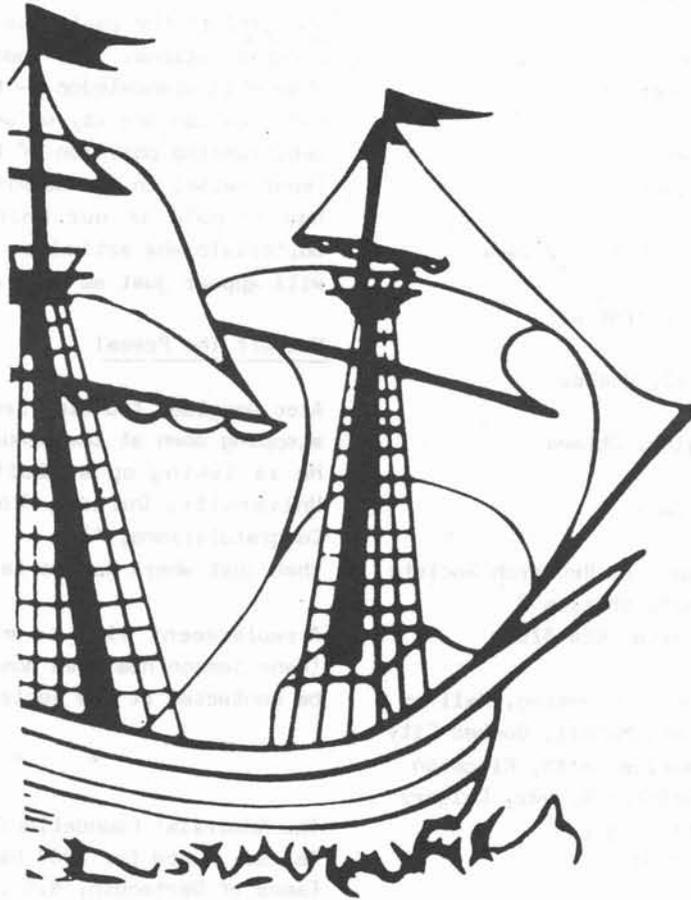


# ARGONAUTA

The Newsletter of



## The Canadian Nautical Research Society

Volume 5 Number one  
31 March 1988

ANNUAL MEETING ISSUE: SEE PAGE 17

## THE CANADIAN NAUTICAL RESEARCH SOCIETY

Established 1984

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<u>Production</u>	Caretext Word Processing, Ottawa (613) 733-4335

EDITORIAL

We are starting off the New Year on a great note! My impassioned editorial has met with success on two fronts -- the subscriptions are rolling in, and I have received more submissions for publication than I have in total in the past four years. Many thanks -- and congratulations. For those whom I have not had the chance to acknowledge -- be patient. You will receive notification one way or another. We are now in the embarrassing position of having shot much of our bolt (money-wise) in the superb "Register" issue and have had to pull in our horns a bit, cutting down on editorials and articles. Never fear, though, they will appear just as soon as we are able.

Hot Off The Press!

Alec Douglas, founding Secretary of the CNRS, will be stepping down at the Annual General Meeting in June. He is taking up a visiting professorship at Duke University, Durham, North Carolina in August. Congratulations, Alec -- and make sure they learn more than just where Canada is.

A replacement will be elected at the June meeting (Jane Samson has been nominated). The Secretary can be contacted at the Society's Ottawa P.O. Box address.

\* \* \* \*

The Admirals' Foundation/Fondation de la Medaille des Amiraux award for 1987 has just gone to Dr. Michael C. Eames of Dartmouth, N.S., Senior Research Scientist at the Defence Research Establishment, Atlantic, for his work on hydrofoils and on the NATO long-term scientific studies related to future naval vessels and their combat systems.

\* \* \* \*

A research project is currently being conducted by Robert S. Elliot of the New Brunswick Museum on the life and paintings of Saint John's resident ship portrait painter, Edward John Russell (1832-1906). Elliot is searching for examples of Russell's work and other materials in order to assess the degree of accuracy with which Russell depicted merchant vessels. Robert would appreciate hearing from anyone who possesses or knows of any E.J. Russell material. His address is New Brunswick Museum, 277 Douglas Avenue, Saint John, N.B. E2K 1E3.

\* \* \* \*

Your newsletter is only as good as the contributions you send in -- so PLEASE CONTRIBUTE.

### THROUGH THE WRONG END OF THE TELESCOPE

Readers of the excellent Newsletter of the Maritime Economic History Group will have been pleased to see the commentary by Lewis Fischer on the topic of the study of maritime history in Canada. He starts off by assessing and categorizing the findings we have published in Argonauta, in the research directory, and in the Maritime Bibliography that he and Salmon compiled. He then proceeds to detail the deplorable situation where "Canadian universities for the most part have ignored maritime studies," commenting on the meagre programmes offered by Memorial University, the University of Victoria and Dalhousie. He does however fail to mention the Ocean Studies Programme at Royal Roads Military College in Victoria and the International Institute for Transportation and Ocean Policy Studies at Dalhousie -- but, nevertheless, it does point to some deficiencies in our system.

Where he reserves his real criticism is for the regional bias he sees in all the work being produced on maritime history in Canada. He draws attention to the fact -- which must be admitted -- that we have tended to concentrate on our own areas of geographic interest, and failed to draw national pictures, let alone international ones.

In doing this, Fischer points out just how important the work of the CNRS can be, with our emphasis on the broad picture of the Canadian maritime experience. Our universities have yet to see the light, so it is up to us, in our own humble ways, to correct the weaknesses that Fischer sees in the study of our discipline. Go to it.

### MARITIME HISTORY AROUND THE WORLD: CANADA

(Part II of a continuing series)

Maritime history is by some criteria flourishing in Canada. But this does not necessarily mean that Canadian maritime studies are doing quite as well. In a nation as large and diverse as Canada, the difference is crucial. Any attempt to discuss the state of maritime history in the dominion requires an examination of the various regions of the country, since Canadian historians in general (and maritime historians in particular) have tended in recent times to concentrate upon local and regional, as opposed to national, topics.

To get some idea of the state of the profession in Canada, it may be useful to begin with some statistics. In 1987, my colleague M. Stephen Salmon and I published a Canadian Maritime bibliography, which listed some 544 works published in 1986 either about Canada or by Canadians. As in the United States, naval studies receive a great deal of attention north of the border, and no fewer than 95 of our entries were naval. But if we exclude these, the regional breakdowns give some idea of what Canadian maritime historians choose to study geographically. Of the non-naval studies, the most common geographic focus was the East Coast, a region treated by 28.5% of the publications. Next in popularity was the Great Lakes-St. Lawrence River system, with 26.8%. Perhaps surprisingly, studies on the maritime history of the Arctic were next (17.2%), followed by the West Coast (15.3%). Only 12.2% of all non-naval publications dealt with non-Canadian topics.

These trends, with some qualifications, are reinforced by an examination of another source. This is a research directory, similar to that published in this Newsletter, which I compiled for ARGONAUTA, the Newsletter of the Canadian Nautical Research Society, and which was published in Vol. IV, No. 4 (December 1987). The C.N.R.S. is one of the most active of the affiliates of the International Commission for Maritime History; at the time that I completed my survey, there were over 230 members, about two-thirds of whom responded to my questionnaire. Of this total, 98 were principally interested in non-naval maritime history (I exclude our non-Canadian members from this analysis). It was possible to extract a geographic focus for 77 of these. The breakdown is as follows: East Coast, 32.4%; Great Lakes, 26.0%; West Coast, 23.4%; Arctic, 7.8%; and International, 10.4%.

The differences are easily explicable. The C.N.R.S. has been particularly successful at recruiting



MARITIME HISTORY continued...

membership from the West Coast, but many of these members are not currently active in publishing. The organization has been less successful at recruiting specialists on the Arctic. But in the other three categories, it is the similarities which are striking; these confirm the overwhelming focus of non-naval studies on the East Coast and the Great Lakes.

In a nation that by world standards has so short a history, it is not surprising that the vast majority of Canadian maritime historians are interested in the nineteenth and twentieth centuries. Those interested in an earlier period tend to focus on the East Coast or the St. Lawrence river, with little attention devoted to the Great Lakes or to the Pacific Coast. In part, this neglect is attributable to the fact that few Canadian ethno-historians and archaeologists have been interested in maritime topics. But there are signs that this is changing. The discoveries of early Norse sites at L'anse aux Meadows in Newfoundland and of the remains of a Basque whaling station at Red Bay in Labrador have stimulated interest in the pre-1800 period. And the publication in 1986 of an important collection of essays edited by Charles Martijn (Les Micmacs et la Mer) may herald a new interest in maritime affairs by researchers concerned with native peoples.

The national focus that Rolf Walter reported in his survey of maritime historians in the Federal Republic of Germany in the last Newsletter also characterizes Canadian researchers. The few Canadians primarily interested in non-Canadian maritime studies are mostly concerned with France and to a lesser extent Spain. Perhaps surprisingly given Canada's long-time status as a British colony, interest in Great Britain is concentrated for the most part among naval historians.

The vast majority of non-naval Canadian maritime historians are interested in merchant shipping. But there are growing numbers focussing on other specialties as well. Studies of maritime labour, from both social and economic perspectives, are increasing. Projects focussing explicitly on the economic history of maritime affairs are also underway. On both the East and West coasts there are growing numbers of publications on the history of the fisheries. Increased interest in maritime law and engineering is also evident, although for the most part the results have had contemporary rather than historical foci.

The interest in maritime subjects is reflected in part by the growth of the Canadian Nautical Research

Society, alluded to above. This organization was founded only in 1984, but it is expanding rapidly. The Society holds an annual conference (no mean feat in the second largest country in the world) and has active local chapters in Ottawa, Vancouver and Montreal. It also publishes a quarterly newsletter, and plans are being considered for an annual publication. The Marine Museum of the Great Lakes at Kingston publishes FreshWater, a semi-annual journal of Great Lakes history, and several other museums also publish regular newsletters and bulletins. The Vancouver Maritime Museum has a particularly active publishing programme, but maritime museums in Kingston and Halifax are also increasing their output. A number of presses (both university and private) are showing renewed interest in soliciting maritime manuscripts.

Canadians have also been active in developing world-class collaborative research projects. The Atlantic Canada Shipping Project at Memorial University in St. John's is perhaps best known, but it is not alone. Researchers based at the Marine Museum of the Great Lakes are currently undertaking a major project, which was described in the last Newsletter, to study the marine architecture of Great Lakes vessels. And there are also a large number of smaller projects, including some which involve international collaboration.

Despite the apparent health of maritime studies in Canada, there are however some dark clouds which have yet to part. Canadian universities for the most part have ignored maritime studies, which means that there is little in the way of systematic training available for young researchers interested in the field. Memorial offers the only PhD programme in maritime history in North America, but only two regular undergraduate courses (plus some irregular seminars) in the field. On the west coast, the University of Victoria this year for the first time offered an undergraduate course, and Dalhousie University in Halifax has developed an innovative course involving co-operation with members of the Maritime Museum of the Atlantic. Several other universities also offer limited numbers of courses with maritime emphases. But on the whole, Canada continues to lag in this regard.

Perhaps the most significant problem, however, is a reflection of the geographic diversity and regional approach of Canadian historians. As I indicated at the outset, while there are a good number of historians working on the maritime history of various parts of the country, there are fewer interested in Canadian maritime history. For the most part, maritime historians are studying the developments in individual

MARITIME HISTORY continued...

regions without attempting to understand the Canadian maritime heritage. Canadian maritime studies can boast of no equal to Hutchins or Davis in its historiography. Indeed, perhaps the pre-eminent name in Canadian maritime historiography, Frederick William Wallace, was a quintessential regional historian. This approach has all the strengths and all the weaknesses exemplified by micro-studies. By concentrating their attention on coherent regions, Canadian maritime historians have given us a growing number of important and illuminating studies. But at the same time, there has yet to be a coherent examination of Canadian maritime history in its totality. Nor, needless to say, is there a significant literature which places the Canadian maritime experience in any kind of international perspective.

These weaknesses may be corrected in time. Certainly the expansion of Canadian maritime studies in the past decade or so has been impressive and provides a solid foundation upon which to build. From an international perspective, the future of maritime history in Canada would appear to provide some grounds for optimism.

Lewis R. Fischer  
Maritime Studies Research Unit  
Memorial University of Newfoundland

\* \* \* \*

QUERIES

Who knows where this button was used? Who wore it? What service, year, rank... anything? It is made of black plastic or composition. Any and all information to:

Peter Ingham  
Maritime Button Study Circle  
7 Mere Lane  
Pickmere, nr. Knutsford  
Cheshire, ENGLAND

Say you read the query in ARGONAUTA.



"I would like to obtain information about a Canadian named Alexander McLean (1859-1914), a Dane named Niels Peter Sorenson (1844-1930s; he probably died in New York), and a Swede named John Strasburg (1856-1924).

"McLean was well-known as a North Pacific sealer in the 1880s and 1890s and was the model for Wolf Larsen in Jack London's novel The Sea Wolf. My interest in him concerns his involvement in two excursions into the South Pacific -- to the Gilbert Islands in the Montserrat in 1892 and to the Solomon Islands in the Sophia Sutherland in 1897. In the second of these expeditions, which headed for the Yukon after an unsuccessful prospecting tour of the Solomons, he was accompanied by Sorenson, a notorious rogue. In 1886 Sorenson had been imprisoned in Queensland for eight years for robbery and assault under arms while trading in the Pacific. Strasburg, who died in Sydney, N.S.W. after spending thirty years in the Pacific trade, is an important source of information about Sorenson's misdeeds."

Any information, please write to:

Dr. Hugh Laracy  
Department of History  
University of Auckland  
Private Bag  
Auckland, NEW ZEALAND.

"Prior to 1878, the Cunard Line was officially the British and North American Royal Mail Steam Packet Company. From 1862 until about 1878, a British pottery firm -- E.F. Bodley and Company of Burslem, England -- supplied the Cunard vessels with a variety of ironstone ware which had the Cunard crest of a lion rampant holding a globe on the front and the name 'British and North American Royal Mail Compy.' (sic) along with the name and location of the manufacturer on the back. Some pieces of this pottery were dredged out of the harbour of Boston, Massachusetts including cups and saucers now in my possession, given to my father by the late Robert Reford.

"According to Elizabeth Collard, the author of the authoritative Nineteenth Century Pottery and Porcelain in Canada, wares similar to the Reford cups and saucers were dredged from Boston harbour 'some thirty or forty years ago' but whether this was prior to the 1984 edition (between about 1944 and 1954), the 1967 edition (between about 1927 and 1937) or at some earlier date is not clear. The piece in my possession has a paper label fixed to the back with the following

QUERIES continued...

typewritten statement 'Dredged up near Cunard pier, Boston, about the year 1876 by Chas. Wooley and Co.'s dredger Ajax.'

"Since my father was a very meticulous man I suspect that the 1876 date is correct but it does not agree with the formidably authoritative book by Mrs. Collard. Perhaps a member of the Canadian Nautical Research Society who knows when Chas. Wooley and Co. of Boston operated a dredger named Ajax (or can advise me where to find out) can settle the disparity in dates."

David J. McDougall  
4864 Wilson Ave.  
Montreal, Quebec  
H3X 3P2

\* \* \* \*

PRESIDENT VISITS WEST COAST

In passing on to you the still-timely remarks of our peripatetic President, Barry Gough, on his recent visit to Vancouver, it is worthwhile noting the variety and scope of those who were able to attend. Among those spotted were Norman Hacking, the Dean of BC maritime historians; Bent Gestur Sivertz, mariner and former Commissioner of the Northwest Territories; John Harland, author of one of the great books on the 18th century ship; Len McCann, Curator of history at the Vancouver Maritime Museum and his Director, Robin Inglis; Jane Fredeman, Senior Editor of the UBC Press; Eric Sager of the University of Victoria; Sheila Robinson and Tom Beasley of the Underwater Archaeological Society of BC; Captain B.R. (Dick) Wilson, an active member of the Company of Master Mariners; Gordon Stead, ex Canadian Coastguard; and Freeman Tovell, Editor of Bodega y Quadra's journals and records. Maritime endeavours are indeed alive and well on the West Coast.

ed.

PRESIDENTIAL ADDRESS TO THE CANADIAN NAUTICAL RESEARCH SOCIETY, BRITISH COLUMBIA CHAPTER

This extraordinary meeting of the Canadian Nautical Research Society marks, I hope and trust, the beginning of a chapter of the Society on the West Coast and Pacific rim.

We are all indebted to Mr. Leonard McCann for making this wonderful Maritime Museum available to us for this purpose, and I thank Dr. Eric Sager of the History Department, the University of Victoria, for agreeing to be the organizer of a British Columbia chapter. I recognize that it has not been possible for all B.C. members of the CNRS to respond to my invitation -- the old CP Coast Steamships having disappeared two decades ago and no local entrepreneur having yet figured out the value of a "night boat", harbour to harbour, Vancouver to Victoria. Several of our confreres, including Frank Clapp who kindly wrote to me from Victoria to explain the difficulties of attending a Vancouver meeting on such late notice, are unable to be with us this evening. They send their regrets. To the Victorians and other southern Islanders, I promise that I will attend one of their meetings as soon as possible.

This meeting is really a klanak. Let me explain. "Klanak" is a Salish word, and means a gathering of the tribes for discourse. We are not here to potlatch (exchange gifts), but to klanak (talk of mutual interests and needs). I hope that by the time we depart from Burrard Inlet this night we will have established the means or at least the possibilities of meeting in British Columbia on a regular basis. For we have much in common, both here and throughout Canada, and we need to get on with promoting the maritime heritage of this great country.

Something very unique is stirring in this country in the 1980s. Surely there has always been an interest in the seas around us. I think, for instance, of John Walbran's labours to record the origins of B.C. coast place names; or of Gilbert Tucker's great RCN history; or of Gerald Graham's works on the "Empire of the North Atlantic"; or of Wallace's Wooden Ships and Iron Men. These are classics of our marine past. But just look at the 1970s and 1980s: Robert Turner's fine works on C.P. ships, other books on coast steamships and tugs and ferries; Michael Hadley's U-Boats Against Canada; Marc Milner's North Atlantic Run, on the RCN during the early years of the Second World War; and a new journal of Great Lakes marine history, FreshWater, published in Kingston, Ontario. There are, besides, a host of works on marine archaeology, and a good deal of attention to Basque marine exploitation in Newfoundland and Labrador. Some work has been published about the French navy in Canadian waters, and the odd contribution has been made about the Royal Navy in British Columbia waters, a few titles of which I claim myself. Bayfield's Great Lakes and St. Lawrence journals have just been published in 2 volumes by The

PRESIDENTIAL ADDRESS continued...

Champlain Society [100 Front Street, Royal York Hotel, Toronto]; and two historiographical assessments of Canadian naval matters have recently been published, one by our Secretary, W.A.B. Douglas, in Mariner's Mirror and another by Professors Donald Schurman and Roger Sarty in our own newsletter ARGONAUTA. I am certain that I will have missed several important contributions in this very rapid survey, but I will not close it without referring to two very significant undertakings that, to me, are fundamental to our progress. The first of these is our naval conferences: I refer to the work of Jim Boutilier on the Royal Road Conference, later published as The RCN in Retrospect, and Alec Douglas's Halifax-held RCN in Transition, to be published by UBC Press. Here is a publisher, I should add, of distinction and one which has contributed mightily to the progress of scholarly publishing on various things marine.

The second development was Memorial University of Newfoundland's Maritime History Group, which put economic aspects of eastern Canadian maritime history on the world's map. Successively, my friends David Alexander (of Nanaimo), the late Keith Matthews (for whom our annual book and article prizes are named), Gerry Panting, our Past President, and Skip Fischer, our energetic First Vice-President -- these persons have, or are making, very substantial contributions.

From all of these flowed the waters of our Society, which was founded in 1983. We now boast over 220 members, nearly twice the number of the American-based association. I am the third President of the Society, and was elected at the annual meeting this year, held in Kingston, Ontario in May. Last year's meeting was held on Galiano Island; next year's will be in Windsor, Ontario, 9 - 11 June, and in 1989 we will meet in Halifax. We will hope to meet again in British Columbia, for our 1990 annual meeting, and we hope one of the local marine museums will be so kind as to offer its facilities.

Such a society as ours has many regional as well as national needs. I look on marine historians as being less parochial than a good many others, on the assumption that the sea is one, and that the marine experience is one that belongs to humankind, not nations, provinces or states. But all of that having been said, this Society is anxious to establish chapters, that is local groups or subgroups of the whole. Halifax, Ottawa and, soon, Toronto have local groupings where regular meetings are held. It takes time and commitment, and we look to local leadership and membership to get the process moving.

But the CNRS as a national group has made some very substantial strides in promoting the cause of enhancing Canadian awareness of our marine heritage. We have established a very good newsletter, published regularly and on time four times a year, ARGONAUTA, which boasts a fine book review section, and up-to-date details of happenings and forthcoming events in Canada and elsewhere. We have also established a research directory. [Edited by Skip Fischer, the first edition of this is in your hands - ed.] We have further compiled an annual bibliography of Canadian nautical research. You must be able to appreciate the amount of work that has gone into this; it is a phenomenal bibliographic contribution and enhances Canada's status as a key area of nautical research. We have some very energetic persons in this Society, believe me, and Fischer, Mackenzie, and Douglas, in addition to Maurice Smith of the Marine Museum of the Great Lakes and Walter Lewis of Halton, Ontario, are constantly at work to maintain and improve our Society. Their work shows, and I am awfully proud of the support that they have given me and my predecessors in this position.

When I took on this three-year assignment, I made a double personal commitment: one to build up the membership and enlarge our educational commitment to Canadian society, especially our future generations, and two, to get our members in our various cities and regions energized and in communication with one another. That we have 42 paid-up members in B.C. alone -- one-fifth of our national complement -- is gratifying; however I look to you to double your membership in a year or two, and to make ARGONAUTA a vehicle of circulating your meeting announcements and proceedings. Alec Douglas can give you up-to-date names and addresses of B.C. members, and you have our membership directory. This will be yet another means of learning about the interests and the work of the CNRS. We look to you for suggestions on making this society better. Incidentally, Alec Douglas will supply application forms to any who wish to join.

This brings me to the subject of a journal, and I seek your input on this. CNRS is to have a journal, probably an annual one to start with, perhaps a semi-annual in time and even a quarterly. We have a Newsletter, but it is not the correct vehicle to display our research reports, articles and scholarship throughout Canada and around the world. We do not aim to replicate Mariner's Mirror, The Great Circle or American Neptune. But probably we will have an editor-in-chief, a managing editor, an editorial board, and we hope to do this in a first class, but economical, way. The published work will be of the highest quality, with excellent illustrations, design and layout as

PRESIDENTIAL ADDRESS continued...

befits marine publishing. This sounds a bit final, but in fact, represents the consensus of a standing committee on publications policy. This committee is seeking representations from all members, and I would be pleased to pass on your views to them.

In closing, let me again express my thanks to you for being present and to Leonard McCann and the Vancouver Maritime Museum for making this meeting possible. Let me hear from you as to how you wish this Society to proceed with its work.

Barry Gough

GREAT LAKES BARGE/SCOW SCHOONER, 1885

## Construction of a Model

Lines taken from National Watercraft Collection  
by H.I. Chapelle, p. 325

LOA - 94'3" Beam - 27' Hold 66" 200 tons

I began this project while looking for a typical Great Lakes Working Sail Boat/Ship. There are not many plans available, but I managed to stumble across the Barge Schooner while researching the Lucia Simpson. She was a larger ship than I was looking for, and I was hoping to find a boat that would be easier to recognize as a Great Lakes Vessel, a working boat, be it a Lumber or Stone Hooker, a Fishing vessel or a General Cargo Vessel.

Having toured some Ontario museums and libraries, all I ever seemed likely to come across were models of large vessels, be they ships or fore-and-afters. Maybe my predecessors felt the Barge Schooners were too ugly, or just too common. Who would be interested in them?

After I did a little more research I got interested in the construction of the barge schooner. I was not familiar with chine and sheer logs or bow longitudinals. And she was a flat bottom cross planked centre-boarder. Moreover, a sailing vessel and a schooner appealed to me (my first love; the second is America's Cup boats). I am not interested in power boats (noisy things).

I made up plans using 3/16" scale. I find it easy to work with, and the model is not too large. There are not many books on Great Lakes boats, but Howard I. Chapelle's American Small Sailing Craft gave me some

clues as to how this schooner was built. It appears that the people who built barge schooners on the Great Lakes either came from Connecticut or Massachusetts, or were apprenticed to someone from that area. Construction is similar to the skiff; gravey; pound net scow. That is to say, the side planking was prefabricated like panels, ribs or frames were added later and/or notched over sheer/chine logs. The keelson and sister keelson were used for added strength, deck beams placed on top or notched to sheer logs. The cross bottom planking was for ease of construction and repair. The chine log and a keelson wider than the keel became a 'shelf' on which to attach the bottom planks.

The one thing I have not ascertained is whether or not the keel was laminated or made wider in the centre-board area, both being common practice in centre-board boats.

I started model no. 1 in the conventional manner, laying down the keel, stem post and transom, and added the skeg to get the right curve to the after end of the keel. I made the keel short enough so that the transom sat on top of the keel and the keelson butted up against the transom. I made seven moulds, as indicated by the body plans. After work on the hull had progressed, I removed moulds 1, 2 and 3 because the bow planking and longitudinals and sister keelsons would, in fact, create the shape of the bow.

The drawings and added information from Chapelle illustrate the bottom planks laid in 'herring bone' fashion, so I started aft and worked forward. Every 'plank' had to be cut at an angle to butt against the keel. At the bow, where the planking becomes vertical, Chapelle shows taper planks (i.e., tapered at the inboard end), but I found this would leave the bow planks at a weird angle, pointing or tilting forward rather than aft. In order to overcome this angle, the planks would have to be tapered with a very thin width at the inboard end. I continued, but started thinking of building another model. I 'fashioned' the bow planking, then added the bow longitudinals and the 'vertical' members of the sister keelsons. I had figured that the sheer logs continued forward to the stem post. But where does the top bow longitudinal go? Another reason to build model no. 2.

On model no. 2, after I laid the keel, stem post, transom and keelson, I added a keeper post or apron behind the stem post and a support knee. I made the forward and after cargo hold bulkheads and used them as permanent moulds. Moulds 4, 5, 6 and 7 were also used, but after hull side planking was completed, I removed them.

CONSTRUCTION OF A MODEL continued...

I assumed that the sheer logs terminate where they meet the chine logs, (port and starboard). By cutting back the sheer logs at this point, and notching the 'top' bow longitudinal to fit with the sheer log and attaching the top bow longitudinal to the sheer plank and keeper post, everything became very sturdy. I removed the stem post.

Some vessels were constructed without the stem post, which was added after the bow planking was cut and trimmed. The stem post was bolted to the keeper post or apron, according to H. Cole Estep's How Wooden Ships are Built.

On this model, no. 2, I started the bottom planking 90 degrees to the keel, began aft of the forward cargo hold bulkhead, and worked aft. When I got near the transom I found that two tapered planks would solve one angle of the dangle. At the bow five tapered planks, with at least one square plank in between, solved that angle. Forward of the intersection of the sheer and chine logs I made the bow planking thinner and wider, and doubled the way it was in the plan information.

Model no. 2 now has the hull planking completed, and I am experimenting with the deck beams and planking on model no. 1. I am also trying to do more research into rigging, so far as the public library system in Brighton, Ontario, will permit. Not having a large collection of marine books nearby, it is necessary to depend on the interlibrary loan system, and I must say the ladies of the Brighton library have been very co-operative and helpful.

Bob Gibbons

Editor's note:

Bob Gibbons has been hard at it, and since writing these remarks has come up with another series of questions. "I suspect," he says, "that because these boats were built cheaply and quickly, proper or acceptable building procedures were ignored...and any steaming of wood was kept to a minimum."

He has started a third hull model, and wonders what was used to prevent fore and aft movement of the deck beams. Were vertical knees used? Iron knees? And for the fo'c'sle, where deck beams were laid on top of the bow longitudinal, were stanchions used? Were the vertical knees notched to accept them?

Members who might wish to correspond with Bob can write to the Secretary.

BOOK REVIEWS

W.A.B. Douglas, The Creation of a National Air Force: The Official History of the Royal Canadian Air Force, Volume II. Toronto: University of Toronto Press, 1986, 797 pp., \$39.95.

At first glance, it may appear rather unusual to review in ARGONAUTA a book on the subject of the Royal Canadian Air Force. Some readers may wonder if this review has something to do with the fact that the author, Dr. W.A.B. Douglas, was a founding member of the Canadian Nautical Research Society and still sits on the Society's executive. Nothing could be further from the truth. The Creation of a National Air Force is reviewed here for the simple reason that this book is a significant contribution to our knowledge of the RCAF's role in maritime operations during the Second World War in the Gulf of St. Lawrence and in the North Atlantic. In many ways, it complements the outstanding work done in recent years by Marc Milner and Michael Hadley.

The Creation of a National Air Force is the second volume of a projected four volume history of the RCAF. It is, without question, an impressive and substantial effort on the part of Alec Douglas and his staff at the Directorate of History, Department of National Defence. This volume traces the emergence of the RCAF from its shaky beginnings at the end of the First World War to 1945, concentrating on the air force's evolution and early development, its involvement in home defence and commonwealth air training.

The book is divided into four substantial sections, each of which could stand on its own as a separate monograph. The first section describes the origins of the RCAF in the years immediately following the First World War and charts developments in military and civil aviation during the inter-war years. Section II examines in detail the origins, operations and achievements of the British Commonwealth Air Training Plan, a program that produced over 130,000 trained aircrew during the war. The third part of the book examines the creation and growth of the Home War Establishment, especially Western and Eastern Air Commands, expansion of headquarters staff and organization and the development of an air defence scheme for Canada.

The fourth and final section of the book, entitled 'The North Atlantic Lifeline', examines the RCAF's maritime operations and its role in the Battle of the St. Lawrence and in defence of convoys in the North Atlantic. The section is divided into six excellent chapters that describe the beginnings of anti-

BOOK REVIEWS continued...

submarine warfare in 1940-1941, the Battle of the St. Lawrence, ocean operations in 1942, the defeat of the wolf packs, securing the lifeline to Great Britain, and the emergence of modern anti-submarine warfare in the latter stages of the war -- in a word, the eventual triumph of Allied forces over the U-boat menace. Defence against enemy air forces was a necessary preoccupation of the RCAF, but the threat was a remote one. As Dr. Douglas observes, "the real problem was defence against enemy surface ships and submarines, and the RCAF pressed patrols far out over the Atlantic to defend ocean shipping against a German U-boat campaign that nearly broke the lifeline to Great Britain." (p. 341).

The task at hand was a daunting one for the RCAF. It was absolutely essential that convoys in and out of Halifax be protected. The RCAF, however, was burdened at times with internal organizational problems and difficulty in acquiring suitable aircraft and other equipment. In spite of these obstacles, the air force prevailed and played a significant role in the sea war and the ultimate defeat of the enemy. When the final tally was made, the RCAF accounted for or participated in the destruction of 21 U-boats, close to 10% of the number destroyed by Allied shore-based aircraft during the entire war. The protection of Allied shipping earned the RCAF a large measure of respect and admiration in Canada and abroad; in fact, it guaranteed the air force a secure foothold in Canada's post-war defence structure. From modest beginnings in the 1920's, the air force achieved national status on the basis of its wartime accomplishments, thus fulfilling the hopes and aspirations of all those who had championed the cause of the RCAF since the First World War.

Odd as it may sound, this final section of the book on maritime operations constitutes an important contribution to the literature of Canadian naval history during the Second World War. It adds to the picture so capably painted by Marc Milner in North Atlantic Run and serves as a useful companion piece to Michael Hadley's U-boats Against Canada. Naturally, the focus is concentrated on the organization and operations of the air force, but the close working relationship that existed between the RCAF and the Royal Canadian Navy is thoroughly documented. Alec Douglas has drawn on both Milner and Hadley, as well as on his own extensive knowledge of the Battle of the North Atlantic to produce a comprehensive and integrated official history of home defence activities during the last war. His staff of historians and researchers deserve credit too for the numerous reports and studies prepared on

specific problems and events in the history of the RCAF. All of this work has been carefully moulded into a highly readable account.

The volume concludes with a number of useful appendices on principal air force appointments in Canada, 1920-1945; defence expenditures, 1919-1947; Ferry Command operations; Home War Operational Stations, 1939-1945, and so on. The book is lavishly illustrated with over 150 photographs and nearly three dozen maps and charts, including fascinating charts describing the battles for convoys SC 107, ON 166, ONS 5 and so on, all useful additions to the text. As expected in any official history, the source material drawn upon in the course of research is simply overwhelming.

The Creation of a National Air Force is a quality book on all counts -- well-researched, well-written and very convincing. Readers can look forward to two more volumes of RCAF history which will look at operations in England and in Europe and to a one volume official history of the Royal Canadian Navy during the Second World War that Alec Douglas and his staff of naval historians have now undertaken. If the final section of this book is any indication, maritime and naval historians will not be disappointed.

Glenn T. Wright  
Ottawa, Ontario

Jim Green. Against the Tide - the Story of the Canadian Seamen's Union. Toronto: Progress Books, 1986. 334 pp., notes, photographs, cartoons, drawings, index.

This detailed account of the Canadian Seamen's Union (CSU) throughout its stormy history (1936-1950) is presented by a Vancouver activist in social causes, Jim Green. The "tide" against which the union battled and which finally overwhelmed it was nothing less than Canada's ruling élite led, at the federal political level, by the Liberal governments of King and St. Laurent and at the industrial level by a small number of companies owning or operating Canadian ships. Green describes the severe consequences flowing from the hatred of effective unionism by this elite and its distaste for Canadian independence so far as operating a merchant navy is concerned.

The CSU was born in the merger of two small unions of Lakes sailors at Montréal and Toronto in 1936 under the leadership of Communist Party members J.A. "Pat" Sullivan and Dewar Ferguson. Under Party guidance their first act was to obtain a charter from an

BOOK REVIEWS continued...

international union described by Green as "bankrupt, moribund and racketeer-ridden". The Party saw this byzantine move as the best way for the union to enter the Trades & Labour Congress (TLC), which it did; and also as the best way to win protection from other internationals. Green does not explain why the Party overlooked the consequences of the fact that a charter can be revoked, as this one was in 1944. The CSU was now open to the destructive attacks made on it in 1947-49 by its erstwhile parent, the Seafarers' International Union (SIU). Leading directly to this situation was the Party's view that a Canadian union can be chartered by an international and can also be autonomous in developing its own policies in Canada contrary to the parent body's wishes. Green's support for this pipedream is the weakest part of his book.

Manoeuvres by union politicians did not immediately concern the rank-and-file. They wanted better wages and grievance procedures and a shield against arbitrary discipline. Green describes how the union won these objectives through a network of dedicated activists ashore, plus at least three on each ship; speedy communications; quick grievance settlements by striking if necessary; and a strong education program for members. By 1939 the spirited and united union represented almost all the 6,000 Lakes sailors.

War brought a new government-owned deepsea fleet, and by 1944 the CSU represented 6,000 men serving on ships of Canadian registry. Most organizational methods so successful on the Lakes had been equally successful at sea, reinforced by the special sense of brotherhood stemming from wartime experiences: e.g. 68 ships and 1,146 men were lost.

Government plans to scuttle the fleet of about 150 vessels by privatizing it after the war were well known, but a massive campaign to save jobs and ships failed. The élite gained great profits as Canada lost control of its international seaborne trade.

Green sees the CSU's high point as the massive 1946 strike that won the eight-hour day, an hourly raise, overtime, and union hiring. All this was more than shipowners would tolerate. Early in 1947 they opened a counter-offensive with Sullivan's public denunciation of his union as a Communist front and creation of a rival organization on the Lakes. Green cites strong evidence showing the outright "purchase" of Sullivan by the shipowners, who had recently offered \$100,000 for the defection of a CSU officer junior to Sullivan.

For the rest of 1947 and through 1948 the employers,

with government complicity, systematically destroyed the CSU on the Lakes. The strategy was simple: ignore the law in the sure knowledge it would not be enforced in favour of the CSU; use Sullivan to recruit scabs; run them under police protection onto CSU ships; throw CSU men off the ships; arrest anyone who resists; jail as many resisters as possible; portray the union men as Communist thugs.

In August 1948, Sullivan's company union merged into the SIU and disappeared. From then on, the American organization, led by gangsters, replaced the CSU on the Lakes. Even strong and persistent support by the TLC had been unable to save the CSU. Early in 1949 the government assured the defeat of any deepsea strike by admitting into Canada an American SIU official, Hal Banks, whose criminal record made him ineligible for admission. Banks was given carte blanche to use violence on the deepsea ships. The government strengthened his hand by allowing the ship operators to sign agreements with the SIU covering crews on all ships, even though not a single crewman belonged to the SIU. When, late in March, the CSU either had to accept an agreement that allowed employer interference with its membership, or strike, it chose the latter course. It went on to inevitable defeat despite world-wide support wherever Canadian ships were struck.

To trace the legacies of these events would require another long book.

John Stanton  
Vancouver, B.C.

James and Marlene Richards with Eric Hustvedt. The Sea in My Blood: The Life and Times of Captain Andy Publicover. Hantsport, N.S.: Lancelot Press, 1987. 123 pp., illustrations, photographs, maps. Paperback.

When we drive through Nova Scotia's coastal villages and see the large old houses that still line their quiet streets, we are aware of an era of past prosperity based on seafaring in wooden ships driven by wind, masts and canvas.

Curiosity aroused, we could consult the available histories on Maritime seafaring. Quite a lot is available, but the most informative are Frederick William Wallace's Wooden Ships and Iron Men, (for the heyday of ocean-going square riggers), and Captain John P. Parker's Sails of the Maritimes, (for the coastal schooners). Notice how many ships were lost early in their career, quite a few on their first voyage. Those that survived into old age, say for

BOOK REVIEWS continued...

more than ten years, were often put into the timber trade, and their usual fate was to be abandoned in a waterlogged condition, the crew being taken off by a passing vessel leaving a dangerous derelict adrift.

How could such an apparently risk-prone enterprise as owning and sailing wooden ships translate into such evident prosperity? The Sea in My Blood tells how. Captain James Leander Publicover first went to sea in 1891 at the age of fourteen. By the time he was twenty-five he was Master and part owner of the schooner Virginia, the first of fifteen vessels that he would own and operate over the next forty years. In the 1920s, when other sailing ship owners were laying up their vessels, he was the managing owner of five large schooners and his last, the four-master Lillian E. Kerr, was in service until 1942. The Kerr was run down and sunk by a ship whose officer of the watch could not believe that a large schooner, becalmed, would be found at sea in wartime.

Captain Publicover built up his fleet by dedication, honesty and unremitting hard work. He was a man of business, shipmaster, rigger, ship repairer and his own naval architect. He liked to lengthen vessels by rebuilding their ends, installing raking stemposts and sternposts and adding a mast. Most of the schooners so treated carried more cargo and sailed better. Tireless, in his spare time he built a number of large stone houses for himself and members of his family. I believe that these are still to be seen at Dublin Shore, Lunenburg County.

However, the hazards of schooner operation have not been exaggerated. Of the fifteen vessels he owned, no less than eight were lost by wreck, fire or collision. Some were inadequately insured, or not at all, but he absorbed the losses and replaced the ships. The average time in service for a schooner in the Publicover fleet, whether they were sold or lost at sea, was about six years. "Captain Andy" was himself involved in several shipwrecks and in 1912 in very difficult conditions he courageously rescued the crew of a waterlogged American schooner, for which he received a gold watch from President Woodrow Wilson. No lives were lost in any of these incidents, so it was all the more tragic that the sinking of the Lillian E. Kerr, which occurred on the voyage immediately after his retirement from active seafaring, should result in the loss of his eldest son, his son-in-law (Captain Richard's father) and the entire crew.

Captain Publicover was proud of being a prominent citizen of Lunenburg County and of providing employ-

ment to many of his townspeople right through the Depression. He kept notes intended for an autobiography and his grandson and Mrs. Richards, assisted by Mr. Hustvedt on a grant by the Nova Scotia Department of Culture, Recreation and Fitness, have turned these into a most readable piece of local history, a window into what it really was like to operate big schooners in the coastal trade.

D. Maginley  
Sydney, N.S.

Ruth McKenzie (ed.). The St. Lawrence Survey Journals of Captain Henry Wolsey Bayfield 1829-1835, 2 Vols. Toronto: The Champlain Society, 1984 and 1986. Vol. I, xcv + 402 pp.; Vol. II, x + 517 pp. Maps, illustrations, appendix, glossary of nautical terms.

Henry Wolsey Bayfield had a most remarkable career in the Royal Navy, spending almost the entire time carrying out hydrographic surveys on the east coast of Canada. Bayfield joined the navy as a volunteer first class in 1806 at the height of the Napoleonic Wars, two weeks before his eleventh birthday. His early service included one year (1810-11) stationed at Halifax and Quebec and on being promoted to Master's Mate in 1814, he was sent back to eastern Canada. In 1816, while stationed at Kingston in Upper Canada, Bayfield was recruited by Captain William Fitzwilliam Owen to assist in the survey of Lake Ontario, being promoted to Lieutenant shortly afterwards.

When Owen was recalled to London in June 1817, Bayfield was left behind to continue the survey. It took him until 1825 to complete the survey of the Great Lakes. Bayfield then spent the next two years in London drawing the fair charts, during which he was promoted to Commander. His future now seemed uncertain and so in 1827 he wrote to the Secretary of the Admiralty pointing out that the charts of the St. Lawrence River and Gulf were extremely inaccurate and offering his services to make a complete survey of the area. Bayfield's request was granted and in September 1827 he was back once again on Canadian soil.

For the early years of his survey, Bayfield was based at Quebec. His field work generally commenced at the end of May with the break up of the ice and continued until the onset of winter at the end of October. This was an arduous period, the surveyors often spending months at a time away from civilization, sometimes sleeping rough and frequently working in open boats in difficult weather conditions. During the winter months Bayfield's principal task was to produce fair copies of his surveys, which were forwarded to the

BOOK REVIEWS continued...

Hydrographic Office in London, where the resulting charts were duly published. During this period Bayfield also wrote up his sailing directions, compiled from information he had collected during the summer months. These directions were also forwarded to London, where they too were published, resulting in The St. Lawrence Pilot, The Nova Scotia Pilot, etc. Bayfield was however relieved of one worry. Instead of carrying out his surveys in ships of the Royal Navy, for which he would have been responsible during the winter months, he worked instead in hired vessels, employing three different ones over the years, all of which were named Gulnare, after a female slave in Lord Byron's poem "The Corsair".

Bayfield remained in charge of the St. Lawrence survey until December 1856, during which he was promoted first to post Captain and then on 21st October 1856 to Rear-Admiral. During this period, Bayfield completed the survey of the St. Lawrence River and Gulf, including the east coast of New Brunswick, Prince Edward Island, the Magdalen Islands and Cape Breton Island, and the north shores of the Gulf as far as Cape Lewis on the coast of Labrador. In 1851 he surveyed Sable Island, in order to advise on the suitability of erecting a lighthouse there. He then commenced a survey of the east coast of Nova Scotia, during which he made a detailed survey of Halifax Harbour. The survey of Nova Scotia was completed by Commander John Orlebar, who had been Bayfield's principal assistant since 1835.

There was an interesting interlude in Bayfield's surveys during 1843 and 1844 when he co-operated with Captain Owen, then in charge of the survey of the Bay of Fundy, in an attempt to connect the geodetic bases of their two surveys by observing exploding rockets over the isthmus of Nova Scotia. Among the interesting characters Bayfield met was the celebrated American ornithologist J.J. Audobon, whom he encountered in Natashquan Harbour in June 1833, and with whose drawings he was delighted. Outside the close confines of hydrographic surveying, Bayfield led an active life. He was frequently consulted by various branches of government and other official bodies such as Trinity House of Quebec, who sent the board's appreciation when Bayfield moved his headquarters from Quebec to Charlottetown in 1841. He also acted in an advisory capacity to the government in 1837 during Rebellion of Lower Canada.

During his survey of the St. Lawrence River and Gulf, Bayfield kept a journal, of which six volumes out of a possible eleven have survived, covering the periods 20 July 1829 to 4 April 1836, 1 January 1841 to 29

February 1848 and from 1 January 1851 to 31 December 1853. The first two and the last three years of Bayfield's survey are thus not covered. The journal has been published in full for the periods when Bayfield was working in the field, but reduced to a digest for the winter months, since this period tended to follow a regular pattern. As an exception the winter of 1844-45 has been published in full, since Bayfield spent this period on leave in London, his first visit to England for 17 years.

Bayfield's journal is almost unique as a hydrographic record, since it records in some detail all the surveying activities he carried out over the years, such as measuring bases, erecting survey marks, observing angles, etc. In contrast, the journals kept by Cook during his Newfoundland survey and his Pacific voyages are almost devoid of these details. Bayfield's journal contains a great deal more information as well, making it an important historical record. The journal is supplemented by an excellent introduction, placing the survey in its historical context and covering his early career and the gaps in the journal's coverage. There are over 700 footnotes in the two volumes, which testifies to the amount of research carried out by the editor.

Anyone reading these journals would find it hard to disagree with the judgement of Captain J.G. Boulton, who doubted whether the British Navy had ever possessed so gifted and zealous surveyor as Bayfield. The Canadian Hydrographic Service pays constant tribute to his memory, by naming one of its surveying vessels after him. The fourth Bayfield is now in commission. The Royal Navy likewise has honoured him, naming one of their present surveying ships the Gulnare.

Ruth McKenzie, who has been studying Bayfield for a number of years, is to be congratulated on producing this fine study and The Champlain Society in publishing it to such a high standard. I for one have already found it of considerable use.

Andrew David  
Oak End, West Monkton  
England

Robert S. Elliott and Alan D. McNairn. Reflections of an era: Portraits of 19th century New Brunswick ships. Saint John: New Brunswick Museum, 1987.

This book is a companion to an exhibition of marine paintings assembled by the New Brunswick Museum. As the authors put it: "[A] mystical love affair with sea and sail -- a true romance fed equally by reason

BOOK REVIEWS continued...

and passion -- is the subject of this exhibition." This point has an importance because the authors note that the validity of ship portraits as "visual documents" has seldom been verified.

The text of the book is presented in both French and English. It contains a few late 19th century photographs as well as reproductions of paintings. There is an introduction that deals with the growth of the shipbuilding and shipping industries of the province. For the benefit of those readers who are novices or are completely ignorant of sail plans, the authors have provided a glossary of terms based upon actual ship portraits. But more importantly, the reader is given some insight into the relationships between vessel owners, their vessels and the marine painters who produced the kind of portraiture that is illustrated by this collection.

The body of the work is composed of ship portraits and the documentation that can be derived from the ship registers coupled with technical details concerning the artists and the individual paintings. Accompanying these are notes about the subjects presented by the painters along with references to the background literature on the subject. Clearly, it is here that one begins to see the possibilities which arise from combining this research into ship portraiture with the analysis of the 19th Century Vessel Registers and Crew Lists.

From the viewpoint of this reviewer, the most exciting aspect of the volume is its bearing on this problem. Certainly, this is not to downgrade the aesthetic impact of the paintings or the mystique of the sea which catches the imagination of the sailing ship buff. After all, one of the problems of number crunching often is the lack of connection with the detail of the individual case, whether of owner, builder or vessel. Of course, these individual cases raise the question of typicality. How representative are the specific craft, the identifiable owners and the builders who are being studied? Many of the generalizations made about the shipping industry, that are based upon a limited number of concrete cases, have, of necessity, tended to be intuitive. Therefore, from a juxtaposition of these two sets of problems -- the unique (?) case and the statistical generalization -- it may be possible to arrive at a methodology that will bring a new perspective to the shipping industry.

Gerald E. Panting  
St. John's, Newfoundland

Donald MacKay. The Asian Dream: The Pacific Rim and Canada's National Railway. Vancouver: Douglas & McIntyre, 1986. 197 pp., appendices, chronology, notes, bibliography, index, photographs.

The lure of the Far East is very much a part of the Canadian psyche, perhaps as a palliative for the influence which the United Kingdom and the United States have exerted over Canada's economic development.

The country's relative proximity to the trade centers on the Pacific Rim was one of the main reasons why Sir Wilfrid Laurier declared that the twentieth century belonged to Canada, and it is still a major factor in Canada's hopes for the future.

Donald Mackay's Asian Dream is part of this story. It is the dream of Charles Melville Hays, driving force behind the Grand Trunk Pacific Railway, and of Sir William Mackenzie and Sir Donald Mann, founders and promoters of the Canadian Northern Railway, who dreamed of creating a transportation system which would rival that of the Canadian Pacific Railway. It is also the dream of the small west coast port, Prince Rupert, that dared to think that it might one day rival the commercial centers of Vancouver, Seattle, Tacoma, Portland and Los Angeles.

MacKay is singularly well equipped to tackle such a story, as he not only has experience as a merchant seaman but has also spent more than 25 years as a journalist, in Canada, England and on the Continent, a career which has taken him on assignment to the Orient.

MacKay's study was commissioned by Canadian National, and so quite naturally focuses on the efforts of that company to obtain, and expand upon, a viable trade with the Orient. In the course of this endeavour, MacKay presents his readers with a survey of Canadian railway history from its advent in the 1830s up until the present, with due attention to the important role of the national system's formidable rival -- The Canadian Pacific Railway.

Along the way, there are some interesting developments in the Canadian merchant marine, with all of their implications for the country's economic well-being.

The Grand Trunk Pacific launched a coastal service; the Canadian Northern established an ocean steamship company; the federal government created the Canadian Government Merchant Marine, whose ships plied the oceans of the world; and agencies were opened and

BOOK REVIEWS continued...

closed in all the major ports of the Orient, by all of the competing systems, subject to the vagaries of politics and effects of both world wars.

While Vancouver continued to expand and prosper, Prince Rupert did not achieve the rapid growth that had been envisioned for it, and has only recently begun to realize something of its potential with the opening of the Fairview terminal for lumber and general commodities, CN Rail's decision to sign a 15-year contract to transport coal from northeastern B.C. to Prince Rupert, and the declaration of Prince Rupert as a National Harbours Board Port, all events of the 1970s.

All of these developments are touched upon, and brought together in a package which is both comprehensive and comprehensible. The one area where full advantage has not been taken is in the use of photography. While the views that have been chosen are generally good, and complement the text, there are not nearly enough of them for a survey-style approach, nor are they large enough to have much of an impact as instructive aids.

However MacKay has done a very nice job of presenting the broad picture of the country's "asian dream", which may just inspire a few in-depth studies in related areas.

David Jones  
Montréal, P.Q.

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C O M I N G U P

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09-11 June 1988 CNRS Annual Conference, Windsor, Ont., in conjunction with the Canadian "Learned Societies" -- come and see our academic peers at work and play whilst learning some solid information on our interests. The Canadian Historical Association will have some worthwhile sessions, and we will fit in some of our own to show the academics how it is done!

Details will be mailed separately, or contact the Secretary at the Society's address.

Those looking for esoteric entertainment are invited to apply (first-come first-served) to attend the dinner of the military historians planned for Saturday 11 June. Details etc. from Dr. Carl Christie at the Directorate of History, National Defence Headquarters, Ottawa, Ont., K1A 0K2 (613-998-7052)

19-22 Sept. 1988 The International Maritime Lecturers' Association meeting, in cooperation with the Canadian Coast Guard College, Sydney, N.S.. This is the fifth annual conference on Maritime Education and Training, and details can be obtained from Mr. James C. Kelly, Canadian Coast Guard College, P.O. Box 4500, Sydney, N.S. B1P 6L1.

23-25 Sept. 1988 Make it a full week! Plan to hop to Ottawa to attend The International Ship Model Competition and Exhibition being planned by the Capital Marine Modellers' Guild, in conjunction with the National Museum of Science and Technology. For information write to Mr. W.A. Arnould, 845 Springland Ave., Ottawa, Ont., K1V 6L5.

05-06 Oct. 1988 International Symposium 1688. The Seaborne Alliance and Diplomatic Revolution -- with the patronage of the History Committee of the William & Mary Trust and the International Commission for Maritime History. Organized by the National Maritime Museum, Greenwich, England SE10 9NF. Details from Mrs. Jean Thomas there.

April 1992 Keep this in mind -- The Vancouver Conference on Exhibition and Discovery, "To commemorate the arrival of Capt. Vancouver on the Pacific Northwest coast of North America in 1792. This is an international and interdisciplinary conference on exploration and discovery." Details from: Director, Vancouver Conference, Dept. of History, Simon Fraser University, Burnaby, B.C., V5A 1S6. C'mon, all you non-Pacific Coasters -- let's show them up -- and show Skip Fischer we are improving!

## Les chantiers Davie: depuis 1825

♦ L'historienne Eileen Marcll travaille présentement à écrire la monographie des chantiers maritimes Davie, de Lauzon, dont l'histoire remonte à 1823. Ce travail historique, qui sera publié en anglais et en français, est réalisé à la demande de la compagnie MEL Davie. Mme Marcll compte y investir trois années de recherches et d'écriture.

Citoyenne de Charlesbourg, Eileen Marcll a présenté, récemment, à l'École des gradués de l'université Laval, une thèse de doctorat remarquée traitant de la construction navale à Québec et intitulée « Shipbuilding at Québec (1763-1893) The Square Rigger Trade ».

per Louis-Guy LEMIEUX

Son directeur de thèse est le professeur Jean Hamelin. Mme Marcll a déjà écrit la biographie de quelques-uns des plus célèbres constructeurs de navires du XIXe siècle, à la demande des familles. Quant au chantier de Lauzon, elle parlera, bien sûr, de la famille Davie, mais aussi de tous ceux qui ont participé à l'histoire du chantier Davie.

« Ce qui m'intéresse avant tout, dit-elle, c'est de raconter le summum du travail des hommes. »

Mme Marcll rencontre actuellement les plus anciens travailleurs du chantier. Elle enregistre sur cassettes leurs souvenirs et commentaires. « Je suis frappée, dit-elle, par la fierté de ces ouvriers des chantiers maritimes et par leur respect du travail bien fait. »



Le Soleil, Gilles Lafond

L'historienne Eileen Marcll

1-8 The Gazette, Montreal, Saturday, February 13, 1988

## Saint John may get replica of historic ship

By CHRIS MORRIS  
Canadian Press

**S**AINTE JOHN, N.B. — Barry Ogden wants to revive some of the majesty of the glory days of sail. He wants to build a copy of the Marco Polo, one of the fleetest of the ocean greyhounds that won this old port an enduring place in seafaring history.

"She was one of the most famous sailing ships in Canadian history and one of the fastest in the world," says Ogden, a high-school history teacher leading the drive to build a replica of the tall ship. "She cut the world in half."

The Marco Polo was one of hundreds of square-riggers built in Saint John during the 19th century. She epitomized the power, grace and romance of the era.

Ogden sees a reproduction as the centerpiece in a Maritime historical development that would refresh memories of Saint John's proud history and bring in tourists by the boatload.

"We're Canada's national historic seaport and we should use that to our advantage," says Ogden, shuffling through artists' conceptions of the plan.

"At one time, Saint John was the fourth-largest shipbuilding centre in the world — we were known as the Liverpool of America."

### Local enthusiasm

Hundreds of Saint John citizens share Ogden's enthusiasm and have volunteered their time and expertise to help bring the Marco Polo back to life. Marine architects, historians and harbor pilots, as well as city councillors, lawyers, businessmen and schoolchildren, have all jumped aboard.

"The Marco Polo was an immigrant ship and that's the one thing that ties us all together," says Og-

den. "Canada's history isn't a war history — it's a history of immigrants."

The idea is to build a full-size, steel-hulled reproduction of the handsome square-rigger and berth it in Saint John harbor. Ogden wants it to be a working ship, one that could be sailed on special occasions.

A historic village would be built alongside the berth, recreating the atmosphere of an 1860s port.

### \$4.5-million price tag

Ogden figures it would cost at least \$4.5 million to build the big three-master to its deck. A fundraising drive is under way to raise the \$100,000 needed for a feasibility study.

The Marco Polo, which sank off Prince Edward Island in 1883, displaced 1,660 tonnes and could carry close to 1,000 passengers and crew. She was twice the size of the famous schooner Bluenose from Nova Scotia.

A few ribs on a rotting hull are all that remain of the original Marco Polo, lying in about 10 metres of water off Cavendish.

However, many of the original carvings and fittings were salvaged and are in the New Brunswick Museum. The scale models used to design the ship in the early 1850s are also in existence.

Ogden, a Saint John native, is mystified more hasn't been done to take advantage of the rich history of Canada's oldest incorporated city.

"One out of every two Americans coming to Canada wants an historical or cultural experience," Ogden says, raising his voice in amazement.

"Well, clearly this is the place... I mean Champlain was here before he went to Quebec, the French attacked forts here, the English drove the French out, American privateers burnt the place down — there was

even an attack by a German sub just outside the harbor in 1917. "What more could you want?"

Like the Bluenose, the Marco Polo was a ship with a quirk.

Her keel was twisted when she was launched and maybe that had something to do with the records she set as a packet on the England-to-Australia run.

After one spectacular, 76-day trip to Australia, her owners, England's Black Ball Line, and her captain, the infamous James (Bully) Forbes, declared her the fastest ship in the world.

She probably wasn't, but she had a well-deserved place among the white-winged queens of the ocean as they raced to fame and fortune, their holds filled with timber, wool and tea.

Like so many of her kind, the Marco Polo ended her days as a somewhat shabby cargo carrier. But she

went down in style.

Caught in a gale off Prince Edward Island, the crew hoisted her sails and steered toward land.

It must have been a spectacular sight as she ran aground with all sails set, crashing to her death like some gigantic, broken seabird. She came close enough to land for the crew to escape safely.

### Inspired young writer

The wreck inspired the creative talents of one 8-year-old Island girl who watched the great ship break up and sink. She won an award for all story she submitted to a Montreal newspaper about the wreck of the Marco Polo.

It was her first published effort and she was encouraged.

She kept writing. Her name was Lucy Maud Montgomery.

### SHIPBUILDING AT TATAMAGOUCHE, NOVA SCOTIA

If you drive along the south shore of the Northumberland Strait, following the "Sunrise Trail" from Pictou towards Amherst, you will come to the scenic village of Tatamagouche. As you leave the village the road crosses a small river and if you look to your right, just below the bridge, you will see a mass of whitened splintered timber, very slowly decaying into the riverside mud. The youngest of these timbers must be over a hundred years old. On this and neighboring sites Alex, William and James Campbell and, in the next generation, David and Archibald Campbell built one hundred and fifty wooden sailing ships between 1824 and 1883.

On the rise beyond the shipyard lies the Campbell family home. Unlike the Lawrence house at Maitland and the Yeo mansion at Port Hill, P.E.I., this is not a museum, but is in full use as the headquarters of the Atlantic Christian Training Centre of the United Church of Canada. Seminars, training sessions and retreats are held in the gracious old house and in the well preserved grounds; and as you stroll under the trees you can easily imagine the sound of the shipwright's adze and the ring of the caulker's hammers at the slipway just below the bank.

When I visited the area some years ago, Helene Hannah, the Director of A.C.T.C. at that time, was kind enough to let me have a list of the ships built at the yard by the Campbell family and their associates. The first was the schooner Elizabeth of 91 tons, built by A. Campbell, Mortimer and Smith as long ago as 1824. The last was the barquentine Yolande of 395 tons built by David and Archibald Campbell in 1883. In all there were 147 or perhaps 146 vessels, (barques called the Jessie of exactly the same tonnage are shown as being built in 1840 and in 1841 and may have been the same ship). In addition, the Campbells built three ships at neighbouring townships.

Construction started with one or two vessels a year: brigs and schooners; in the 1820s and early 30s. The first barque, the Colchester of 418 tons was built in 1835. She must have met an early end or was quickly sold, for another of the same name but of 562 tons was completed two years later. The first full-rigged ship, the Sir Colin Campbell, 518 tons, came in 1836, followed by the Mersey, 734 tons in 1837. By this time five or six vessels a year were being turned out. The peak year was 1840 when nine vessels: one ship, four barques, three brigs and a schooner were built, plus another brig (by Alex Campbell) at the nearby settlement of Wallace.

Frederick William Wallace in "Wooden Ships and Iron Men" mentions the Campbells and their larger ships several times, not always in complimentary fashion; in fact he quotes Captain Samuel of the famous packet Dreadnought, who described the Campbell's ship Leander (1841) as being typical of poorly constructed Bluenose vessels, "built on the Underwriter's account". To be fair, Wallace mentions later vessels in more favourable terms.

In mid-century the brigantine began to supplant the brig in the small ocean-going class, and the first of these was the Liberty, 194 tons, in 1843. The last brig, the Tersina was turned out in 1861. Fashions in names as well as in rig can be traced in the list. Hiawatha in 1856 marks the success of Longfellow's poem and Ashantee in 1874 commemorates the recently concluded colonial war in West Africa. Recovery (1845) is perhaps a fervent hope for better financial times, and Revival (1853) may express the same wish or may have been inspired by religious sentiments. A small brig of 1858 had the delightful name Sneezer.

The ups and downs of the shipping market are clearly shown by the number and size of vessels built. From 1858 to 1861 in the recession that preceded the Civil War, only one or two schooners and brigs were completed each year. Then from 1862 to 1864 a number of middle-sized barques were turned out; but after the war construction again dwindled to one or two vessels a year. These, however, were all of fair size and included the largest vessels built by the Campbells, the 900 ton barques Edith Carmichael in 1875 and Minnie Carmichael in 1877. The Minnie Carmichael was the second to last vessel built; only the barquentine Yolande followed her six years later.

In all the Campbell family built 10 ships, 49 barques, 1 barquentine, 45 brigs, 16 brigantines, 28 schooners and one vessel of unknown rig. Why the building site has been so well preserved is a mystery. Perhaps the density of heavy timber piled on the site is so great that vegetation has been unable to grow up through it. In any case, it is one of the few places where the actual building ways are so clearly visible.

I would be happy to forward a complete list of the ships built at Tatamagouche by the Campbells to anyone who is interested.

C. Douglas Maginley  
Sydney, N.S.

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CANADIAN NAUTICAL RESEARCH SOCIETY  
SOCIÉTÉ CANADIENNE POUR LA RECHERCHE NAUTIQUE

Annual Conference  
To be held at the University of Windsor  
Windsor, Ontario, 9-11 June 1988

REGISTRATION

CNRS Members who also belong to the Canadian Historical Association, will already have received registration material. For those who are not CHA members, you may get information on the location of lecture and session rooms from the Conference Registration Desk, University Centre. You may also phone 519-253-4232, Extension 2349. However, no formal registration is required for the CNRS meetings.

PROGRAM

Thursday, 9 June

2:30 p.m. - 5:30 p.m.

Tour of Dossin Great Lakes Museum, Detroit, Michigan

A minimum registration of twenty is required and the total number will be limited to thirty. A fee of \$7.00 will cover the cost of transportation. The museum does accept donations at the door. A cheque for the sum of \$7.00, payable to the Canadian Nautical Research Society should be sent to Professor R.G. Hoskins, Department of History, University of Windsor, Windsor, Ontario, N9B 3P4 by May 30, 1988. The departure point will be at the Assumption Church, parking lot, adjacent to the University of Windsor campus.

Tour participants are reminded that proof of citizenship is required by authorities at the United States-Canadian border.

Friday, 10 June

9:00 a.m. - 10:30 a.m.: Canadian Historical Association (CHA) session.

The Trent-Severn Waterway: Inland Water Transport in Dream and Reality/La voie Trent-Severn: le transport fluvial, rêve et réalité.

Papers by Wendy Cameron, Toronto; Mary MacDougall Maude, Toronto; William Rawling, University of Toronto.

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11:00 a.m. - 12.30 p.m.: Canadian Historical Association  
(CHA) session.

Transportation on the Great Lakes/Le transport sur les  
Grands Lacs.

Papers by Walter Lewis, Georgetown; Steve Salmon,  
National Archives, Ottawa.

12:30 p.m. - 2:00 p.m.: Business Meeting

Canadian Nautical Research Society (Bring Sandwiches!)  
Room/Salle Faculty Lounge-Law

2:00 p.m. - 3:30 p.m. Room/Salle G-111 Law

Chair/président: To be announced.

Lewis R. Fischer, Memorial University  
"Propulsion and Pay: An Examination of Differentials in  
Seaman's Wages on Steam and Sailing Vessels in the  
Norwegian Merchant Fleet, 1880-1914"

Ann Devlin-Fischer, Historical Institute University  
of Bergen, Bergen, Norway  
"Women at Sea: Female Labour in the Norwegian Merchant  
Marine in the 1870's"

Commentator/commentateur: Richard Unger, University of  
British Columbia.

Saturday, 11 June

9:00 a.m. - 10:30 a.m.: Canadian Historical Association  
(CHA) session.

Aspects of Nineteenth Century Imperial Strategy in British  
North America/Aspects de la stratégie imperiale en  
Amérique de Nord britannique.

Papers by William Glover, Royal Roads Military College,  
Denis Carter-Edwards, Parks Canada and Roger Sarty,  
Department of National Defence

Commentary by W.A.B. Douglas, Department of National Defence

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11:00 a.m. - 12:30 p.m.: Canadian Historical Association  
(CHA) session.

Technology in Marine Transportation in the Nineteenth  
Century/La technologie dans le transport maritime à la fin  
du dix-neuvième siècle.

Papers by Helge Nordwig, Norway and Lewis Fischer, Memorial  
University of Newfoundland.

Afternoon free. Reservations for dinner with the military historians,  
at the Essex Scottish Mess, can be made on a first come first served  
basis by writing or telephoning the Directorate of History, National  
Defence Headquarters, Ottawa, Ontario, K1A 0K2 (613-998-7057). Up to  
40 people can be accommodated.