former RCAF seaplane base at Coal Harbour, on the west coast of Vancouver Island. By the end of the 1948 season it became evident that the forty-four year old Saanich was not up to the requirements of the modern whaling industry. She was stripped of her gear and sold for scrap, being finally broken up in 1950.

So ended the career of the second of the two fine companions that successfully served the BC coast for many years, first in their intended roles and subsequently in others based on the current requirements of their owners.

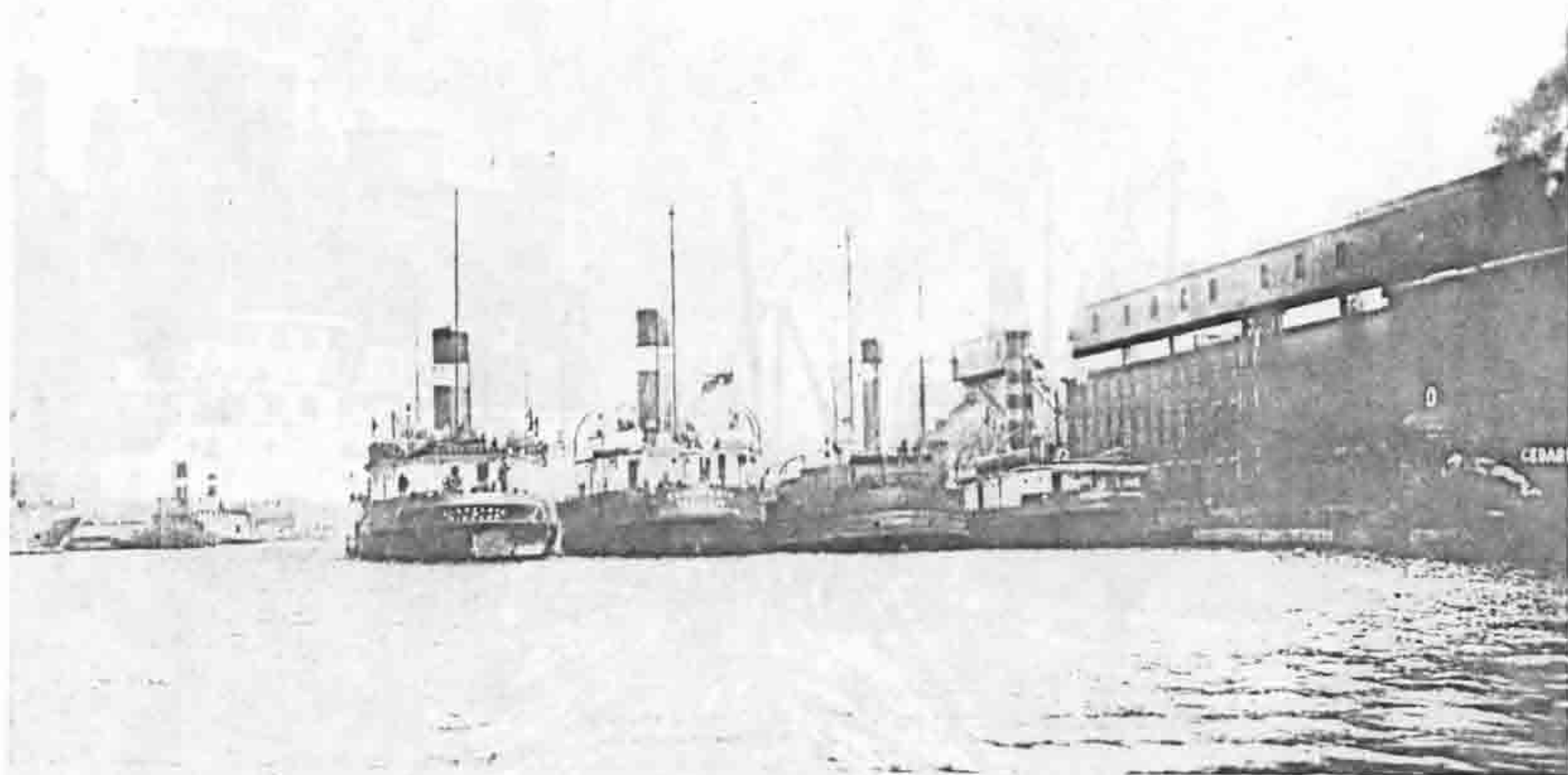
The material for this article came from a sourcebook being compiled by the author on all aspects of the BC Tugboat Industry.

Robert L. Spearing, Victoria



N.H. Botsford & Norman B. Macpher-
son in Montreal Dry Docks Ltd,

Anonymous/Public Archives of Canada
A.Merrilees/ PA-139991



Glenclova, Glenorvie, Knowlton &
Metcalfe near elevator. Cedarbay (?)
Annon/Public ARchives of Canada/
A.Merrilees/ PA-139992

A Puzzle from Lloyd's Register for 1916

The Register names the steamships Amelia, Bella and Annetta with Montreal registration and owned by the Donald Steamship Company. They had been transferred that year from Bristol, England registration and they were non-refrigerated banana boats belonging to John Donald, of New York, who had run them from their completion in 1903 on charter to the United Fruit Company. Donald was a minor Scottish shipowner who had gone to New York around 1887 as the representative of a marine paint company, taken US citizenship, and purchased some second-hand ships.

Encouraged by United Fruit, he had built five banana boats for the trade along the US coast. The three ships named came from Swan, Hunter at Newcastle. They measured 1280 gross tons with a length of 227 feet and breadth of thirty-seven, their triple-expansion engines by North Eastern Marine giving them the high speed, for such small ships, of 12½ knots. John Donald was a remarkable man and was chosen in 1915 as the first Commissioner of the United States Shipping Board. At once he sold his shipping interests, and the three banana boats then appeared on the Montreal register, together with two of his cargo steamers, Honoreva and Thyra Menier, also British-built and in the Canadian lumber trade.

A member of the Donald family informed me that the purchaser was a well-known New York shipping agent, Philip de Ronde, no doubt a speculator in tonnage in view of rising prices during the war. Presumably he sent them to Montreal where they would be out of the way of U-boats; my information is that they were employed on the Great Lakes.

The Amelia and Annetta were sold in 1919 to the Atlantic Fruit Company of New Orleans, for which they worked as banana boats until 1933-4. The former ended as part of a breakwater in Mexico, and the latter as a petroleum hulk at New York. The Bella seems to have worked for the USN before going to a New York owner, who lost her when she foundered off the east coast in 1922.

The Honoreva and Thyra Menier were of Ballard-hull construction and registered 1457 gross tons on a length of 240 feet. My information is that Henri Menier, the chocolate king, at that time owned Anticosti Island, where he was trying to develop the timber trade. Apparently he backed John Donald in the construction of the ships, which worked to the island and in the sugar trade during the winter when the river was frozen. These facts have already been published in my book The White Ships but I would be glad of any confirmation from Canadian sources.

Both were sold in 1917 to the Cie. Royale Asturienne des Mines, a Belgian company in exile in France. Honoreva disappeared from the Register in 1918, but Thyra Menier had a long career under several names. She went back into Lloyd's Register as the Empire Conderton in 1946, and was scrapped as the Irene M in 1956 - I believe in Canada. Can any of your readers help me?

Dick Parsons, Bristol, Eng.

The History Project of the Company of Master Mariners of Canada

The Company feels the loss, by early death, of Professor Keith Matthews, who had chaired the Maritime History Group at Memorial University of Newfoundland. Keith's cheerful goodwill and enterprise did much to bring the Company and the academic community to bear on each other, changing the prospect of marine history for this country. The Company renders homage to Keith while developing its plans for oral history, plans which were confirmed by his advice.

A fresh range of 'living archive' has been opened by the second West Coast reunion of Park Steamships veterans. The November 1984 meeting at the Maritime Museum of British Columbia, Victoria, was attended by 73 seafarers of all ranks, including some belonging to the Merchant Navy Association which already has 60 members across Canada. They bring to light further unwritten histories: for instance, the voyage of a Park ship loaded at Vancouver for the invasion of Burma, routed via Melbourne for Bombay, and on fire in her cross-bunker for 60 days of the passage. Another episode is the post-war adaptation of torpedo-net booms as derricks for lumber cargoes, by which some deckhands were killed. Also of interest is the fact that in 1946, when Canadian-flag Parks were said to be threatening Australian jobs, the Australian government had several Parks on long-term coasting charters under the UK flag.

The first tapes of memoirs have been delivered to the Company's history committee by a Park veteran. It is hoped that many other seamen will follow suit, until we have a library of two or three thousand tapes. Still untouched is the Transport Department archive containing some 1100 wartime and 1900 post-war voyage-agreements and logbooks of Parl steamers worldwide voyaging under the Canadian flag. When the study of these can begin valuable checks and details will be provided to the library of tapes.

Present research in secondary sources include the history of the Royal Mail Line and Canadian government contracts. Also to be studied is the growth of German merchant fleets in relation to the kriegsmarine, which offers both a telling contrast and a new perspective on imperial British and Canadian policies, laws and fortunes.

Gerald Morgan, Victoria.

The Canadian Canal Society would like to keep in contact with other marine and/or heritage groups. Let's exchange information; it also operates a bulletin and is looking for reciprocal arrangements. The address is: P.O. Box 1652, St. Catharines, Ont., L2R 7K1.

BOOK REVIEWS

Ken Drushka, Against Wind and Weather: The History of Towboating in British Columbia, Vancouver, Douglas & McIntyre, 1981, 258 pp., maps and photos.

On the BC coast, throughout its development, tugboats, or toe-boats, as they are called interchangeably, have been like corpuscles in the bloodstream of settlement and commerce. They carry a great deal of responsibility even today for the functioning of the coast. Yet, except for a few dramatic rescue situations, the lives of these tugboats, the men that sailed them, and the companies that rose and fell or were absorbed and amalgamated around them, have been largely ignored by historians.

The Council of Marine Carriers, an association in Vancouver which boasts many of the larger towboat companies in its membership, commissioned Ken Drushka to write a history of BC's towboats. It was to be an attempt to preserve and make available to the public a collection from the scattered material available. It might be called an "11th hour" rush to prevent the extinction of the material which the industry had shown little interest in preserving prior to 1981.

The author, always aware of a time limit, set out to gather what he could and arrange it into a usable manuscript. He introduced his topic by describing the geography of the region, a sea-girt coast which by its nature and extent has spawned the largest tugboat fleet in the world. He also pointed out the changing hazards of wind, weather and tide that make the towboaters' art one of great nerve and skill. Small wonder that many of the tugboat captains step up to become coastal pilots, guiding huge ships safely through the same waters in which they towed.

He then moves on to look at the roots of towboating on the coast and the alliance of the tugs with deepsea sailing ships.

Then the text takes us into the towing of logs, fish and coal barges and into the era when more and more tugs of more and more varied sizes were in demand.

The writer looks at the 1920's when towboating was booming, and traces the development of some of the companies at this time. Then comes the depression of the 1930's with a blow below the belt which at least equalled that felt by the related resource industries. A very brief mention is made of the World War II period. Much of the remainder of the text is committed to the post-war development of tugs from relatively simple, but rugged, vessels, to highly-technical, super-powered, sophisticated and specialized machines. It also goes into the many mergers that occurred, mainly due to the competition and extremely high costs of the new technologies and of the increased size of the equipment involved. Finally the author devotes some space to a cross-section of histories of individual towboats, with details of their equipment and so forth.

Throughout the book, separated from the main text by being printed on grey panels, are anecdotes taken from interviews with people in the industry.

The overall idea of the book is good. However, it is unfortunate that it is billed as "the History of Towboating in British Columbia", as it falls far short of that target in several ways. First of all, as the author admits in his introduction, the real

history is so intricate and complex it is impossible to do it justice, even in an overview, in a book of this size. Also, much of the material used in the main text is quite recognizable as coming from secondary sources - and it perpetuates the mistakes made in those sources. There is very little evidence in the book of original research. The text also contains some open-ended and misleading statements, and in places even contradicts itself.

Some of the major changes, operations and developments in the industry and the reasons behind them have also been left out. The overall result is a choppy, wandering, hard-to-follow, and at times inaccurate manuscript.

The book is well illustrated with a good variety of photographs. Many are of good quality, but there are also some fuzzy and grainy ones that detract from the overall quality. As well, unfortunately, the publisher, in following the trend towards 'coffee table' format, has seen fit to split many of the photographs between two pages. This certainly detracts from their effectiveness, especially where a tug is dissected and the two halves do not quite meet.

Many of the photo captions also contain mistakes.

The maps are quite simple and easy to read, but are not sufficiently detailed to help locate many of the happenings mentioned in the text.

The most delightful parts of Against Wind and Weather are some of the anecdotes. They are not entirely accurate, but they do give a flavour of towboating, towboaters and the shore operations that made the towboat industry so vital to the bloodstream of the Pacific Coast of British Columbia.

R.L. Spearing

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Two Canadian naval history books have recently received the ultimate accolade - they have reappeared after their initial publication. Donald Schurman's Education of a Navy is reissued in a beautifully-produced slim volume some twenty years after it first saw the light of day, whilst Jim Boutilier's RCN In Retrospect: 1910-1968 has been reprinted in paperback.

Schurman's navy was the Royal Navy, while Boutilier's authors wrote about the Canadian version. And whilst Schurman's purpose was to show how RN officers were brought, often against their predilections, to think deeply about their profession, Boutilier's readers receive no such prodding. Except for the piece by Milner there is little food for thought in Retrospect; memories, yes, but not the thoughtful look back of true retrospect.

The books are excellent reading in their own lights and have been well-reviewed before. It remains here simply to state that Retrospect is that "record of battles" from which Schurman's 'uneducated' naval officers were weaned commencing about 1867. Our sea element has some way to go yet!

Schurman, D.M., The Education of a Navy; The development of British naval strategic thought, 1867-1914, Krieger Publishing Co., Malabar, Fl 32950.

Boutilier, J.A., The RCN In Retrospect, 1910-1968, UBC Press, \$14.95.

Jason

Notes and Queries

The recent international symposium on the theme of the Maritime Traditions of Quebec, held in Quebec 10-12 October, was reportedly a success. Its objectives were fourfold:

To become acquainted with the state of the most recent research on maritime traditions in Quebec;

To make known the scope of this field of activity;

To compare experiments and approaches with those of other countries similarly involved; and

To awaken general interest in our maritime culture.

The topics ranged from the age of discovery, to marine resources and fisheries, navigation and transportation on the St. Lawrence, conservation and utilization of maritime artefacts. An active programme was arranged, sponsored by the Quebec Ministère des Affaires culturelles.

It would seem that two of its objectives were not met - there were only eight participants from outside Quebec (seven from France, and one from Britain), and the Rip Van Winkle of interest in maritime culture remained asleep - the press seems to have paid no notice of the conference outside Quebec City. In this of course we can commiserate, as it is the same problem that we face and hope to be able to overcome. If any of our members attended we would be pleased to receive a brief report for the next Newsletter.

Our secretary, Alec Douglas, has an article on the November 1984 edition of The Mariner's Mirror entitled "Canadian Naval Historiography". With eleven pages of text, a bibliographical note and copious footnotes it is an excellent entree for the uninitiated to Canadian naval historiography - "a young and now burgeoning field", Alec claims. I hope they 'burgeon' into our Newsletter as well!

Following on the find of a World War II German remote automatic weather reporting station in Labrador (which propelled our Secretary into national if not international prominence) Alec has word of another find there. A little older, perhaps not as newsworthy, it is apparently a triangulation marker from HMS Challenger's 1932 survey of the Labrador coast. Alec report

it is a pole, on a base about three feet in diameter and four feet high, set in cement...with a plate reading

North Base 56° 38' 38.08" N

61° 36' 31.84 W

South Base 204° 32.3"

7,620,986 feet

HMS Challenger 1932

The marker was discovered by Josa Kajui, through whose offices and with the assistance of Randy Sweetnam it was removed from its crumbling base, to end up in a suitable museum.

We have two books to notice in this issue, one from each end of the country; they deal with different aspects of our maritime heritage. From BC we have a "nostalgic memoir about two great British Columbia seamen". Written by Norman Hacking, perhaps the doyen of maritime authors on the pacific coast, this book, entitled The Two Barneys is a short (62 pp) evocative and enticing summary of the careers of a remarkable father-and-son combination, the two Barney Johnsons. In the scope of the careers and activities of these two men we can see almost the entire range of maritime operations on the west coast.

From St. John's we have East Coast Panorama, by J.P. Andrieux. Its subtitle is equally descriptive, for this book gives capsule summaries of the "history of shipping companies on Canada's East Coast from 1900 onward". Although the forward mentions the lack of histories of "the smaller companies that maintained lifelines around the eastern shores" of Canada, Andrieux still finds time and space to deal with CN Marine operations, and the several intrusions of the giant Furness, Withy & Company - with the latter of which he became perhaps a bit mesmerized. The book is restricted to steamship services. It is a valuable addition to our maritime historiography, and goes part-way to remedying the deficiencies in Harry Bruce's Lifeline.

Hacking, Norman, The Two Barneys: A Nostalgic Memoir of Two Great British Columbia Seamen, can be obtained from Gordon Soules Book Publishers, Ltd., c-302-305 Burrard St., Vancouver, BC, V6C 2G6, for \$6.94 postpaid.

Andrieux, J.P., East Coast Panorama (152 pp.) costs \$10.95 + \$2 for postage & handling from O.T.C. Press Ltd., 38 Gear St., St. John's, Nfld., A1C 2J5. There is a trade discount for bulk (5 and over) purchases.

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Laurette, Patrick Condon, John O'Brien 1831-1891, (Halifax, 1984), assisted by Charles Armour, Laurie Hamilton & Keith Bantock, exhibition catalogue for the display, "John O'Brien - Marine Painter".

Within this reviewer's meagre experience this catalogue is par excellence for the genre. It places John O'Brien, marine painter, firmly within his milieu, using an impressive variety of sources, contemporary, intermediate and modern. That was Victorian Halifax from 1850 to 1890. It then swings into a technical discussion of artistic matters, and the text, with forty-five small, instructive figures sprinkled throughout, and an endpiece of forty-two black & white and ten colour plate reproductions of O'Brien's works, give a delightful picture of maritime Halifax, civil and military, at work and at play. It is to be doubted there is much more to write about John O'Brien.

To me it also helps to underscore a point I have been cogitating for years - that most (if not all) ship portraitists went about their tasks for a utilitarian, a practical, purpose. As O'Brien himself advertized:

John O'Brien...Marine painter respectfully announces to the merchants and ship masters of Halifax that he

continued on p. 17.

NEW MEMBERS

Andrieux, J.P.	St.Pierre maritime history; recently published <u>East Coast Panorama</u> , on "the history of shipping companies on Canada's East Coast from 1900 onward"
Canadian Marine Transportation Centre, Dalhousie Uni.	Institutional. See blurb p.
Collard, E.A.	History of Canada Steamship Lines
Davies, John	West Coast shipping
Davis, S. Mathwin	Technical developments in Post-war RCN
Dominion Marine Association	Institutional
Doust, David J.	Various aspects of ship design & constr'n
Etchell, Bill	World Ship Society/Nautical Heritage Socy
Griffin, Kevin	Clarke Steam Ships Ltd
Jones, David	CPR Great Lakes fleet
Lawson, Eric	19th century Saint John, NB, shipping; history of the Millidge Shipyard
Mackenzie, Duncan O.	The Mackenzie Bros. Fleet in BC
** Milner, Marc	"The RCN & the Battle for the Convoys"
Schuthe, George	Canadian Deepsea Shipping from about 1900; the Radio Communications Centre, Vancouver 1925-1960's

Amendments - with editor's apology. Frank Clapp's interests also extend to the CGMM/ Park Ships/ and West Coast shipping in general.

** We have just received U.of T. Press's New Books List for 1985 and find there notice of Marc's forthcoming book "North Atlantic Run: The Royal Canadian Navy and the Battle for the Convoys", due in May, \$24.95, at any bookstore.

COMING EVENTS

14 DEC 1984-10 FEB 1985	Exhibition of the Works of John O'Brien, Marine Painter	National Gallery, Ottawa.
25 MAR-30 APR	"	Yarmouth County Museum, N.S.
? APR	"Dive '85" - sponsored by the Hamilton-Scourge Project, with Dr. Joe MacInnis (Contact Emily Cain, Research City Corporation of Hamilton, Hamilton, Ont., L8N 3T4)	Hamilton Research Coordination Officer, 71 Main St. West,
28-30 MAY	Learned Societies; one naval history session; one maritime history topic	University of Montreal, Montreal
29 MAY- 2 JUN	5th Annual Fur Trade Conference	McGill, Montreal
25-30 JUN	Halifax '85: 75th Anniversary of Naval Officers Association of Canada	Halifax, NS
? JUL	Annual General Meeting & Conference, CNRS	
25-28 SEP	Atlantic Canada Workshop (for details write: Kenneth Donovan, Historian, Fortress of Louisbourg National Historic Park, PO.Box 160, Louisbourg, NS., BOA 1M0)	Sydney, C.B.
16-18 OCT	"The Canadian Navy in the Modern World", symposium,	Maritime Warfare School, CFB Halifax, N.S.

We notice a great deal of activity in connection with the 75th Anniversary of the RCN: we will be publicising further in our next number.

can give most accurate portraits (in oils) of their respective vessels, of all classes and on most reasonable terms.*

In this day and age we have our Jane's all-the-world's-everythings; then they had ship portraitists like O'Brien. The only element that appears to be missing from O'Brien's works (and the entire exhibit as seen in Halifax did not travel) is the multiple portrait of one ship within one frame, in different 'poses', both of sail and inclination, the purpose of which was to provide a reference for long-distance recognition. This of course had much more than an aesthetic importance - ships with portraits in existence were more likely to be recognised afar and signalled earlier as they entered harbour, thus giving the merchant/owner time to prepare for its arrival. We do not sufficiently credit the documentary aspect of the works of artists like O'Brien, and it is a shame, for they are often the only contemporary source we possess.

It is an excellent book, as is the show, and the catalogue is well worth the price of \$10. It is available from the Art Gallery of Nova Scotia.

* Page 23, quoting from The Morning Chronicle, (presumably of Halifax), 28 July 1853.

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Queries

1. Can any reader help me to locate sources for these publications, references to which I have seen in the Montreal press of 1875/6?

Arless' Shipping Guide;

C. Moller's Circular;

G.S. Pierce's Circular.

Arless' was described thus in The Gazette, Montreal, 12 May 1875:

We have received this useful and interesting publication for the year 1875. The book, being designed expressly for the use of ship-masters visiting the port of Montreal, is replete with valuable information upon all subjects of special interests to shippers and vessel owners. Among the contents we notice "The Tariff of Pilotage," "Dues to be levied on all Vessels in the Harbor of Montreal", "Charge for Lighterage and Towing", "How to Prove Delivery of Cargo Shipped", &c., in addition to which there are important decisions upon commercial and marine law, rendered by Sir William Mitchell. The work is neatly printed, presents a handsome appearance, and should be in the possession of all ship-masters or others interested in marine matters.

Moller's Circular gave information and reports on "The Steamship Business, apparently from London, While Pierce's Circular was concerned with the Canadian lumber trade. Any help in locating examples of these would be greatly appreciated.



This Centre was established in 1977 with financial assistance from Transport Canada, the Province of Nova Scotia and Canadian National.

The goals of the Centre are to promote understanding of marine and intermodal transportation issues relevant to Canada through teaching, research and information dissemination both within and outside the university.

The Centre has fostered the development of courses offered at undergraduate and graduate levels within the School of Business Administration. Centre personnel have participated in a variety of special courses for transport executives.

Research work is supported by both public and private sectors, with the principal funding coming from the federal Transport University Program. Grants are awarded for proposals that both enhance the research capabilities of students and address questions considered to be of relevance to Canada. CMTC fosters interdisciplinary research by recruiting faculty and students from various disciplines for all its projects. The Centre facilitates the award of Transport Canada Fellowships and Internships to graduate students.

Prospective plans include the development of additional transport related courses over the next few years. More immediately, efforts will be directed to develop management courses and seminars for industry and government people which will also help to increase the visibility of the Centre and strengthen its links to the transport industry.

The base staff of the Centre is purposely small, consisting of a Director and Administrative Assistant. The Director is on the faculty of the School of Business, which permits direct involvement in teaching. Faculty are recruited from throughout the university, and on occasion from other universities, on a project by project basis. There are very close cross links between the members of the Dalhousie Ocean Studies Programme and CMTC.