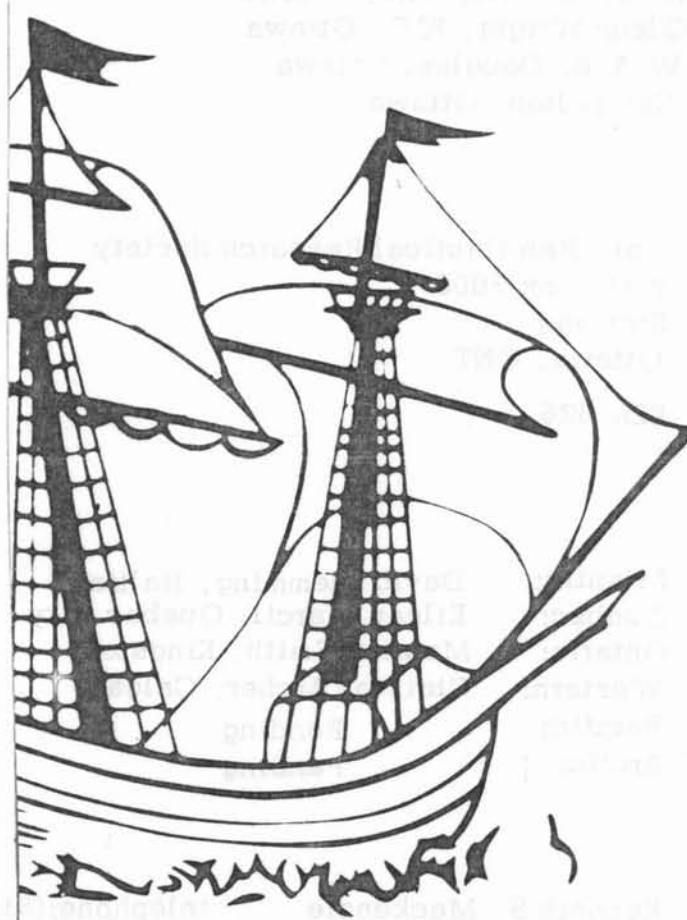


ARGONAUTA

The Newsletter of



The Canadian Nautical Research Society

Volume 2 Number four
31 December 1985

THE CANADIAN NAUTICAL RESEARCH SOCIETY

Established 1984

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Institutional 30

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

Welcome to our last number for 1985. You will readily recognise it is in the same old format. We decided to finish off volume 2 in this way, and to start afresh with volume 3. Look out for it! Get your contributions in for our new format by the end of February to ensure space.

Back Issues:- still to be reproduced - but will be, so please be patient.

We must again apologize for tardiness in getting out this issue. Hopefully you all have been as busy over the festive season as has your editor, and have yet to feel too deprived. We are still adhering to our publishing dates.

On a more positive note, the Naval History Symposium held in Halifax in October was a resounding success. Cdr. Russ Wilcox and LCDR Tom Copeland, stationed with the Navy at Halifax, provided the best administrative arrangements your editor has ever seen for such an encounter, while Alec Douglas arranged the topics and orchestrated the speakers to perfection. We are already looking forward to the 3rd Symposium - with some of us advocating strongly that it contain an extensive mercantile marine section. The audience was alert, numerous and provocative, and senior Armed Forces personnel (who attended in large numbers) have little reason now for making decisions based on incorrect history. It is intended to publish the papers presented, although, regrettably, it appears that the comments and discussion will pass unreported, as they were not recorded. Look for the book when it appears.

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Readers will find much food for thought in Alec Douglas's report on the special meeting of the Society's Board of Directors, held in Ottawa on 28 November. Naturally enough we were most interested in that section of the meeting that concentrated on our publication policy. There was, in diplomatic parlance, a most frank exchange of views, which Alec has reported most faithfully. The ultimate result was a truly bureaucratic one - to form a committee to report on the vexatious issue of when and in what form we should produce a journal. Your editor's view is amply expressed in the aforementioned report; all it requires now is for a write-in campaign from those of you who are of the sooner-rather-than later school so that when the committee reports to the directors shortly after the end of March we can do so on the active side and suggest a quick move towards a proper journal. All of this should build towards an excellent annual meeting in BC in July, so please respond and let your directors/editor/fellow members know your opinions. It would really be icing on the cake if we all subscribed above the annual meeting, directing the excess to go into a publication fund! There shall be more on this in the March issue.

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Following this most fruitful meeting was an even more pleasant evening, attending the inaugural meeting of the Ottawa branch of the Society. As well as being organizational in nature it featured an excellent presentation by Faye Kert on her experiences while participating in the salvage of the Mary Rose. We report on this more fully in this issue - but let other potential groups take up Ottawa's challenge and produce their own local branches, and prove to central Canada that the geographical peripheries are just as active!

Book Review Section:

After this issue our book review section will be in the capable hands of Skip Fischer, in St. John's. This is one of the most important sections of the newsletter, as it allows us to keep readers informed of what is being published where in the fields of our interest. All matters pertaining to reviews must therefore go through him. Periodically your editor will notice books, etc., that come to his attention. That by no means precludes subsequent review; it is simply an effort to keep us all up-to-date. We earnestly recommend you give Skip the support he needs and requests, so that all members may be made as aware as possible of the current status of work in Canadian nautical history.

In the category of notices we now mention a good, privately-produced monograph entitled Saint John and the Inspection of Ships. Written by Iain A. Martin, a Senior Surveyor at the Ship Safety Branch of the Canadian Coast Guard at Saint John, it appears to be a labour of love. There are 25 pages of history and ten (x) appendices, which together form an excellent reference tool for maritime historians. The latter list such people as Steamship Inspectors, Port Wardens, Shipping Masters, and the relevant federal and provincial acts and regulations that impinge on the topic.

Skip himself provides a timely book review in light of heightened Canadian awareness of the Arctic following the cruise by the USCG icebreaker Polar Sea. It remains to be seen whether or not we fall back into the same disinterested rut that Skip detects in the course of his review.

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Not only do we announce elsewhere Barry Gough's achievement in becoming the first recipient of the Matthews Award, but it is our pleasure to report that the first recipient of the Admiral's Medal is Robert Hendy, a Toronto lawyer, for his contributions to maritime affairs over a period of years. He received his medal from the Governor General in November.

Commodore Hendy est devenu un officier de la réserve navale en 1936. Il a servi comme l'officier en charge de la marine à Toronto; à titre président congrès des associations de la défense; président national de la ligue navale du Canada; et a aidé à créer l'institut canadien des études stratégiques et à mettre sur pied l'association navale royale canadienne.

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A new member, Gerry Ouderkerk, has jumped early and actively into the fray, with one answer and three queries, and some information he wishes to pass on, concerning a "List of Old-Time Canal Propellers" that he discovered in the British Whig he so laboriously searched. Dated 17 February 1902, p. 3, it lists 55 ships with their owners and masters and remarks about their fate.

Gerry is currently co-producing a film entitled "Sails to the Wind" which he tells us "documents 155 years' shipbuilding from the town of Oakville, Ontario, (whose) shipbuilders constructed some of the most famous sailing vessels on the Great Lakes". He expects it to be completed about mid-1986, and, with a musical score composed by Oakville native Hagood Hardy, hopes it will be a success.

Beginning with the March, 1986 issue, *Argonauta* plans to publish an annual bibliography of books and articles in maritime and naval history. Criteria for inclusion will be that the material either deals with Canadian marine affairs or is written by a Canadian author. It is our hope that this will be a reasonably all-inclusive listing, but with the proliferation of journals and small presses, it is possible that some potential contributions may be overlooked inadvertently. Members who would like to call attention to worthy material are asked to contact Professor Lewis Fischer, Maritime History Group, Memorial University of Newfoundland, with bibliographic information as soon as possible.

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The Canadian *Nautical Research Society* is pleased to announce the first recipient of the Matthews Award, presented to the author of the best book in maritime history published by a Canadian in 1984. The award goes to Dr. Barry M. Gough for his monograph, Gunboat Frontier: British Maritime Authority and the Northwest Coast Indians, 1846-1890. Dr. Gough's book was published by the University of British Columbia Press.

The Matthews Award honours the memory of the late Dr. Keith Matthews, a founding member of both the Maritime History Group at Memorial University of Newfoundland and the Canadian *Nautical Research Society*. It is hoped in 1985 to present two awards, one for the best book and another for the best article published during the year. To be eligible, a work either must be authored by a Canadian or concerned with Canadian maritime affairs. The announcement of the honorees will be made at the annual meeting of the society next July.

Members who wish to nominate a title should contact one of the members of this year's selection committee. They are as follows:

Lewis Fischer, Memorial (Chair)
Richard Unger, UBC
Laurier Turgeon, Laval
Glen Wright, PAC
Eileen Marcil, Laval
Gerry Panting, Memorial (ex-officio)

Nominations should be forwarded to the committee no later than 31 March 1986 in order that the committee may conclude its deliberations prior to the annual meeting.

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The Maritime History Group will be hosting an international conference in St. John's from June 26th through June 28th, 1986. The title of the symposium is "The Nineteenth Century Merchant Marines: The Canadian and Norwegian Experiences in Comparative Perspective." The conference is designed to bring together specialists from the two nations to share the results of similar research. Sessions will include topics such as sources for the writing of maritime history, shipowners and entrepreneurs, seafaring labour, and the role of government. A complete schedule of sessions and papers will be published in the March 1986 issue of *Argonauta*.

All members of the Canadian *Nautical Research Society* are cordially invited to attend. For further information, please contact Professor Gerald Panting, Chairman, Maritime History Group, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7

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RECENT CONFERENCES

Two Canadians presented papers at the Fourth conference of the Association for the History of the Northern Seas held in Dartington, England, from September 16 to September 20, 1985. Professor Janina Konczacki of Mt. St. Vincent University in Halifax spoke on "The Policy of Prussia towards the Port of Danzig and Its Impact on Anglo-Polish Commercial Relations, 1775-1785" and Professor Lewis Fischer of Memorial University gave a paper on "Shipping and the Baltic Wood Trades to Britain, 1863-1908." Both papers will be published in a volume entitled Britain and the Northern Seas, edited by Walter Minchinton.

The Association was founded in 1974 as a sub-commission of the International Commission for Maritime History. Its purpose is to encourage and to coordinate work on the history of the Baltic and the northern seas of Europe. Its activities include the holding of conferences and the publication of an annual bibliography. Conferences have been held thus far in Stettin (Poland), Tvarminne (Finland), Utrecht (Netherlands) and Dartington. The next one is scheduled for Gothenburg, Sweden in 1988.

Membership in the association is open to all interested in the history of the countries with coastlines on the Baltic and northern seas, in the relationship between these countries and the seas, and in the history of the seas themselves. The annual membership fee, which includes the annual bibliography, quarterly newsletters, and reductions on publications, is 14 Dutch guilders. Further information may be obtained by contacting the Treasurer, Dr. P.H.J. van der Laan, Van Dijkstraat 9, 1111 ND Diemen, The Netherlands.

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Two members of the society were invited guests at a conference of Nordic maritime museums hosted by the Bergen Maritime Museum and the Norwegian Sub-Commission of the International Commission for Maritime History held in Os, Norway, September 11-14, 1986. Professor Lewis Fischer spoke on "Sources for the Study of International Maritime History." Professor Gerald Panting, Chairman of the Maritime History Group at Memorial University, was the keynote speaker of the conference, speaking on "The Atlantic Canada Shipping Project and Canadian Maritime History." While in Norway, both men also presented seminars to the Department of History at the University of Bergen.

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Argonauta desperately requires members of the CNRS interested in writing book reviews. Anyone interested in becoming a reviewer is asked to contact Professor Lewis Fischer, the Book Review Editor, at the Maritime History Group at Memorial. It would be helpful if prospective reviewers would also give the Editor a general statement of the kinds of books that they would be willing (or unwilling) to review.

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The annual newsletter of the Maritime History Group is now available. Any member who would like to receive the newsletter free of charge, and to be placed on the mailing list for future newsletters, is asked to contact the Chairman, Professor Gerald Panting.

CANADIAN NAUTICAL RESEARCH SOCIETY
BOARD OF DIRECTORS

MINUTES OF A MEETING HELD IN THE BYTOWN WARDROOM, WEDNESDAY 28 NOVEMBER 1985.

Present: R.St.G. Stephens, Councillor
Glenn Wright, Councillor
Ken Bolton, Treasurer
Alec Douglas, Secretary
Maurice Smith, Regional Chairperson, Ontario region
Ken Mackenzie, Editor, **Argonauta**
Ed Reed, Secretary-Treasurer, Ottawa chapter
Apologies were received ^{from} Barry Gough, who was unable to be present because of teaching responsibilities.

The meeting came to order at 1340 and the Secretary declared a quorum, noting the presence of four directors and three other members of the Society.

Minutes of the last meeting

The Secretary read the minutes of the last meeting ; moved by Stephens, seconded by Bolton that the minutes be accepted as read. Passed. Admiral Stephens consented to act as chairman for the remainder of this meeting.

Business arising out of minutes

The regional chairpersons now in place are as follows: Maritimes, David Flemming (Halifax): Quebec, Eileen Marcil, (Quebec): Ontario, Maurice Smith, (Kingston): Western, Christon Archer (Calgary): West coast, to be named, but at Admiral Stephens' suggestion Eric Sager would be sent any liaison material on an interim basis until someone is identified.

Draft terms of reference for a Publications Board

The chairman introduced the subject, summarising the situation that now obtained. He noted with approval the regular publication of the newsletter, which Ken Mackenzie is editing to a high standard. It did not pretend to be a journal, but perhaps consideration should be given to improving its appearance. The question to be addressed was what a journal should do, and what the society was capable of doing. We unfortunately were not able to get a copy of the McAnnis report in time for this meeting, which inhibited the scope of discussion, but we did have some information on the Australian journal Great Circle, published at reasonable cost twice a year with more attention to substance than style. What would the cost of our journal be? How would we finance it? Would we make subscription to a journal part of membership or an option? He concluded these opening remarks with the observation that we ought not to be too enthusiastic, then stumble and prejudice our credibility.

The treasurer proposed that the issue of the journal and the newsletter be discussed separately, and the chairman suggested this be done by inviting Maurice Smith to report on investigations by the Museum of the Great Lakes into publishing its own journal.

Smith reported that the Marine Museum, with a membership of about 350 and revenue from memberships of about \$8000 a year was considering a biannual journal in addition to its present quarterly newsletter. The museum has reached the point at which it was imperative to start membership development. The two main considerations were the rival institutions in the United States and the specific identifiable market for Great Lakes history in Canada which no one had done anything about although articles had appeared in some places, for instance a recent issue of Ontario History.

He went on to note that the Kingston plans were parochial and survival-oriented. The museum only gets 45-50% of its support from government, and private sector initiatives are essential in order to survive. The Committee investigating journal possibilities consisted of John McCurdy, professor of small business at Queen's University, Michael Davies, publisher of the Kingston Whig-Standard, and Willie Walker, a boat builder. This committee had reached the decision to start a journal in March, with the intention of raising money for that purpose. If the membership grew to 400 people the museum felt it could carry the publication.

Explaining the basis on which this decision was made, Mr. Smith passed around examples of journals used in making estimates, such as Mariner's Mirror, The Mystic Seaport Log, and the journal of the Nautical Research Guild, a modelling society. The Log had been the most appropriate model, and a journal of that kind could be produced at a cost of Can\$2300 an issue by a high quality printing house in Kingston.

Following this most useful report some general discussion took place on the desirability of having both a newsletter and a journal for the CNRS. Wright favoured both, and Mackenzie agreed, because attempting to polish up the newsletter would create delays. He even advocated increasing the frequency of the *newsletter* in roughly its present format from four to six issues a year, once a journal was established. The chairman enquired how much this would cost and the secretary suggested, at the rates quoted by John Hall, it would be about \$800 a year.

At this point the chairman enquired where the pressures for having a journal were coming from. Would it be better to clean up the newsletter and look at a future journal? What was wrong with letting Kingston put out the Great Lakes publication at the same time? Presumably it would all be devoted to the Great Lakes?

Smith answered that in fact the editorial policy, like the museum's collecting policy, allowed ocean going material that helped illustrate the principal Great Lakes theme, so there would be a limited number of articles of general interest. But, Mackenzie noted, the Great Lakes would presumably still be the main thrust, and most letters he received said we needed a journal that went beyond that. If the society was to be a clearing house for maritime history across the country we needed a journal that met that need.

The treasurer observed at this point that a journal of the CNRS would not necessarily be confined to history, and he had gained the impression that the Kingston journal was to be purely historical. Mackenzie expressed some surprise that we would go beyond historical articles, but Smith stated that the Kingston journal did intend to be interdisciplinary in nature.

There was general interest in the question whether an effort by the CNRS would be complementary to or competitive with the Kingston effort, and the chairman made the telling point that other regions should have some say in the society's decision. Would, for instance, David Flemming, our regional chairperson in Halifax, have something to say about a publication of his own museum?

The secretary responded by noting the relationship, at least in North America and Britain, of nautical journals and museums. There was an advantage to publishing under the auspices of a museum and taking advantage of its own circulation to help finance the effort. He also noted the distribution of an identifiable market. Like it or not, most of the population was in central Canada (Quebec and Ontario), and most of our members were from central Canada. Could we use the Kingston initiative, therefore, as the nucleus for a journal with national scope?

The treasurer replied that we ought to sponsor regional publications for national distribution. This sparked some discussion, and it was noted by several people that we did not want to become a subscription agency, which would require building up staff for purposes only marginally related to our objectives. Wright asked why there would not be just one journal, published in Kingston, the CNRS to affiliate with the museum. Mackenzie shot down that idea effectively by raising the spectre of a centralist approach, anathema to most Canadians.

Mackenzie went on to suggest that a better model for the CNRS is Canadian Rail, with a national membership and its own publishing house.

Reed offered the suggestion that it might, indeed, be premature to start a journal now. He proposed upgrading the newsletter, asking for more articles, and gradually turning it into the society's main publication. Smith thought, not necessarily in contradiction to Reed, that a newsletter, especially six times a year, was the best way of attracting members. The CNRS was in the same position the museum was in about four years ago in this respect.

The chairman synthesised discussion by suggesting what the consensus would appear to be was that we should encourage members to produce articles and look for places to publish them rather than pushing on too fast with our own journal. We must not run before we can walk. We all believed in a journal, but until we improved our membership picture we were not in a position to publish a journal.

Smith reminded those present that the British Society for Nautical Research created the National Maritime Museum to provide a focus for its activities. Should the CNRS be doing things that way round? Furthermore, who was the society trying to communicate with? The term 'Research' in our title suggested to him 'Academic'. The secretary replied that the society had decided, at its earliest meetings, to reach beyond the academic community. He made a comparison with the Ontario Historical Society, at which Smith noted that its journal, Ontario History, was academic in nature. The Secretary agreed, explaining that the OHS had made the conscious decision to offer an academic journal to its membership, with separate subscriptions, knowing that its newsletter (the OHS Bulletin) would meet the needs of many members not interested in the journal.

The chairman called for a motion at this point. It was accordingly moved by Bolton, seconded by Wright, that a publications committee be formed. Discussion included a question, whether a specific recommendation would be given to the committee to report on, such as the publication of a bibliography of maritime research, to which the chairman responded that it was not necessary to tell members of a committee too much. The terms of reference, as drafted by Ed Reed, could be amended as desired by the committee. The motion received unanimous approval.

The committee, after receiving agreement from those concerned, was struck. Members were:

Ken Mackenzie
Barry Gough
Maurice Smith
Glenn Wright

It was agreed that Professor McInnis would also be invited to serve, and that all directors of the society would be de facto members.

Bringing Museums into the Society

In addition to discussion under the previous item of the agenda, the secretary was authorised to write to the directors of each museum in the country, and to other societies, to arrange mutual exchanges of information. He was to be assisted by the provision of names and addresses of such museums and societies.

Strategy for Future Development

The principal requirement, it was agreed, was to continue expanding membership. There were still only 182 members across the country. The chairman asked if there was a membership committee, and the secretary pointed out that as chairman of the Liaison Committee that was in fact his task. He agreed that the terms of reference he had issued to chair persons do meet the needs of membership expansion on a regional basis.

The organisation of committees, nevertheless, was considered an essential element of a strategy for future development. It was noted that the society now has a publications committee and an awards committee besides the liaison and nominations committees allowed for in the constitution. Careful records, and annual reports, for these committees should be insisted upon from the first.

The chairman suggested that a specific target for membership would help in planning. Accordingly, after some discussion, the target was set of 1000 members by 1990. To reach the target it would be necessary to develop tactics, such as the dispatch of two newsletters to each current member for providing potential new members with an example of the society's interests. It was necessary to bring home to members the international status of the society, and to engage in 'networking', i.e. spreading the word through local chapters and word of mouth.

The principal problem was how to focus activities of the society. How could members participate? The secretary said the best solution lay in building up local chapters, and ensuring a wide geographical distribution of annual or other society meetings. He hoped that the annual meeting in 1986, for example, would help build up the western membership of the society. Perhaps, he suggested, it was also incumbent on him to re-examine the questionnaires received in 1985.

Other Business

Reed asked whether it was necessary to have a policy on CNRS membership in local chapters or branches. The ruling, based on the constitution, was that to be eligible for membership in a local branch people must be members of the CNRS in good standing.

Motion to Adjourn

Bolton moved and Wright seconded adjournment, which was passed, at 1700.

W.A.B. Douglas
Secretary

THE CANADIAN NAUTICAL RESEARCH SOCIETY - OTTAWA BRANCH

As a result of the very positive response to a survey of Society members in Eastern Ontario and Western Quebec conducted over the summer, the inaugural meeting of an Ottawa branch of the Society was held at HMCS Bytown on 28 November 1985, with approximately 25 members and guests in attendance.

Vice-Admiral Bob St.G. Stephens, a member of the Society's Council, presided over the first part of the meeting, during which the following business was transacted:

- 1). A motion by Alec Douglas, seconded by John Hall, that an Ottawa branch of the Society be established was passed unanimously;
- 2). Daniel G. Harris and G. Edward Reed were elected President and Secretary/Treasurer of the Branch respectively;
- 3). A recommendation by the Secretary/Treasurer that Branch dues for the period September 1985 to August 1986 be set at \$8 was approved.

Following the brief business portion of the meeting, a fascinating illustrated talk on the salvage of the Mary Rose was given by Society member Faye Kert, who had acted as an archaeological supervisor on the excavation of this historic and remarkable vessel during 1981. As well, William Arnould, another Society member, outlined the aims and ambitions of the Capital Marine Modellers' Guild.

All in all the evening was a most enjoyable and informative one.

Future Branch meetings were scheduled for 22 January, 19 March and 21 May 1986, at HMCS Bytown, 78 Lisgar Street, Ottawa, commencing at 2000. Society members who may be visiting Ottawa on these dates are cordially invited to attend.

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"Canada's Sweetheart: the Saga of Hal C. Banks":

As we noticed in our last issue Hal C. Banks died late last year - and it would appear that the CBC was perched on a branch awaiting his demise. Within a month of his death it screened a two-hour documentary that one critic termed "a vivid recreation of an exciting - if not exactly proud - era in the history of the Canadian labour movement". In that comment lay both the production's strength and its weakness. It certainly did portray the evil of the man and his "reign of terror in Canada" and its deleterious effect on the Canadian labour movement. In fact, very few responsible Canadians of the time, be they politicians, businessmen or labour leaders, show up in anything approaching a creditable light.

What the film did not do, however, was to assess Banks' influence in the demise of the Canadian-flag merchant marine, a topic that is still debated vociferously. The story could as well have been of union activities in a match factory on the prairies as in Canada's marine industry. Nothing was made of the fact that Banks' activities on what was a marginal Canadian enterprise at the best of times were probably what tipped the balance. And of course therein lies the moral. Canadians are basically unconcerned about the health of their national-flag merchant marine. The recent Task Force notwithstanding, that topic rates even lower in their consideration than the fate of the Canadian Armed Forces. And that is pretty low.

But there is a story there, as so many of our readers know. It is up to us to see it gets told.

The Grosse Isle quarantine station: 1832 to 1937

In the previous century, several epidemics of foreign origin beset Canada. Thus authorities decided to set up a quarantine station on an island near Quebec City.

In the late 1820s, the British Isles were hit by a cholera epidemic originating in India. In order to prevent the disease from being spread by the vast numbers of immigrants arriving in Canada from Britain, the colonial authorities decided, on March 26, 1832, to establish a quarantine station. They chose to rent Grosse Isle, an island located approximately fifty kilometres downstream from Quebec City, level with Montmagny. The island was owned by notary Louis Bernier, and its sole resident at the time was a farmer named Pierre Duplain.

Quarantine operations began in April 1832 with the arrival on Grosse Isle of a company of the 32nd Regiment stationed in Quebec city. Commandeering farmer Duplain's house, the soldiers began construction of the quarantine station. In early May, the first shiploads of immigrants arrived. Cases of cholera began to appear in early summer, and the station soon proved inadequate to contain the epidemic. Nearly 3,000 people were claimed by the disease in the Quebec City area alone.

Cholera broke out again in the region in 1834, and remained endemic until the 1840s. Typhus was also a problem, but seemed to recede from 1840 to 1845. As a rule, the immigrants passing through Grosse Isle during this period were in better health, and the 1832 facilities proved adequate. However, hard times returned in 1846.

It was around this time that a potato blight swept Ireland, causing a famine. Tens of thousands of Irish, driven from their country, crossed the Atlantic. In 1847, they accounted for a full 54,329 of the 96,106 immigrants who arrived in Quebec City. Weak and starving, they fell prey to typhus. The quarantine facilities, which consisted of only 200 sick beds and 800 immigrant beds, were soon overflowing. The healthy and the sick found themselves crowded into makeshift shelters. The final toll was dismal: of the 8,563 people quarantined

that year, 3,452 did not survive. Grosse Isle became the last resting place for thousands of Irish.

From late 1847 through 1848, the capacity of the quarantine station was increased to 2,000 sick beds, 300 convalescent beds and 3,500 immigrant beds. The island was divided into three separate sectors: the east or "sick" division, the west or "healthy" division; and the central division, for staff members.

Subsequently, contagious diseases receded. A final wave of cholera struck the Quebec region in 1854. Cases of typhus and smallpox also reappeared from 1860 to 1870. However, each time, the Grosse Isle facilities, transferred in 1857 to the civil authorities, proved adequate and were even underutilized. The improvement of medical inspection techniques at departure ports and the increasing use of steamships for the transportation of immigrants (in 1877, for the first time, all immigrants to Quebec City arrived by steamer) greatly facilitated the control of contagious diseases.

In the 1880s, advances in medical science, particularly the work of Louis Pasteur, led to improvement in curative and preventive treatment. Around the same time, the role of the Grosse Isle quarantine station began to change.

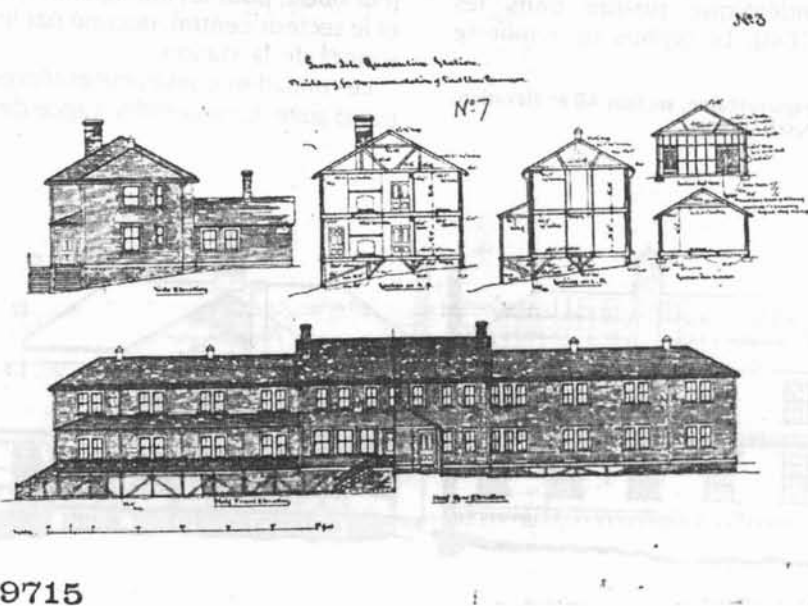
During the 1880s and 1890s, the prime duty of its staff was to ensure that all new immigrants were vaccinated. The station was modernized and renovated to include laboratories, disinfection facilities, electricity, running water, new hospital facilities, and new staff and immigrant quarters. Other work was done in 1902, 1912 and 1913.

The Grosse Isle quarantine station continued to play an important role until 1923, when the authorities decided to transfer some of the operations to Pointe-au-Père. In 1937, all operations were relocated to Quebec City and the station was closed.

The National Map Collection has several architectural plans of the Grosse Isle quarantine station. These plans are located in the RG 11 M holdings of the Department of Public Works, registration numbers 77803/39 Quebec and 79003/6. Essentially, they cover the period from 1880 to 1930. A limited number of maps from the 1832-1850 period are kept in the National Map Collection's general collection.

Alain Rainville
National Map Collection

Quarters for first-class passengers, ca. 1892.
(NMC-25780)



Grosse-Île : 1832-1937

À la fin des années 1820, une première épidémie de choléra, en provenance des Indes, touche les îles Britanniques. Voulant se prémunir contre cette épidémie que risquent de propager les nombreux immigrants d'origine britannique qui arrivent au Canada, les autorités coloniales décident le 26 mars 1832 de mettre sur pied une station de quarantaine. Elles choisissent de louer Grosse-Île, située à une cinquantaine de kilomètres en aval de Québec, à la hauteur de Montmagny. Propriété du notaire Louis Bernier, l'île n'est alors occupée que par le fermier Pierre Duplain.

Les activités s'amorcent en avril 1832 lorsqu'une compagnie du 32^e régiment, stationné à Québec, arrive sur Grosse-Île. Après avoir réquisitionné la maison du fermier Duplain, les militaires commencent à construire les installations de la station de quarantaine. Dès le mois de mai, les premiers navires bondés d'immigrants apparaissent devant Grosse-Île. Au début de l'été, le choléra se manifeste, et les installations s'avèrent bientôt insuffisantes. Malgré les dispositifs établis, près de 3 000 personnes succombent dans la seule région de Québec.

Le choléra fait de nouveau ravage dans la région en 1834 et demeure à l'état endémique jusque dans les années 1840. Le typhus se manifeste

également, mais semble régresser dans les années 1840-1845. En règle générale, les immigrants de passage à la Grosse-Île au cours de cette période sont en meilleure santé, et les installations construites en 1832 suffisent à la tâche. Cependant, les mauvais jours reparaissent à partir de 1846.

Une maladie de la pomme de terre affecte alors l'Irlande, provoquant la grande famine de 1846-1848. Des milliers d'Irlandais traversent l'Atlantique : en 1847, ils forment 54 329 des 96 106 immigrants arrivés à Québec. Affaiblis et affamés, ils sont touchés par le typhus; les installations de quarantaine, qui ne comptent que 200 lits de malades et 800 places d'immigrants, sont vite débordées. Bien portants et malades se retrouvent parqués, pêle-mêle, dans des abris de fortune. Le bilan est sombre pour 1847 : des 8 563 personnes admises en quarantaine, 3 452 meurent. Grosse-Île devient le cimetière de milliers d'Irlandais.

À la fin de l'année 1847 et en 1848, on porte la capacité d'accueil de Grosse-Île à 2 000 lits de malades, 300 de convalescents et 3 500 places d'immigrants. L'île est alors subdivisée en trois secteurs distincts : le secteur est, réservé aux immigrants malades, le secteur ouest, pour les immigrants en santé et le secteur central, occupé par le personnel de la station.

Les maladies contagieuses régressent par la suite. Une dernière vague de cho-

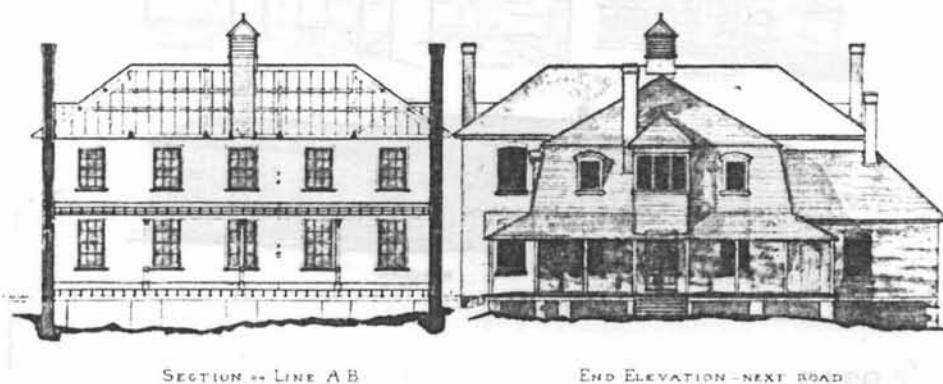
léra apparaît dans la région de Québec en 1854. Des cas de typhus et de variole resurgissent dans les années 1860-1870. Chaque fois, les installations de la Grosse-Île, transférées en 1857 aux autorités civiles du Canada, s'avèrent adéquates et sont même sous-utilisées. L'amélioration des contrôles de santé dans les ports d'embarquement et l'utilisation de plus en plus grande du navire à vapeur dans le transport des immigrants (pour la première fois en 1877 tous les immigrants arrivent à Québec en bateau à vapeur) facilitent grandement la lutte aux maladies contagieuses.

Dans les années 1880, les progrès de la médecine, notamment les travaux de Louis Pasteur, bonifient les traitements curatifs et préventifs. C'est pourquoi le rôle de Grosse-Île se modifie : au cours des années 1880-1890, la principale fonction du corps médical de l'île est de s'assurer que tout nouvel immigrant soit vacciné. Des modernisations et des transformations sont apportées aux installations de l'endroit : laboratoires, équipements de désinfection, électricité, eau courante, nouveaux hôpitaux et nouveaux logis pour les employés et les immigrants. D'autres travaux sont faits dans les années 1902, 1912 et 1913.

Jusqu'en 1923, la station de quarantaine de la Grosse-Île continue de jouer un rôle important. Cette année-là, on décide de transférer une partie des services de quarantaine à la Pointe-au-Père. En 1937, enfin, tous les services sont transférés à Québec.

La Collection nationale de cartes et plans possède plusieurs plans d'architecture de la station de quarantaine de la Grosse-Île. Les plans se retrouvent dans le fonds du ministère des Travaux publics RG 11M, numéros d'enregistrement 77803/39 Québec et 79003/6. Ils couvrent essentiellement la période de 1880 à 1930. Quelques cartes de la période 1832-1850 sont conservées dans la collection générale de la Collection nationale de cartes et plans.

Hôpital de quarantaine, section AB et élévation, v. 1889. (NMC 25805)



Alain Rainville
Collection nationale de cartes et plans

ANSWERS & QUERIES

My word, we are starting to come of age! There are indeed answers coming in to some of our queries; and these are just the ones we know about. We would be obliged if respondees could also enclose copies to your editor if you happen to write direct to the querier, as this way we can close off files.

Operation Habbakuk:

Mac MacKay really hit the jackpot on this one. In addition to the reply in Vol. 2 No. 3 Marilyn Gurney Smith, curator of the Maritime Command Museum, Halifax, has provided additional information from her files. This is a photocopy of an item from The Inventors, by J.J. Brown, a 1967/8 book in the Canadian Illustrated Library series. Even Montreal columnist Nick auf der Maar got into the act, albeit inadvertently, in his Gazette item for 3 January 1986. Copies of these items have been sent to Mac: can there be a definitive article in this, Mac?

Query 9:- on Canadian Shipbuilding:

Rollie Webb has been provided with an "incomplete" list of ships built by the Polson Iron Works by new Ottawa member Gerry Ouderkirk. Did it add any new information, Rollie? Rollie himself has provided us with his list of ships built by the Nova Scotia Steel & Coal Company at New Glasgow, NS. Has there been anything on the Bertram Iron Works?

New Queries

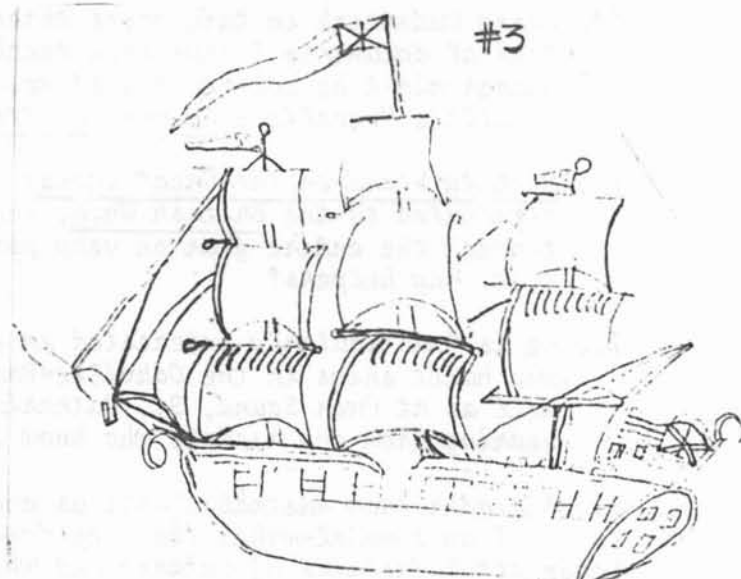
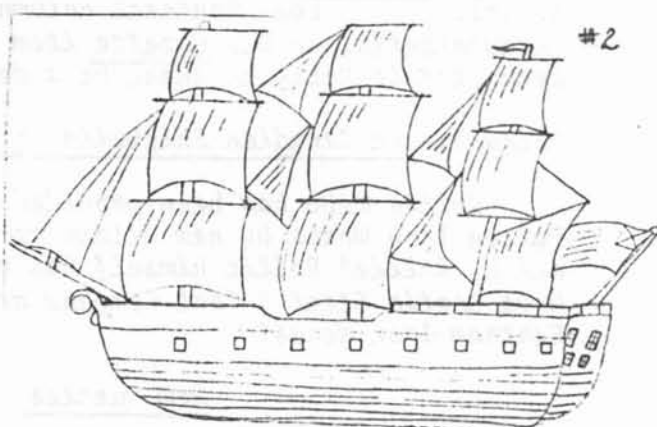
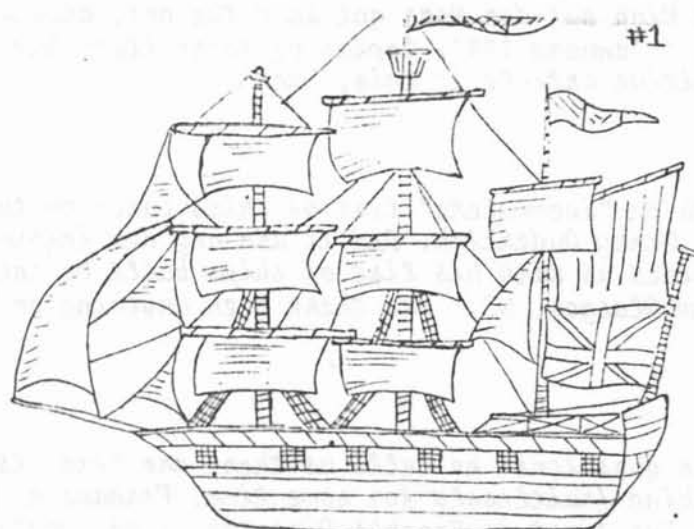
10. Gerry Ouderkirk in turn poses three questions: he tells us there are "two historical documents I have been tracking fruitlessly for some time. Perhaps a reader might be able to assist me. The first is Brock's Directory 1866, mentioned in Willis Metcalfe's Canvas and Steam on Quinte Waters."
11. Seventy Years on the Great Lakes: a newspaper article by a Captain Estes and attributed to the British Whig, Kingston, in 1902. Gerry says he struggled through the entire year on very poor microfilm (welcome to the club!) without luck. Any helpers?
12. He is "particularly interested in information about John and Melancthon Simpson, who built ships in the Oakville-Bronte-Wellington Square (Burlington) area, as well as at Owen Sound, St. Catharines, Chatham and elsewhere. I would appreciate hearing from any readers who know something of these gentlemen."
13. A reader from Australia asks us about the motor-tug Tusker:
I am a model-maker tracking down a vessel called Tusker, presently owned by McAsphalt Industries of Ontario and which is registered in Canada (O.No.178,473), painted red and which hauls a hot asphalt barge McAsphalt No. 2 along the eastern seaboard of Canada and the USA. Wishing to make a model of fair size I am requiring builders' drawings or documents showing lines or profiles...I have traced Tusker from her builders in Aberdeen, Scotland to here in Port Adelaide and now to Halifax and Toronto, obtaining a few old photographs along the way.
I have had no response from her present owners, so would like as much assistance as can be provided.
In view of the distance involved we suggest you write direct to:-Ron Bennetts, Box 456, Unley 5061, S.Australia, Australia. Ed.

ANSWERS & QUERIES

14. The three sketches reproduced below are taken from the faces of three early tall clocks in the town of York. In all likelihood they represented vessels of the Provincial Marine or Royal Navy before and during the War of 1812. Can anyone identify them?

15. Copper sheathing on Great Lakes vessels:

Is there any evidence to suggest that copper sheathing was used on the hulls of Great Lakes ships of the late 18th-early 19th centuries?

PEOPLE:

It is with great pleasure that we announce that Niels Jannasch, a member of our society and retiring director of the Maritime Museum of the Atlantic, was awarded the 1984-85 Canadian Museums Association Award of Merit. Well Done, Niels

N.R.P. Bonsor. It is with sadness I must report the death of Noel Bonsor, the maritime history cataloguer par excellence of the North Atlantic Seaway - the title by which, in five excellent volumes published between 1975 and 1980 he catalogued the passenger ships and their services that "linked the old world with the new". For this definitive set (as well as its companion, South Atlantic Seaway) he has already been duly praised.

My sadness is at the departure of a friend and colleague who was instinting in his cooperation and assistance, and who never hesitated to unlock the trove of his research treasurer to like-minded people. He will be missed sorely.

Ken Mackenzie

BOOK REVIEW

Daniel Francis, *Arctic Chase: A History of Whaling in Canada's North*, St. John's, Breakwater Books, 1984, 122 pp., +v, notes, bibliography, photos.

In a special museum in Oslo, Norwegians with an interest in their maritime heritage have preserved the *Fram*, the famous vessel which so well served explorers of both the north and south polar regions. These inhospitable regions, and the men and vessels which undertook the perilous voyages to explore them have become part of the Norwegian national heritage. Indeed, over 30,000 Norwegians, out of a population of barely four million, flock annually to the *Fram* Museum, there to clamber over the decks and into the holds of the famous craft, and to ponder the reasons why so many men have been fascinated by the Arctic.

Compare this with our own country. Canadians have no such monuments firmly enshrined in our national psyche, notwithstanding the occasional reference to the *St. Roch*. With sporadic exceptions, such as the interest kindled by John Diefenbaker's "northern vision" of the late 1950's, talk of our own Arctic heritage tends to inspire a collective yawn. Indeed, as Daniel Francis demonstrates in his new history of whaling in the Canadian Arctic, residents of the dominion have never shown much interest in the potential of the north. While most school children learn that whaling was carried on extensively in the frigid northern waters, few ever learn much more.

Part of the explanation of this deplorable lack of knowledge may be that while the whale fishery was prosecuted in Canada, it was never of the country. From the beginning the hunt for the largest of marine mammals was controlled almost totally by foreigners. Among the owners who outfitted the vessels, the mariners who crewed them, and the harpooners who plied their deadly but dangerous skills, Canadians were but a tiny minority. In short, the history of the whale fishery in the Canadian Arctic immediately suggests a comparison with the world's merchant marine in the 1980's: Canada may be an important destination, but precious few Canadian vessels or seamen are involved.

It seems likely, then, that at least part of the explanation for our lack of interest in the northern whale fishery derives from the lack of national involvement. But whether or not this explanation holds water, it is arguable that this important maritime activity in the Canadian north has never had a proper history. Unfortunately Daniel Francis has not succeeded in filling the gap. He has given us a readable, handsomely-illustrated volume, to be sure, but he has not given us a definitive study. That would have been impossible in only 122 pages, but his idiosyncratic organization and anecdotal approach also militated against it. Far too many important topics are either excluded or given, at best, cursory treatment. The approach is more descriptive than analytic, which causes the narrative frequently to lose focus. Yet the author is extremely successful in one important regard: he thoroughly strips the veneer of romanticism from the topic. The life of a whaleman, as Francis reminds us, was both arduous and perilous. Entrepreneurs who invested in the whale fishery were often amongst the greediest of men, and the author convincingly links this rapaciousness with the eventual decline of the industry. The book thus serves as a useful corrective to the portraits painted in the pages of Herman Melville or Jack London.

Future historians of Arctic whaling will want to consult this book, if only because it is the best general history currently available. But the need for a thorough treatment of this important maritime activity - and for a history of the whale fisheries on the nation's east and west coast - remains. It is to be hoped that *Arctic Chase* will stimulate maritime historians to produce these studies.

Lewis R. Fischer
St. John's, Newfoundland

Nouveaux documents aux Archives fédérales

Plusieurs documents intéressants ont récemment été versés à la Division des archives fédérales. Statistique Canada a transféré à la Division les microfilms des recensements de 1891 et de 1901, soit 138 et 129 bobines, respectivement. Ces microfilms, pour lesquels il n'existe aucun original, ne contiennent que le recensement des particuliers — la première annexe ou « Dénombrement des vivants ». Le recensement de 1891, qui sera mis à la disposition des chercheurs au début de décembre, complète les documents les plus consultés, soit les recensements datant de 1661 à 1881. En les rendant accessibles, les Archives montrent qu'elles sont conscientes de l'intérêt grandissant du public pour la généalogie et de l'importance que présentent ces nouvelles acquisitions pour ceux qui s'intéressent à l'histoire économique et sociale du Canada au XIX^e siècle. Quant aux documents sur le recensement de 1901, ils ne pourront être consultés à des fins de recher-

che avant 1993 conformément à la *Loi sur la protection des renseignements personnels* et au règlement connexe.

De Transports Canada la Division a également reçu 126 mètres de dossiers concernant les certificats délivrés aux officiers et aux marins en service sur les navires canadiens immatriculés. On retrouve, entre autres, des ententes passées entre des capitaines et leur équipage, et des registres de bord officiels datant de 1937 à 1969, à l'exception des années de guerre, de 1939 à 1947 et de 1950 à 1953. Ces documents contiennent une foule de renseignements sur les opérations des navires et permettent ainsi de connaître davantage l'histoire de la marine canadienne.

Enfin, nous avons reçu les documents de la commission chargée d'enquêter sur le naufrage de la plate-forme de forage semi-submersible *Ocean Ranger*, qui entraîna, le 15 février 1982, la mort des 84 travailleurs qui s'y trouvaient. En mars, peu après la tragédie, les gouver-

nements du Canada et de Terre-Neuve créent tous deux une commission royale d'enquête afin d'éclaircir l'affaire. Dans le but d'éviter toute répétition des travaux, il est décidé de réunir les deux commissions et d'adopter un même mandat. C'est ainsi qu'une commission royale d'enquête sur le désastre marin de l'*Ocean Ranger* est nommée sous la présidence du juge en chef, T. Alexander Hickman.

Ayant terminé ses travaux, la Commission a transféré 30 mètres de documents à la Division, notamment les transcriptions des audiences, certaines pièces à conviction, des rapports de recherche et des dossiers du conseiller, du secrétaire et du président de la Commission.

Richard Brown
Thomas Hillman
James Whalen

Division des archives fédérales

Federal Archives acquisitions

The Federal Archives Division has recently received several accessions of particularly noteworthy records. Statistics Canada has transferred the microfilm copies of the 1891 and 1901 censuses — 138 reels and 129 reels. Each of these microfilms, for which no originals exist, contains only the personal census — the first schedule or "Nominal Return of the Living." The 1891 returns, to be made available for research in early December, supplement the census records dating from 1661 to 1881, which have been the most frequently consulted records in the custody of the Public Archives. The release of the 1891 census records recognizes the growing public interest in genealogical research and will assist in the chronicling of the rich social and economic history of Canada in the nineteenth century. The 1901

census records will not be made available for general research purposes until 1993, in accordance with the Privacy Act and pursuant regulations.

The division also received from Transport Canada 126 metres of records relating to the certification of sea service for ships' officers and seamen aboard Canadian registered vessels. Consisting of articles of agreement signed between masters and crewmen and official ships' logs for 1937-1969 (with the exception of the wartime service years, 1939-1947 and 1950-1953), these records are an important source of operational information for the study of Canadian marine history.

And finally, the recent termination of the Royal Commission on the *Ocean Ranger* Marine Disaster led to the transfer of 30 metres of transcripts of hearings, exhibits, research studies, counsel's

files, secretary's files, chairman's files, and related material. February 15, 1982, the semisubmersible drilling unit *Ocean Ranger* capsized and sank, losing its eighty-four-man crew. Shortly after this tragedy, in March 1982, the governments of Canada and Newfoundland each appointed royal commissions to investigate the loss. To avoid duplication of effort, it was decided to combine the two inquiries and adopt identical terms of reference through the joint appointment of a Royal Commission under the Chairmanship of Chief Justice T. Alexander Hickman.

Richard Brown
Thomas Hillman
James Whalen

Federal Archives Division

The Vancouver Maritime Museum

Our "Coming Events" section contains the bare hint of excellent things to come at the VMM this year. Our thanks to Len McCann, its Curator, who has provided us with this description:

1. "The Princess and Her Families".

A presentation on the British Columbia Coast Service of the CPR - not just from its beginnings in 1901 to date - but including its predecessors, the fleet of the Hudson's Bay Company, the Pioneer Line of William Irving and the Canadian Pacific Navigation Company of John Irving.

Content:

Models, photographs, artifacts and memorabilia, films, etc, relating to the development of ferry and freight service along the BC coast. Dates:- 21 JAN to 13 APR 1986.

(Ed's Note:-talking with Len today - 9th JAN - he tells me he is opening it on 21st - even though on page 20 we say 14th).

2. 'The Discovery of the World'.

The cartography exhibition now at the David M. Stewart Museum in the Old Fort, Ile Ste. Hélène, Montréal, will be moved almost in its entirety to Vancouver, giving West Coasters a look at one of the finest map (and navigation instruments) exhibitions ever to be assembled in Canada. Dates:- 22 APR to 1 JUN 1986.

3. 'The Doomed Voyage of Laperouse'.

The scientific expedition sent out by France to follow-up on Cook's travels to this region 1786-88. A bicentenary exhibit has just been mounted in Paris. Material from this show - a major one backed by the French government - plus other items still in private hands - is being incorporated into the exhibition here which will be the first ever on its subject out in Vancouver. Dates:- 10 JUN to 1 SEP 1986.

4. 'The Advance of Seapower'.

1650-1940 are the years covered by this show which involves the major seafaring nations of Europe. The theme will be depicted in the presentation of paintings, prints, models, documents and related material, all drawn from one major private collection in Germany. A key aspect of this exhibition will be the production of an illustrated catalogue featuring all the items within the exhibition.

Dates:- 16 SEP 1986 to 11 JAN 1987.

Editorial Clarifications

The festive season seems to have taken a toll on more than my waistline & time! Two items to be clarified - in the Galleon story on page 17 when we mention 'motto' we of course mean the logo that graces our front page. It is an artist's rendition of that exciting find. We hope to have an item on it in the near future.

Scoundly, we do not expect you to unleash the floodgates to the Journal Trust-Fund! Ten dollars or so would be an excellent indicator. If all of us did that we would have an excellent start nudging \$2000.

THE CANADIAN NAUTICAL RESEARCH SOCIETYCommittee on Publications
Terms of Reference

The mandate of the committee is to prepare a plan for development of the Society's publications programme over the next five to seven years. The committee, in carrying out its mandate, should:

- 1). Survey current developments and assess the outlook for publications in the field of nautical history within Canada over the next five to seven years;
- 2). Identify specific objectives for the publications programme;
- 3). Examine such questions as the pricing, financing, production, distribution and promotion of publications issued by the Society;
- 4). Determine what actions should be taken to achieve the objectives of the publications programme;
- 5). Establish a timetable for implementation of the development plan;
- 6). Consider the administrative machinery needed to control and evaluate implementation of the development plan.

The Committee will submit a final report to Council by the end of March 1986

XOXOXOXOXOXOXOXOXOXOXOXOXO

Editor:-

Given the dispersed nature of our membership, and the sweeping role we have assumed for ourselves - combined with my assessment of the wishes of the membership as evidenced by the response to last year's questionnaire - I am convinced that the existence of a sound, excellent journal is the central factor in our continuing viability. As a result of the developments at the November meeting, reported above, its appearance is postponed by at least a year. It is therefore up to those of a like mind to give evidence of their intent and opinion.

To that end, and as a signal to our masters, I have here a brief tear-off sheet for those who wish to put their money where their mouth is!

I, _____, hereby enclose the sum of \$ _____ to be deposited by the Treasurer of the Society, in trust, pending the establishment of a Journal of the Canadian Nautical Research Society. I understand that, in the fearful possibility that such a Journal is not forthcoming by 31 DEC 1990, this trust fund will be transferred to the Society's general revenue fund.

Signed:-

It is of course fully understood that this is completely separate from annual membership fees established by the Society in accordance with its constitution.

1986
COMING EVENTS

- 10 JAN * Nautical Heritage Society(NHS)Vancouver - Workshop
- 14 JAN-13 APR Vancouver Maritime Museum Exhibit -"The Princess & Her Families";
JAN-mid-FEB Maritime Museum of BC Victoria: Annual exhibition, Canadian Socie:
of Marine Artists;
- 22 JAN CNRS Ottawa Branch meeting HMCS Bytown, 78 Lisgar St, Ottawa;
- 24 JAN NHS Workshop Vancouver;
- 2-10 FEB Annual Vancouver Boat Show In conjunction with NHS;
- 19 MAR CNRS Ottawa Branch Meeting, HMCS Bytown;
- ? MAR Canadian War Museum Ottawa Exhibit, "No Greater Courage - the Merchant
Marine Navy in War";
- 22 APR-1 JUN *Vancouver Maritime Museum Exhibit, "The Discovery of the World";
- 20-24 MAY Canadian Museums Association Annual General Meeting, Victoria, BC;
- 21 MAY CNRS Ottawa Branch Meeting, HMCS Bytown;
- 22 MAY CMA Victoria Transport Museums Special Interest Group Mt
- 30 MAY-1 JUN Canadian Canal Society/Soc- Spring meeting & tour (tentative);
iete des canaux du Canada
- 7-9 JUN #Canadian Historical Assoc'n AGM, University of Winnipeg;#
- 10 JUN-1 SEP *Vancouver Maritime Museum Exhibit, "The Doomed Voyage of Laperouse";
- 26-28 JUN Maritime History Group, St. International conference, "The 19th Century
John's, Newfoundland Merchant Marines:the Canadian & Norwegian
(see pages 3-4 for details) Experiences in Comparative Perspectives";
- 24-31 JUL CNRS/Lexington Group in Trans-A transportation history extravaganza at &
Portation History/CN Symposium about Expo '86. Full details in MAR issue.
- 16 SEP-11 JAN *Vancouver Maritime Museum Exhibit, "The Advance of Seapower".

* See page 18 for details of the extensive Vancouver Maritime Museum programme for 1986. All in all Vancouver should be a most delightful place to visit this year for maritime historians.

Lewis Fischer, on "How Heavy was Jack's Purse? Comparative Wages in the Canadian & Norwegian Merchant Marines, 1890-1914", and Eric Sager, "Home to the Sea: Canadian Sailors their Workplace", both CNRS members, are presenting at this conference. With a total of 131 events, there should be something for everyone!
More Info?- Prof. B. Daniels, Dept. of History, U. of Winnipeg, Winnipeg, MAN R3B 2E9