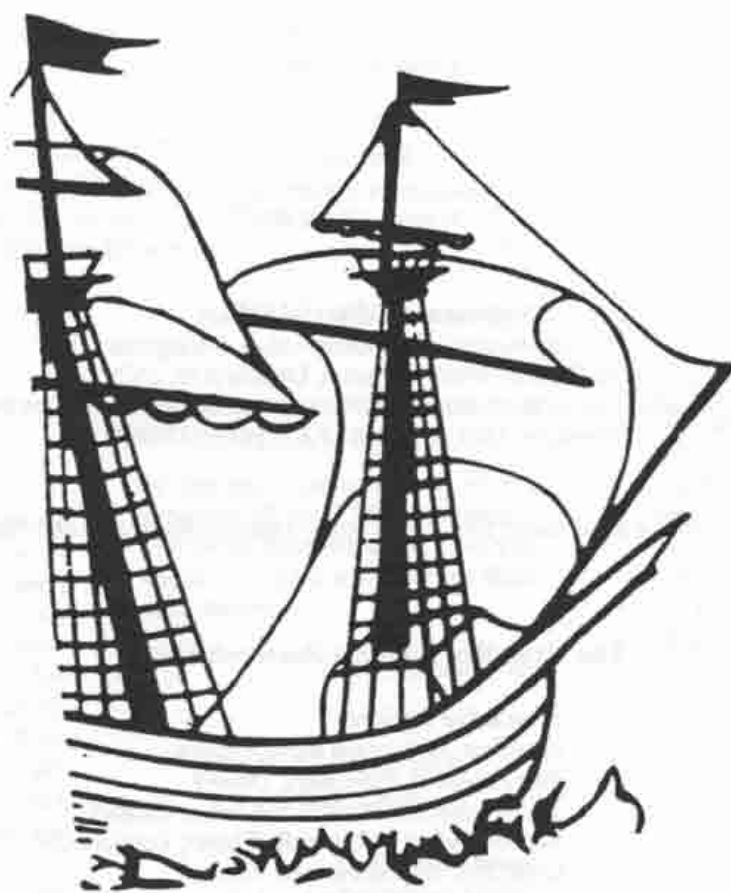


# ARGONAUTA

The Newsletter of



**The Canadian Nautical  
Research Society**

Volume XVI Number Two  
April 1999

# **ARGONAUTA**

Founded 1984 by Kenneth MacKenzie  
ISSN No. 0843-8544

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*ARGONAUTA* is published four times a year—January, April, July and October

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Annual Membership including four issues of *ARGONAUTA* and four issues of *THE NORTHERN MARINER/ LE MARIN DU NORD*: Individuals, \$35.00; Institutions, \$60.00; Students, \$25.00

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### EDITORIAL

A call for volunteers? Readers of this forum may note that on occasion the editors appear to have been asleep at the switch. For this we apologize. When Maurice Smith and I took on the job of editing *Argonauta* several years ago we did so in order to ensure its survival. Both Olaf Janzen and Skip Fischer had produced it for years, while also sustaining other maritime journals and sought relief from the effort. This we have granted them. Neither Maurice nor I are in the habit of bleating about our plight but it is accurate to state that our consumption by other pursuits directly related to our paying work have detracted from the attention and time we might devote to this newsletter. For me, at least, the pace of the work promises to be reduced in several months. Thus steps will be taken to re-invigorate this forum. Anyone interested in contributing to this effort is encouraged to contact the editors directly (see inside front cover for details). Your contributions are all encouraged.

In this issue the comments of the President of the CNRS are important for all members of the CNRS to digest. The spirit is willing but flesh costs money.

Mike Hennessy, ed.

### COUNCIL CORNER – APRIL 1999

**G. Edward Reed,  
President, CNRS**

The Council of the Society held its regular mid-winter meeting on 23 January, with a rather full and, in some respects, difficult agenda.

As members know, the Society has benefited greatly over the years from the practical and financial support that has been provided to it by Memorial University of Newfoundland - e.g., the services of students for stuffing envelopes and covering the costs of mailing out *The Northern Mariner/Le Marin du nord* and *Argonauta*. However, owing to the financial situation at

MUN, that support will effectively come to an end on 1 April 1999.

The problem confronting Council was, therefore, to identify measures - viz., reducing expenditures, increasing revenues, or some combination of the two - that could be taken, first, to make up for the loss of the subsidy that the Society has been receiving annually from MUN - some \$6,000 during the University's most recent fiscal year - and, second and more important - to ensure the long-term viability of the Society. Accordingly, after a careful and thorough examination of a number of alternatives, Council agreed on the following measures:

- To change printers. Although Printing Services at MUN has provided the Society with a high level of service from the very beginning and the change to a mainland printer would undoubtedly cause some inconvenience for the Managing Editor, Council concluded that the estimated savings of some \$1,000 annually more than justified the move.
- To change from printing *The Northern Mariner/Le Marin du nord* on 60-pound paper to printing it on 50-pound paper. A particular concern of Council in assessing this measure was with the physical appearance of the journal. Council did, however, have a chance to examine a journal that is currently being printed on 50-pound stock, and it was felt that the change in the physical appearance of *The Northern Mariner/Le Marin du nord* from printing it on a lighter stock, though noticeable, would be relatively modest overall and that the change to a lighter stock was, again, justified by the potential

savings in printing and postage costs.

- To begin to charge for the insertion of flyers and catalogues in *The Northern Mariner/Le Marin du nord* and to begin to accept paid advertisements.
- To begin to accept credit cards for the payment of subscriptions. While this measure is not without cost--a requirement that, in order to be able to take advantage of MUN's credit-card facility, the Society must leave its subscription revenues on deposit with the University-- Council was of the view that the amount of interest-income foregone would be more than offset by the benefits offered by the facility for retaining existing members and for recruiting new ones.
- For 1999 only, to use the annual grant from the SSHRC to fund the operating expenses of the publications programme, rather than to recruit and train an editorial intern.
- To recommend an across-the-board increase of \$10 in existing subscription rates to the members at the Annual General Meeting in August. Council formulated this recommendation with some reluctance - an increase in rates might well result in some existing members not renewing their subscriptions for 2000. At the same time, Council acknowledged that subscription rates had remained unchanged for several years, whereas the Society's expenses had not, and that the new rates, if approved, would still be well below those for *The Mariner's Mirror* and *The American Neptune*.
- To recommend the establishment of several new categories of member - viz., sponsor, benefactor, patron, and corporate - and the setting of the annual subscriptions for those new categories at \$75, \$100, \$250, and \$200, respectively, to the members at the forthcoming Annual General Meeting. It was felt that the establishment of the new categories would simplify the fund-raising activities of the Society to some extent and also serve to attract new types of individual and institutional membership and support of the Society. (The matter of exactly what portion of the subscription rates for the new categories would qualify as a charitable donation for income-tax purposes is being pursued with Revenue Canada-Taxation.)
- To establish the position of Membership Secretary. Hitherto, the responsibility for membership retention and recruitment has been shared between the President, the Secretary and the Treasurer. It was agreed that, by placing that responsibility in the hands of one officer of the Society, the membership programme would become more efficient and effective.

Council recognized that many of the measures it had approved or was proposing would have an impact on the Society's circumstances only with a lag. Accordingly, every member of Council pledged to make a charitable donation to the general funds of the Society, on the understanding that the donations would be used exclusively to cover the operating expenses of the publications programme. All of them have done so. Members of Council also expressed the hope that their own

actions would be followed by other members of the Society who might wish to help the Society weather an especially difficult period in its history.

Turning to happier, more positive developments....

Council received reports on the programme and local arrangements for both the 1999 and 2000 Annual Meetings and Conferences, and both promise to be very exciting and interesting events indeed. (In that connection, I would invite any member of the Society who might be interested in serving on the organizing committee for the 2000 Annual Conference to contact me - (613) 782-8182 (telephone) or [ereed@bank-banque-canada.ca](mailto:ereed@bank-banque-canada.ca).)

Council also agreed to meet during 2001 at Kingston, Ontario, possibly at the same time as the opening of the Great Lakes Maritime Heritage Centre and possibly jointly with the Association for Great Lakes History, and to accept on invitation from James P. Delgado, Executive Director of the Vancouver Maritime Museum for the Society to hold its 2002 Annual meeting and Conference in Vancouver.

Finally, Council approved a recommendation by the Chairman of the Editorial Board that the \$500 bursary that is awarded annually by the Society to a new scholar in the field of nautical research to attend and to present a paper at the Annual Conference be designated "The Gerald Panting Award" in honour of the Society's late second President. It is altogether fitting and proper that the bursary be named after Gerry, who was especially active both in recruiting new scholars, professional and avocational alike, for the field of maritime history and in encouraging their research.

## MEMBER NEWS

**Cheryl Fury** has been awarded the Alexander O. Victor Memorial Fellowship in Maritime History for 1999-2000 to do research at the John Carter Brown Library. Cheryl's article "Education and Training in the Elizabethan Maritime Community," will appear in the May issue of *Mariner's Mirror*. **Mike Hennessy**, was recently promoted to Associate Professor at the Royal Military College of Canada, and awarded a SSHRC major research grant to reexamine Canada's industrial mobilization during the Second World War. **Greg Marquis**, announces his new book, *In Armaggeddon's Shadow: The Civil War and Canada's Maritime Provinces*, (McGill-Queen's University Press, 1998). Alan Ruffman, who's short article appears in this issue of *Argonauta* has completed a book manuscript entitled "Titanic Remembered: Lifelines in the Wake of Disaster," and is awaiting publication. Alan has also completed a very long list of contracted studies and published a number of articles, including, "The 1917 Explosion," in Stephen Poole and Al Kingsburg, eds, *Nova Scotia: A Colour Guidebook*, (Formac Publishing, 3<sup>rd</sup> ed, 1998), and "Nova Scotia Connections: Nova Scotia serves as a focal point for the new 'history' of the Titanic legacy," *The Bluenose Tribune*, (Halifax, N.S., v.2 No.8 May/June). **David Syrett**, published two books in 1998, *The Royal Navy in European Waters during the American Revolutionary War*, (Columbia, S.C.: University of South Carolina Press, 1998), and *The Battle of the Atlantic and Signals Intelligence: U-Boat Situations and Trends, 1941-1945*, (Aldershot: Ashgate Publishing Ltd, for Navy Records Society, 1998). **Freeman M. Tovell**, who gave a paper at the Calgary CNRS conference on the Spanish Contribution to the Search

for the Northwest Passage recently had published "The Heceta-Bodega Voyage of 1775: Its Significance for Spain: Presence in the Pacific Northwest," *Terrae Incognitae*, Vol. 27, 1995; and, "Ending the Search for the mythical Passage of Admiral Fonte: The 1792 Voyage of Jacinto Caamaño," *B.C. Studies*, #117 (Spring 1998).

## ARTICLES

**The Saxby Gale: an October 4-5, 1869 Tropical Cyclone with a Hybrid Twist**

Alan Ruffman

There were no space observation platforms with a vast array of sensors in 1869 to document the steady progress of what David Ludlum called 'The Great Northeastern Rainstorm' up the eastern seaboard in the early days of October 1869. There were no aircraft with daring pilots to fly into the eye of the 'Saxby Gale' to measure the very low pressure of the cyclone as it first traversed the Caribbean in late September. There were no weather balloons for the weather service to launch in the areas peripheral to the tropical cyclone? no drop sondes to sample the dangerous eye wall. Indeed, there was not yet a weather service in either the United States or in Canada. There were no telephone, wireless, cable television weather channels or CNN to send out a clear warning of an impending hurricane to the Maritime Provinces. And there was no Emergency Measures Organization to assist in cleaning up the mess that the Saxby Gale left behind. The understanding of the so-called circular storms was in its very infancy in 1869.

So how do we know that there was a tropical cyclone perhaps as serious as a Category 2 hurricane on the

evening of October 4-5, 1869? Well, in fact there were any number of observers on the ground, and at sea, in the path of the storm. And there were at least 50 daily and weekly newspapers in the path of the storm in the Maritimes and in Maine and elsewhere in New England.

An exhaustive event-specific search supported by the Atmospheric Environment Branch of the Canada Department of Environment has been completed for the October 1869 Saxby Gale. Most of the primary sources from Atlantic Canadian and Maine newspapers have been captured, along with later articles and some personal accounts. The original Stephen Martin Saxby (1804-1883) letters to *The Standard* of London, England in December 1868 and September 1869 have been recovered, wherein he predicted, on a worldwide basis, not only a very high 'spring' (or perigean) astronomic tide, but that it would be accompanied by 'equinoctial gales' at 0500 local time on October 5, 1869. He was fortuitously proven right in the Bay of Fundy and Maine though the cause was a tropical cyclone that came in from the Gulf of Maine and made landfall at about the Maine-New Brunswick border area.

While no scientific studies were done at the time, a forensic analysis of newspapers and other primary reports of this storm is beginning to reveal its parameters, its widespread effects, damage, and loss of life. The study is now allowing Atlantic weather forecasters (or should we say hindcasters?) to begin to understand a unique middle latitude type of "hybrid" storm and the circumstances which can allow a tropical cyclone, or hurricane, to reintensify and gain energy by combining with a continental baroclinic weather system. These rare, but extreme, events are thought to have led to Hurricane Hazel in



October of 1954 which did so much damage in the western Toronto area when over 200 mm of rain fell in less than 24 hours. The tropical cyclone of September 1775 that affected eastern Newfoundland and Saint-Pierre et Miquelon may have been such a hybrid event and may have cost up to 4,000 lives. A late August 1873 hurricane event in the Gulf of St. Lawrence cost 600 lives and may have been such an event, and the hurricane of October 1869 is beginning to look like such a re-intensification of a tropical cyclone. It should have been in its normal decay mode as it left the warm energy-giving waters of the Gulf Stream and passed over the coastline at about the United States-Canadian border, instead it was still a very powerful storm as it came ashore.

Newspaper accounts present an often graphic view of the eye of the hurricane making landfall in the area of the Passamaquoddy Bay. Winds were strong enough to cause forest blowdown and an increased forest fire hazard in the years following. Significant building damage was reported in the area immediately adjacent to the border, with roads and railways blocked by debris. Many vessels blew ashore in the Eastport-St. Andrews area. The counterclockwise flows around the eye drove the storm surge up the Bay of Fundy to overtop most of the Acadian dykes in the Minas Basin and Chignecto Bay and flooding lowlands such as the Tantramar Marsh and areas of the present-day communities of Moncton, Sackville, and Amherst, in addition to Truro, Great Village, and Maitland. The Dominion Atlantic Railway which was still under construction to the Annapolis Valley of Nova Scotia suffered significant erosion from the very high water levels. On the 'left' side of the track huge amounts of rain were unloaded in the northern New England states through to

eastern New York State. One Maine farmer recorded 8.25 inches (210 mm) of rain during the "freshet."<sup>1</sup>

Astronomic tides can be hindcast with a high degree of accuracy. The Saxby Gale 'storm surge' arrived on top of a very high perigeon or 'spring' tide, hence the Saxby storm surge arrived at almost the worst time; if it had arrived three to four days later the astronomic tide would have been up to 0.6 metres higher. Out of the newspapers and other accounts are emerging a number of recoverable points that can be levelled-in and used to estimate the maximum height of the Saxby Gale storm surge above the astronomic tide. The survey of the Saxby mark on the plaque in Tidal Bore Park in Moncton gives +10.1 m geodetic level for the storm surge levels, suggesting a storm surge in the order of 1.7 to 2.0 metres added onto the tide of that night.

In the Minas Basin area the newspaper accounts tell us of the Boomer House in Great Village that still survives and is a designated heritage property. During the 'Saxby Gale' it was surrounded by water at the height of the storm surge or 'Saxby Tide'. Other recoverable points of the maximum flooding along the Parrsboro shore may still be recoverable from local knowledge.

Along the Noel Shore of Nova Scotia the surviving Frieze and Roy shop in Maitland had its lower shelves wetted, while a surviving house in Maitland was not quite flooded and provides an upper limit. Mr. W. Bell Dawson, the famous early tidal officer, made an estimate of the height of the 'Saxby Tide' at Noel River from a locally-recorded mark. Recent information suggests an apple tree was planted following the Saxby Gale at a point at the maximum level of the storm surge

near Noel, and apparently that tree survives today. In Taylor Village, New Brunswick, a schooner was lifted by the storm surge and driven over the dykes into an orchard; the 'canal' dug to free the schooner can still be seen today. In Windsor, Nova Scotia, the storm surge is said to have risen to a particular cross-street. All these points, if recovered and systematically levelled-in, will provide estimates of the elevation of the water surface in the upper Bay of Fundy during the highest water levels of the 'Saxby Tide' or storm surge. Other points suggested such as a lower window lintel on the Custom House in Amherst now appear to be quite spurious. These data are pointing toward a storm surge of some 1.7 to 2.0 metres on top of the perigeon tide, i.e. a storm surge that rose to about +10 metres above geodetic sea level.

Planners, flood plain advisory committee members, developers, citizens, shore property owners, EMO officials, police, and insurance firms ignore such data to their peril. They would be wise to assess the growing body of knowledge on the Saxby Gale and its significant storm surge. While these hybrid types of storms are rare, they have occurred and they will recur, and they may recur when the tides are high, or even higher. Sea levels along the Nova Scotian coast of the Bay of Fundy are very slowly rising relative to the land, and thus a report of a Saxby Gale type of event will only become more serious in the future. There are a number of known historic winter and summer storms that have followed similar tracks to the Saxby hurricane, and some of these have led to reported flooding in low beachfront areas.

<sup>1</sup> *Farmington Chronicle*, Vol. XXIV, No. 46, p. 2, col. 3.

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Editor's Note: Alan Ruffman submitted copies of two articles from the *London Standard*, 25 Dec. 1868, and 16 Sept. 1869 that substantiate his discussion but for reasons of copyright were not reproduced here.

## THE PERIODICAL LITERATURE

By Olaf Janzen

Many articles on maritime topics appear in journals that are not specifically dedicated to maritime themes. For instance, *Archaeology* 51, No. 5 (September/October 1998), 61-65 featured "The Not-So-Dark Ages," an essay by Richard Hodges which reassesses European history during the centuries that followed the collapse of the Roman Empire. Supporting Hodge's essay is a lengthy sidebar article by Olaf Olsen, "Resurrecting a Proud Viking Fleet" (pp. 64-65) which recalls the discovery and excavation of the eleventh-century Viking ships at Roskilde from 1957 to 1962. Gisli Sigurðsson speculates on the possibility that the medieval Norse who reached the North American

coast a thousand years ago may have made it to Prince Edward Island; see "Vikings on Prince Edward Island?" in *The Island*, No. 44 (Fall/Winter 1998), 8-13. In "The Red Bay vessel. An example of a 16th-century Biscayan ship," Brad Loewen explains what nautical archaeologists have learned about the techniques and distinctive characteristics of Basque ship construction in the 1600s from both the remains of the Red Bay vessel and from the remains of other Basque-built vessels found in Europe and the Caribbean; Loewen's article appears in *Itsas Memoria: Revista de Estudios Marítimos del País Vasco*, 2 (1998), 193-198, the journal of the maritime museum in San Sebastián, Spain. *History Today* 48, No. 7 (July 1998), pp. 49-55 carried an article by James Kelly entitled "The Pirate, the Ambassador and the Map-Maker" which tells the story of Bartholomew Sharpe who, in 1681, captured a Spanish ship carrying a detailed chart of the west coast of the Americas. Allan D. Meyers writes on "Ethnic Distinctions and Wealth among Colonial Jamaican Merchants, 1685-1716," in *Social Science History* 22, No. 1 (Spring 1998), 47-81. *History Today* 48, No. 8 (August 1998), featured "Confederates on the Clyde" (pp. 45-50) an article by Alistair Goldsmith which recounts the ways in which the ship-owners and industrialists of Glasgow seized upon the commercial opportunities afforded to them by the American Civil War. That same issue of *History Today* also carried "Traders and Soldiers in Russian America" (pp. 38-44), an article by Ernest Sipes which examined the relations between Russian colonials and the native people of Alaska before 1867. An article by Ian Gjertz and Berit Mørkved in *Arctic* 51, No. 4 (December 1998), 330-335, entitled "Norwegian Arctic Expansionism, Victoria Island

(Russia) and the *Bratvaag Expedition*, examines an attempt in 1929-30, later abandoned, by Norway to gain a foothold on parts of Franz Josef Land. *The Beaver* 78, No. 4 (August - September 1998) included an article (pp. 4-10) by Stephen Bown entitled "'Blessed Regions of Boothia Felix': The Arctic Ordeal of Captain James Ross." Also in that issue of *The Beaver*, Kate Langan contributed "Devil's Island" (pp. 34-39), an article which recounts the story of the dispute over the ownership of a small island in the approaches to Halifax Harbour.

Robert G. Angevine is the author of an article on "The Rise and Fall of the Office of Naval Intelligence, 1882-1892: A Technological Perspective," *Journal of Military History* 62, No. 2 (April 1998), 291-312. John Lukacs argues that the Spanish-American War of 1898 is too often remembered only as a "splendid little war," and suggests instead that the war really marked the first year of the "American Century"; see "The Meaning of '98" in *American Heritage* 49, No. 3 (May-June 1998), 72-81. Lukacs' article is accompanied by a sidebar essay by John Steele Gordon entitled "Save the *Olympia*," which explains what has been done to preserve and restore a veteran of the Spanish-American War, USS *Olympia*, now moored in Philadelphia, and what remains to be done. Technology transfer in naval architecture is explored by Lars O. Olsson in "'To See How Things Were Done in a Big Way': Swedish Naval Architects in the United States, 1890-1915," *Technology and Culture* 39, No. 3 (July 1998), 434-456. Lewis Johnman and Hugh Murphy co-authored a paper on "The Norwegian Market for British Shipbuilding, 1945-1967," *Scandinavian Economic History Review* 46, No. 2 (1998), 55-78. Douglas M. McLean is the author of "Con-

fronting Technological and Tactical Change: Allied Anti-Submarine Warfare in the Last Year of the Battle of the Atlantic," *Canadian Military History* 7, No. 3 (Summer 1998), 23-34. In that same issue, T. Robert Fowler describes the heroic efforts to save troops being transported on the Motor Vessel *Devis* when it was torpedoed by a U-boat; see "Valour at Sea: The Sinking of MV *Devis*, July 1943," 77-80. Adrian R. Lewis looks at the flaws in American plans to remove beach obstacles for the Normandy landing in "The Failure of Allied Planning and Doctrine for Operation Overlord: The Case of Minefield and Obstacle Clearance," *Journal of Military History* 62, No. 4 (October 1998), 787-807. Bill Rawling writes on Canadian naval medicine during World War II in "Taking Care of Tar: Royal Canadian Naval Medical Practitioners of the Second World War," *War & Society* 16, No. 2 (October 1998), 59-70.

The countries surrounding "The South China Sea" as well as the resources to be found in its waters are the focus of an article by Tracy Dahlby in *National Geographic* 194, No. 6 (December 1998), pp. 2-33. In "Canadian Fisheries Policy: Challenges and Choices," R. Quentin Grafton and Daniel E. Lane assess the present state of Canada's ocean fisheries and evaluate past and current management to address the problems and propose policies to help Canada realize the full potential from its marine resources. The article appeared in *Canadian Public Policy/Analyse de Politique* 24, No. 2 (June 1998), 133-147. The January 1999 issue of *Scientific American* (280, No. 1, pp. 100-105) carried "To Save a Salmon," a short article by Glenn Zorpette which describes efforts by fisheries scientists to investigate and account for the population decline of Coho and Chinook salmon on the Pacific coast

of North America. In "Benefiting Fishermen: Origins of Fishermen's Unemployment Insurance in Canada, 1935-1957," William E. Schrank asks and answers the question, why did a money transfer system that was opposed by the government agency most involved in its administration become implemented; see *Journal of Canadian Studies* 35, No. 1 (Spring 1998), 61-87. An article by Miriam Wright entitled "Young Men and Technology: Government Attempts to Create a 'Modern' Fisheries Workforce in Newfoundland, 1949-1970," appeared in *Labour/Le Travail*, 42 ((Fall 1998): 143-159.

In "Romance of Fisherwomen in Antebellum New England," Ronald J. Zboray and Mary Saracino Zboray set out to demonstrate that the fictional fisherwomen of antebellum New England writers embodied the tensions inherent in antebellum courtship; the essay appeared in *American Studies* 39, No. 1 (Spring 1998), 5-30. By examining maritime labour laws, Michael Quinlan argues that Australia's convict experience can only partially explain the punitive and oppressive character of early labour laws; mercantile and labour market factors were more important influences. See "Regulating Labour in a Colonial Context: Maritime Labour Legislation in the Australian Colonies, 1788-1850," *Australian Historical Studies* 29, No. 111 (October 1998), 303-324.

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**UPDATE ON 1999 CNRS  
CONFERENCE**

**By Olaf Janzen**

Planning and preparations for "Merchants & Mariners in Northern Seas," the joint conference of the CNRS and the Association for the History of the Northern Seas in Corner Brook, Newfoundland continue to develop. The final programme will not be decided until shortly before the conference is held on August 8-14, 1999. However, a tentative arrangement of proposals into sessions has been made:

**Keynote address:**

Dr. Selma Huxley Barkham, "Maps, Rutters, and Mariners in the Gulf of St. Lawrence, ca.1570-1680"

**The Norse Atlantic Legacy**

Prof. Alan G. Macpherson (Memorial University of Newfoundland, St. John's, NF), "The Northern Seas and the 'Viking Myth': Norse drift-voyagers, explorers and colonists in the Northwest Atlantic"

Dr. Jón Th. Thór (Icelandic Centre for Fisheries History Research), "Why was Greenland 'lost'? Changes in North Atlantic fisheries and maritime trade in the 15th century"

**Maritime Commerce in the late medieval period** (organizer: Dr. Richard Unger)

Dr. Richard Unger (University of British Columbia, Vancouver, BC), "Navies, Seapower and International Trade in the 15th and 16th Centuries"

Dr. Wendy Childs (University of Leeds, England), "English ships and ship-masters in the northern Atlantic in the later fifteenth century"

Dr. Nils Hybel (Københavns Universitet, Copenhagen, Denmark), "The Grain Trade between the Baltic and the North Sea Region c. 1200-1350"

Robin Ward (London, England), "Fourteenth- and Fifteenth-Century Freighting Agreements"

**Baltic Trade in the Sixteenth Century**

Dr. Ralph Tuchtenhagen (Universität Heidelberg, Heidelberg, Germany), "Trade politics in the Baltic and White Sea regions"

Dr. Louis H. Sicking (University of Leiden, Netherlands), "Effective-

ness by Tradition. Military Aspects of Holland's Baltic trade in the Fifteenth and Sixteenth Centuries"

Dr. John D. Fudge (University College of the Cariboo, Kamloops, BC), "Home Ports and Destinations: English Shipping in the Baltic Trade, 1536-1547"

**Fisheries and Trade in Early Modern Europe** (organizer: Dr. Michael Barkham) Dr. Michael Barkham (University of the Basque Country, San Sebastian, Spain), "The Inception of a New Trans-Atlantic Trade: the Basques and the Early European Cod Fishery at Newfoundland, 1497-1534"

John Scantlebury (London, England), "West Country Fishermen Off Ireland: A Prelude to Newfoundland?"

Dr. John P. Maarbjerg (Yale University, Connecticut), "Of Salt, Herring and the Decline of the Scanian Fisheries" [decline of the herring fisheries at Skanør in the sixteenth century]

**Britain and the North Atlantic Fisheries in the Early Modern Period** (organizer: Dr. Todd Gray)

Dr. Todd Gray (University of Exeter, Exeter, UK), "Fish Consumption in England, 1500 - 1700"

Dr. Evan Jones (University of Leicester, Leicester, UK), "England's Iceland fisheries and Stockfish trade in the Sixteenth Century"

Dr. Peter Pope (Memorial University of Newfoundland, St. John's, NF), "Sack Ships in the 17th-Century Newfoundland Trade"

**Whaling in the Seventeenth and Eighteenth Centuries** (organizer:

Dr. Jan Parmentier, Chair: Dr. Daniel Vickers)

Mr. Trausti Einarsson (University of Leiden, The Netherlands), "Whaling and Fishing Activity in Icelandic Waters in the Seventeenth Century"

Dr. Jan Parmentier (University of Ghent), "Maritime and economic aspects of Nantucket whaling during the period 1772-1777"

Dr. Alex Werner (Museum of London, England), "Thomas Hood and the London Greenland whale fishery, ca. 1740-1774"

**War and Trade in Newfoundland Waters, 1670-1730**

Dr. James Pritchard (Queen's University, Kingston, ON), "Bloody and Tragical Hostilities", 1688-1697: The French Navy's Alliance with Private Enterprise Against Newfoundland"

Edouard Delobette (Université de Caen Basse-Normandie, Caen, France), "The Crews of the Newfoundland fishing vessels of Le Havre in the late Seventeenth Century"

Dr. John Mannion (Memorial University of Newfoundland, St. John's, NF), "Shipping Salt Provisions from Ireland to Newfoundland: The Formative Phase 1675-1700"

**Merchants and Mariners in Eighteenth-Century Newfoundland** (Friday, 13 Aug.; Chair: Dr. Shannon Ryan)

Dr. Terry McDonald (Southampton Institute, Southampton, England), "'I Had Better Be Without Him...': Rivalry and Deception in Poole's Newfoundland Trade"

Mr. Frank Jones (Bedford, Nova Scotia), "Looking for Captain Robert: The Jones Family of Trinity East, Trinity Bay, Newfoundland"

**Maritime Labour in Northern Seas**

Prof. Dr. Heide Gerstenberger (Universität Bremen, Germany), "From Honour to Obedience: How German Sailors were transformed into Tools of Sea Trade"

Dr. Ola Honningdal Grytten (Norwegian School of Economics, Bergen, Norway) "Convergence in the Maritime Labour Market: Norwegian Seamen's Wages 1820-1914"

**Shipbuilding Enterprise in Nineteenth-Century British America**

Mr. Bradley T. Shoebottom, (University of New Brunswick, Fredericton, NB), "The Shipbuilding Career of Gaius S. Turner of Harvey Bank, NB, 1875-1892"

Mr. Maurice Smith (Marine Museum of the Great Lakes at Kingston, Kingston, ON), "The Foundation Years - Calvin & Company: Shipbuilders and Timber Forwarders, Kingston, Ontario, 1836-1844"

**The Shipping Industry on the Great Lakes**

Dr. Cheryl Susan McWatters (McGill University, Montreal, PQ), "Accounting For Failure: The Rise and Fall of The Kingston Shipping Company"

Mr. M. Stephen Salmon (National Archives of Canada, Ottawa, ON), "James Playfair and Investment in Canadian Great Lakes Shipping, 1914-1930"



### Merchants and Mariners in British Coastal Trade

Prof. John Armstrong (Thames Valley University, London, England), "The mariners of the British coastal trade in the late nineteenth century: employment requirements and rewards"

Mr. David Clarke (Memorial University of Newfoundland, St. John's, NF), "Coaster Owners and Railway Investment — Robert Ritson of Maryport"

### Coastal Communities and Adaptations

Dr. Yrjö Kaukiainen (University of Helsinki, Finland), "Wreck-plundering by Baltic Coastal People—Criminality or Popular Tradition?"

Dr. Poul Holm (Centre for Maritime and Regional History, Esbjerg, Denmark) "Changing Coastscapes: a historical mapping of Danish coastal settlement 1500-2000"

Ms Camilla Brautaset (Norwegian School of Economics, Bergen, Norway), "Coastal Communities and Foreign Trade in the Nineteenth Century"

### Port Development and Shipping Technology

Dr. Peter N. Davies (University of Liverpool, Liverpool, England), "Aspinall, Cornes and Company and the Early Development of the Port of Yokohama"

Mr. Adrian Jarvis (Merseyside Maritime Museum, Liverpool, England), "More than skin deep: painting ships in the late nineteenth century" [i.e., the development of the practice of painting the hulls of ships]

Kolani Tignoati (University of Benin, Lome, Togo), "Harbour Traffic of West African Capitals until 1971: Case of Lome"

### Merchants and Mariners in Arctic Waters (Monday, 9 August)

Anne Morton (Hudson's Bay Company Archives, Winnipeg, Manitoba), "The Hudson's Bay Company: Four Centuries in Northern Seas"

Kyle McIntyre (Ottawa, Ontario), "A Canadian 'Old Arctic': Lieutenant Wyatt Rawson, RN, and the Nares Expedition of 1875"

### The Trans-Atlantic Passenger Liners (Chair: Dr. Rainer Baehre)

Dr. William L. Flayhart (Delaware State University, Dover, Delaware), "The Personnel Costs Involved in Manning an American-Flag Trans-Atlantic Liner in the 1870s"

Ms Sari Mäenpää (University of Liverpool, Liverpool, England), "Catering Personnel on British Passenger Liners 1860-1939"

Ms Jo Stanley (West Yorkshire, England), "Conducting Women to Canada: The Shipboard Conductress in the 1920s"

### Arctic Voyaging, Arctic Sovereignty in the Twentieth Century (Chair: C. Doug Maginley)

Lt. Cdr. Richard H. Gimblett (Directorate of History and Heritage, Ottawa, Canada), "The Royal Canadian Navy 'Discovers' the Arctic, 1946-1956"

Mr. John Harbron (Toronto, Canada), "The Modern Icebreaker: National Needs and Technologies, 1975-2000"

### Challenges from the Sea: the State Responds

David G. Surdam (Loyola University of Chicago, Chicago, IL), "Was the Union War Effort Vulnerable to Naval Attacks During the American Civil War?"

Dr. Rainer K. Baehre (Sir Wilfred Grenfell College, Corner Brook, NF), "Quarantining Newfoundland during the Cholera Pandemic of the 1830s"

### Change and Adaptation in Iceland's Cod Fishing Industry

Dr. Gísli Gunnarsson (University of Iceland, Reykjavik), "Fishermen and the Cod in a Changing Climate. How Did the Two Respond? Past Time Covariation Studies, Mainly Icelandic"

Mr. Guðmundur J. Guðmundsson (Reykjavik, Iceland), "Cod War and Cold War: The Effects of the Fisheries Disputes Between Iceland and the United Kingdom During the Cold War Era"

### The Royal Navy in the Twentieth Century

Mr. William Schleichauf (Pierrefonds, Québec), "Disaster in Harbour — the loss of HMS *Vanguard*" [Scapa Flow, July 1917]

Dr. Christopher McKee (Grinnell College, Grinnell, Iowa), "Is It True What They Say About Sailors? Homoerotic Relations Among Royal Navy Ratings, 1900-1945"

The conference will be held on the Sir Wilfred Grenfell College campus of Memorial University of Newfoundland, in Corner Brook, Newfoundland, Canada. The conference begins on the afternoon of Sunday, August 8 with a keynote address by Dr. Selma Barkham and

possibly an opening set of sessions. A wine and cheese reception will be held in the evening. Monday will be a full day of sessions. Owing to the severely limited number of suitable accommodations in northern Newfoundland, it is necessary to begin the three-day field trip to the Basque whaling site at Red Bay and to the Norse habitation site at L'Anse aux Meadows on Tuesday, returning to Corner Brook on Thursday. Sessions will resume on Friday and the general meetings of the two hosting societies (the Association for the History of the Northern Seas and the Canadian Society for Nautical Research) will be held on Saturday, bringing the conference to a close.

This unusual schedule, with the field trip inserted between sessions on Monday and Friday, is not ideal, but there is no other way in which to arrange things; the only hotels available on the excursion are all booked full later in the week. Moreover, *space on the field trip is limited*, so that it is imperative that persons wishing to participate indicate their firm intention to do so before 1 April 1999. The limited number of rooms available to us have been tentatively booked, and these cannot be held after that date. To ensure that you are able to join in the field trip, you must therefore let us know.

Thus, the conference schedule is as follows:

Sunday, Aug. 8

- Arrival, registration
- Keynote address by Selma Barkham

- Opening sessions

- Wine & Cheese reception (Memorial University of Newfoundland)

Monday, Aug. 9

- Sessions

- Business meetings

Tuesday, Aug. 10

- Field trip begins: Corner Brook to St. Barbe; cross Strait of Belle Isle by Ferry and proceed to Red Bay; return to L'Anse au Clair for supper and overnight in Northern Lights Motel

Wednesday, Aug. 11

- Field trip continues: re-cross Strait of Belle Isle and head up to L'Anse aux Meadows (lunch en route); proceed to St. Anthony to visit Grenfell Interpretation Centre; supper ("Viking Feast"); head for hotel.

Thursday, Aug. 12

- Return to Corner Brook
- Business meetings in the afternoon

Friday, Aug. 13

- Sessions
- Conference Banquet (Glynmill Inn)

Saturday, Aug. 14

- Sessions (if necessary); General Meetings of AHNS & CNRS
- evening buffet supper hosted by Olaf & Ellen Janzen

Sunday departure

**Conference Registration fee:** \$100 by 1 May; \$120 on site; \$70 student rate (all prices are in Canadian dollars). This includes the reception on Sunday, 8 August, the banquet on Friday, 13 August, and a light lunch for conference delegates on Monday and Friday at the College venue (though delegates are always free to make their own arrangements). There will also be an evening buffet supper for all delegates and their partners at the home of Dr. and Mrs. Olaf Janzen on Saturday, 14 August. Delegates will make their

own supper arrangements on 9 and 12 August.

**Field Trip to Red Bay & L'Anse aux Meadows:** \$300/person or \$550/couple

Participants will visit two sites of considerable importance and interest to maritime historians. The trip by bus begins early Tuesday morning, heads up the Northern Peninsula in time to catch the ferry to Labrador at noon. It will then proceed to Red Bay before returning to the Northern Lights Motel for the night. A special Labrador dinner will be served at the motel that evening. Very early the next morning, the bus will catch the return ferry to Newfoundland and proceed further north to L'Anse aux Meadows, then on to St. Anthony and the Grenfell Interpretation Centre. A "Viking Feast" will be served in St. Anthony before heading for the hotel. The next day, participants will return to Corner Brook.

The cost of the trip includes the bus, two nights' accommodations, admission to the historic sites at Red Bay (including the boat shuttle over to Saddle Island) and L'Anse aux Meadows, two supper meals, and a light lunch en route to L'Anse aux Meadows. Participants will be responsible for their own breakfast arrangements on all days (there is a cafeteria on the ferry for those wishing to buy a breakfast after our early morning departure from the Northern Lights Motel).

**How to get to Corner Brook:**

(<http://www.gov.nf.ca/tourism/>)

**By car:** Those arriving in Newfoundland by car must take a six-hour (approx.) ferry crossing from North Sydney, Nova Scotia to Port aux Basques, followed by a three-hour drive from Port-aux-Basques to Corner Brook.

**By air:** The principal airport servicing Corner Brook is at Deer Lake, about 50 kilometres from Corner Brook; it is possible to fly into Deer Lake from Halifax or from St. John's; both cities have good connections with the rest of North America and Europe. A mini-bus awaits each incoming flight and carries passengers (\$14 per passenger when there are two or more passengers; \$20 when there is only one passenger) to Corner Brook. This is much cheaper than a taxi (about \$45), though it is easy to be confused since the mini-bus is operated by one of the local taxi services. If you want the cheaper rate, make sure that the vehicle you climb into is a taxi operating as the ground shuttle and not a taxi operating as a private taxi. The mini-bus will drop its passengers off at the principal hotels in Corner Brook. There is another regional airport at Stephenville, but the ground transportation linking Stephenville with Corner Brook is not as convenient (Eddy's Bus Service does not meet individual flights; rather, it functions as a bus linking Stephenville and Corner Brook four or five times a day).

Automobiles may be rented at Deer Lake (Budget, Tilden, Avis, Hertz) or some delegates may wish to fly no further than St. John's, then rent a car to drive to and from Corner Brook. The distance is about 400 kilometres, so that anyone planning this trip must allow at least a full day to drive from St. John's to Corner Brook and another full day to return. Parking for automobiles is free at all hotels as well as at the Conference venue. (Gasoline in Western Newfoundland cost approximately 60.9 cents [Canadian] per litre in March 1999.)

#### **Airlines servicing Newfoundland**

North American connections  
Air Canada to St. John's or Halifax connecting with Air Nova (an Air

Canada partner) to Deer Lake. Air Nova flights also link Deer Lake with New York City and Boston via Halifax as well as with Ottawa. **PLEASE NOTE:** Air Canada is the official carrier of this conference. Mention the "Maritime History Conference" (as they have designated it) and the "personalized event number" of the conference (CV994608) to secure a modest fare discount. Cite this number when booking flights with Air Canada and Air Canada connectors. (If your flight originates with one of the international airlines with which Air Canada has a partnership agreement, you will have to contact an Air Canada office nearest you to secure the benefits of this number, NOT the international Air Canada partner -- e.g., SAS Scandinavian, United, or some other airline). You can save up to 35% off Air Canada's Full Hospitality Class fares, or 5% off their regular Published Excursion Fare. For flights originating in the United States, there is an "Early Bird" savings bonus of an additional 5% off all Air Canada Published Fares, including Air Canada/United Airlines joint fares when tickets are purchased at least 60 days in advance.

Canadian Air to St. John's or Halifax, connecting with InterCanadian flights to Deer Lake or Stephenville.

#### **International connections**

Air Canada flies daily from Heathrow to St. John's and Halifax (remember the conference booking number mentioned above). Icelandair will probably fly two to three times per week from Copenhagen-Reykjavik to Halifax, with a modest add-on connector to Stephenville or Deer Lake, but this year's schedule has not yet been finalized.

Canada 3000 is a charter airline that has a weekly flight to Halifax. From there you must buy a full-fair con-

necting flight on Air Nova or InterCanadian to Deer Lake. However, this can still be cheaper if you are lucky enough to buy your connecting ticket from Halifax to Newfoundland at the time of a seat sale, since the Canada 3000 trans-Atlantic flights can be quite cheap. Unfortunately, they are almost always mid-week flights, which makes this not very convenient for the dates of our conference.

#### **Where to stay in Corner Brook:**

(<http://www.gov.nf.ca/tourism/acc/m/shell.htm>)

A block of rooms has been reserved at two hotels located about one kilometre from the Sir Wilfred Grenfell College campus; conference participants are responsible for booking their own rooms; you are encouraged to make your arrangements early to ensure that you get the hotel of your choice. As well, there are two other hotels about three kilometres away, as well as some bed-and-breakfasts in and near town. Walking to and from the nearest hotels is possible, but the College campus is at the top of a steep hill, so that taxis may be preferred. Three of the hotels have full dining facilities (the Comfort Inn has a restaurant attached but offers only a light continental breakfast; there are restaurants within walking distance); only the Holiday Inn has an indoor swimming pool. **N.B.** If you are going on the excursion to Red Bay and L'Anse aux Meadows you will not need to reserve a room for the nights of August 10 and 11. The hotel should store any surplus luggage for the two nights you are on that trip. (Room prices do NOT include breakfast.)

**Glynmill Inn** (tel: +1 709 634-5181 or +1 800 563-4400; fax: +1 709 634-5106; e-mail: [glynmill.inn@nf.sympatico.ca](mailto:glynmill.inn@nf.sympatico.ca); [www.glynmillinn.ca/](http://www.glynmillinn.ca/))



\$71 + tax per room, single or double occupancy; \$91 + tax per suite (some can accommodate up to six people)

This is one of our better hotels, with two restaurants, a bar, and a lovely setting. It is the closest hotel to the conference venue – a distance of about a kilometre – and within easy walking distance to the Janzen residence, where the evening buffet dinner will be held Saturday night. The conference banquet will be held here, and the bus for the field trip to Red Bay and L'Anse aux Meadows will depart from here. A network of walking trails around Glynmill Pond makes this an attractive choice for conference goers.

**Holiday Inn** (tel: +1 709 634-5381 or +1 800 399-5381; fax: +1 709 634-1723; e-mail: holiday-inn@thezone.net;

\$80 + tax per room, single or double occupancy (each room has two doubles or one king-size bed)

This hotel has an in-ground swimming pool, restaurant, and bar. It is slightly farther from the conference venue, but only by a couple of hundred metres.

**Best Western Mamateek Inn** (tel: +1 709 639-8901 or +1 800 563-8600; fax: +1 709 639-7567; www.holidayjunction.com/canada/nf/cnf0010.html)

\$75 + tax per room, single or double occupancy

This hotel is 3 kilometres from the conference venue – too far to be convenient for those thinking about walking to and from their hotel, but not inconvenient for those with an automobile. The restaurant here has a spectacular view of Corner Brook, the Humber Arm (the fjord on which the city is located) and the Long Range Mountains in the distance.

**The Comfort Inn** (tel: +1 709 639-1980; +1 800 228-5150; fax: +1 709 639-1549;

<http://www.hotelchoice.com/cgi-bin/res/webres?propinfo+CN245>)

\$72 + tax for single to quad occupancy per room (ask for the "government rate")

This hotel is just across the road from the Mamateek Inn. It has a restaurant attached but it is open only for evening meals, not breakfasts (you can always have breakfast at the Mamateek Inn). Like the Mamateek, it is too far from the conference venue to walk but not far if you have a car.

**Marblewood Village** (tel: +1 709 632-7900; fax: +1 709 632-2285; e-mail: reservations@marblemountain.com; www.marblemountain.com/

1 bedroom unit, \$89 + tax; 2-bedroom unit, \$139 + tax; 3- and 4-bedroom units also available

This is a new hotel development at the Marble Mountain ski resort, about six kilometres from Corner Brook. Each unit has a fully equipped kitchenette, should you wish to prepare some of your own meals. Those arranging to have their own vehicles may wish to stay here.

**Sir Wilfred Grenfell College Residences** (contact Olaf Janzen, conference organizer)

Rooms in the College residence facilities are available to those who are seeking low-cost accommodations and meal arrangements. The cost is \$15 Canadian per night for graduate students, \$23 per night per person for all other people.

The College residences are attached to our main buildings. The rooms are arranged in units of two single-bed private bedrooms (that is, each single bed has its own bedroom, two bedrooms comprising a unit with a shared bathroom/lavatory; each unit also has a full-sized refrigerator).

Bed linen (sheets, blankets, pillows) are provided, but occupants must furnish their own towels, facecloths, etc. (there are coin-operated laundry facilities available on campus; the washer costs \$1 per load, and the dryer also costs \$1 per load). There is no central dining hall on campus with a full-scale cafeteria staff. There is, however, a "food court" which may be open at this time to serve some meals. As well, each floor of the residences has a kitchenette and lounge with cable television. The kitchenette is equipped with two or three ranges (stove/oven), microwave ovens, a freezer, toaster, and kettle. No pots, pans, dishes or cutlery are provided, but inexpensive disposable cutlery can be arranged at a modest cost (note as well that, with one or two exceptions, an evening meal associated with the conference has already been scheduled, so that food preparation will most likely be limited to preparing your own breakfasts).

At the moment we have set aside ten residence rooms, but if interest is strong, I am confident that more rooms can be made available. THERE IS ONE CAVEAT: our residence mattresses are notoriously narrow (29 inches), short (six feet), and hard; if you have problems with a hard mattress, you may wish to stay in a hotel.

The registration form which will be sent out shortly will include a place to indicate whether you wish to stay in residence; payment can be made at the time of arrival. However, in order to give me an idea how much demand there will be for these rooms, please let me know by e-mail or fax whether you think you will wish to stay in our residence facility.

There are also some Bed & Breakfasts in and around Corner Brook. Most are distant enough from the



conference location that a car is desirable, even necessary; one or two, however, are within the city and in walking distance of the conference. For more information, contact Olaf Janzen.

#### Art Exhibit:

#### "Merchants, Mariners and the Northern Seas"

To coincide and enhance the AHNS conference, the College Art Gallery of Sir Wilfred Grenfell College has arranged a curated group exhibition that selects the work of visual artists who live and work in Newfoundland and Labrador, or whose work is rooted in this province, based on their response to the maritime dimension of Newfoundland's culture, social and political climate. The exhibition dates are July 22 to September 11, 1999, so participants at the AHNS conference will have an excellent opportunity to see how the maritime context has shaped Newfoundland's culture. Specifically, the exhibition's curatorial thesis contends that the art of Newfoundland and Labrador is unique in Canada because of the province's history, its dependence upon the sea and its resource-based economy. The intent with this exhibition is to facilitate a commentary by visual artists and artisans on the way of life that has evolved here: an interpretation of a society deeply related to the land and the sea, affected by isolation and the vast space between communities. No one can doubt the impact of the province's rich history and stunning geography on its visual art. The wildness, the natural beauty and raw splendor of the landforms have had an influence on those who were born here and on those who "came from away." In almost every instance, life in Newfoundland and Labrador has affected and changed the work of

artists who have migrated to this place.

**Merchants, Mariners and the Northern Seas** provides the SWGC Gallery with the opportunity to encounter a wide range of contemporary art from this province. It is not intended to be a comprehensive survey of current art in Newfoundland and Labrador. Rather, it is a carefully considered selection of work by a diverse group of artists. The curator, Gallery Director Gail Tuttle, will draw upon folk art traditions and arts practice in a variety of disciplines: painting, alternative photography, sculpture, printmaking, and book arts. Several visual and intellectual currents act simultaneously: the landscape and the traditions through which it has been represented are placed in relation to handcrafted dories and ship's models, photographs of outport villages and deserted houses, playful, brightly coloured furniture, and evocative prints. The resultant mix will be a poignant commentary on the elements that comprise the essence of Newfoundland culture. Proposed artists include: Anne Meredith Barry, Scott Goudie, Kathleen Knowling, Tara Bryan, Bill Ritchie, Frank LaPointe, Michelle Baikie, Manfred Bucheit, David Blackwood, Bill Rose, Marilyn Koop, George Cammie (series of model dories), John E. Kelly (folk art paintings of ships and oil rigs), and Varrick Cox (model boat builder).

The exhibition will be supported by a grant for nearly \$6,000 funded by the Festival of the Arts Program, Soiree '99, administered by the Newfoundland and Labrador Arts Council.

## NAUTICAL NOSTALGIA

by William Glover

#### Editors Note.

Bill Glover has started a new feature for the pages of Argonauta, a venture where "admirals and angels fear to tread". As brave as ever and never one to escape a broadside, he invites you to comment, even assume the 'weather gauge' with your own opinions about the significant events that should, or should not appear in the Canadian Calendar of Maritime Anniversaries. The balance of the year, July through December will appear in the next issue.

#### JANUARY

1852 Joseph-Elixir Bernier was born at L'Islet, Quebec. In command of the Canadian Government Ship Arctic he made three important trips to the north; 1906-07 wintering at Pond Inlet, 1908-09 wintering at Winter Harbour, and 1910-11 wintering at Arctic Bay. His reports are regarded as "classics." He died 26 December 1934 at Levis.

8 1626 Jean Talon, Intendant of New France 1665 - 68 and again 1670 - 72, was baptized at Chalon-sur-Marne, Champagne, in France. He transition of the colony from a farming and trapping settlement to one with a commercial and industrial base was begun by him during his vigorous tenure as Intendant. As part of the expansion of commercial interests in the colony, he laid the first basis of marine service in this country.

21 1795 Henry Wolsey Bayfield was born in Hull, England. He joined the Royal Navy, and served in Canada, as a Master's Mate on lake Champlain at the end

of the War of 1812. He was selected to join the Lake Ontario Survey under Captain Owen (Owen Sound) and spent the remainder of his naval career engaged in the survey of the Great Lakes and the St. Lawrence River. He retired to Prince Edward Island in 1856 on promotion to Rear Admiral. Ultimately promoted to Admiral, he died 10 February 1885. Bayfield, Ontario is named for him. Four vessels of the Canadian Hydrographic Service have also been named after him.

23 1622 William Baffin, (b. 1584?) died. He was certainly the most proficient navigator and observer of all the arctic explorers of his period. He made two voyages to the arctic in 1615 and 1616. He was the first to map Baffin Bay, and many of his calculations were found to be very nearly correct two hundred years later.

31 1923 An Order-in-Council established the Canadian Naval Volunteer Reserve. The prefix Royal was added later. It was the RCNVR that kept the RCN alive between the wars. During the Second World War over 90,000 Canadians served in the RCNVR.

## FEBRUARY

1903 First chart published in Canada - Lake Winnipeg, Red River to Berens River.

3 1785 Captain James Hanna, *Sea Otter*, arrived at Nootka Sound. He was the first fur trader to arrive in the area after Captain James Cook's third voyage made the incidental discovery of the sea otter fur traded in China.

8 1891 The new CPR passenger steamer, the *Empress of India*, the first of many famous

"Empress" ships, departed from Liverpool to go around the world to her new home port of Vancouver, where she arrived 28 April. Her passage across the Pacific Ocean set a speed record of the time.

10 1899 The Board of Management of the Marine Biological Station held its first meeting. This Board was a precursor of the Fisheries Research Board of Canada.

15 1886 The chart Cabot Head to Cape Smith and Entrance to Georgian Bay was published at the Admiralty in London, England. This was the first chart to be issued under the orders of the Government of the Dominion of Canada.

20 1844 Joshua Slocum, first man to sail single-handed around the world, was born at Mount Hanly, Nova Scotia. He died at sea after 14 November 1909.

22 1942 The Cunard passenger liner RMS *Queen Elizabeth* entered the large Government Graving Dock in Esquimalt Harbour for conversion from a passenger liner to a troopship. The work was completed 3 March. This was the only dock on the Pacific rim large enough to accommodate the ship.

28 1865 Wilfred Grenfell was born at Parkgate in England. He is known for his medical missionary work on the Newfoundland and Labrador coast. It was recognized with a knighthood in 1927. He died 9 October 1940.

## MARCH

19 1836 The *Beaver* crossed the bar of the Columbia River, thus marking her arrival on the coast from Britain, via Hawaii. Built by the Hudson Bay Company

for a cost of £2,992, and wrecked at Prospect Point, Vancouver Harbour on 25 July 1888, this was the first steam ship to sail on the west coast of North America. When she was no longer of use to the HBC, she was chartered by the Royal Navy for several years as a survey vessel. She ended her years as a tow boat.

26 1921 *Bluenose*, the famous fishing schooner, was launched at Lunenburg, Nova Scotia.

31 1778 "This morning we warped the Ship into a snug Cove and made her fast with Hawsers to the Trees on shore, here we found a convenient place for wooding and watering both Ships at a little distance from each other." So wrote Captain James Cook in his journal of his arrival at what is now Resolution Cove in Nootka Sound. This was the first European landing on the British Columbia coast.

## APRIL

1 1734 The first lighthouse on what is now the Canadian Atlantic coast lit its light - at Louisbourg. It was visible for approximately 18 miles on a clear night. The structure was damaged during the capture of the fort in 1758, and was allowed to decay.

4 1905 *Columbia* first vessel of the Columbia Coast Mission was launched. The Mission operated a succession of vessels providing essential medical services on the west coast for over sixty years.

5 1958 Ripple Rock, "the worst marine hazard of the entire west coast" was "defanged." The two pinnacles, that since 1875 had claimed 14 large ships, more than 100 smaller vessels, tugs and fishing boats, and approximately 114 lives, were blown off. 1,375

tons, (2,750,000 pounds) of nitramex was used. The "largest non-nuclear peacetime explosion" was set off at precisely 0931, to allow the tide to carry away debris to best advantage.

8 1942 The Park Steamship Company Limited was incorporated to control the operation of merchant ships built in Canada during the Second World War. By the end of the war, the fleet for which it was responsible included 176 ships.

17 1610 Henry Hudson (*fl.* 1607 - 1611), sailed from London in the *Discovery* in search of the Northwest Passage. He entered Hudson Strait and sailed through into Hudson Bay, conducting an important survey as he went. Ill prepared however for the rigours of the voyage, his crew mutinied, and he was put out of his ship, and left. The Hudson River in New York State was explored by him.

17 1793 What must have been one of the first pieces of shipping and safety legislation in Canada was passed by the Legislative Council of Lower Canada. It prohibited ships and other vessels bringing gunpowder into Montreal harbour, and guarded "against the careless transporting of the same into the powder magazines."

19 1895 John Bartlett Brebner historian, was born at Toronto. His works include *North Atlantic Triangle: The Interplay of Canada, the United States and Great Britain*, published in 1945. He died 9 November 1957.

20 1534 Jacques Cartier sailed from St. Malo on his first voyage. He was the first explorer to search for a northwest passage, rather than hope simply to sail

across the ocean and to arrive in China. After twenty days crossing the Atlantic, he made landfall, and explored what is now the Gulf of St. Lawrence.

20 1909 The Geodetic Survey of Canada was established by an Order-in-Council. There was a close and important connection between this service and the Canadian Hydrographic Service.

20 1959 The St. Lawrence Seaway was first opened for commercial traffic.

27 1831 The SS Royal William was launched by her builders, John Saxton Campbell and Black at Cape Cove, Quebec. Two years later she became the first Canadian steamship to cross the Atlantic.

27 1879 William James Roue, designer of the *Bluenose*, was born at Halifax, Nova Scotia. He died 14 January 1970 at Dartmouth.

27 1903 Gerald S. Graham, historian was born at Sudbury, Ontario. His important works included *Empire of the North Atlantic: The Maritime Struggle for North America* (1950) and *The Walker Expedition to Quebec 1711* (1953). He died 5 July 1988.

28 1827 William Hall, son of a man who had been freed from a slave ship en route to the United States, was born at Horton's Bluff, Nova Scotia. He enlisted in the Royal Navy, and served ashore in the Indian mutiny at Lucknow, in 1857. For his services there he became the first coloured man to win the Victoria Cross, the highest award for bravery. He died 25 August 1904 and is buried at Hantsport, Nova Scotia.

## MAY

2 1670 The Hudson Bay Company was granted its charter. So began a 200 year history as the proprietor of Rupert's Land involving commercial trade, maritime voyages and exploration.

3 1631 Thomas James, (1593? - 1635?), sailed from Bristol in the *Henrietta Maria*, 70 tons, with a crew of 22 men. Searching for the Northwest Passage, he explored the southwest shore of Hudson Bay and the west shore of the bay that now bears his name. He and his crew wintered deliberately on Charlton Island in James Bay. They arrived back at Bristol 22 October 1633.

4 1910 The *Naval Service Act*, creating Canada's navy, received Royal assent. The Navy was placed in the Department of Marine and Fisheries.

17 1927 Gerald Panting, maritime historian, was born in Winnipeg. He was a professor and head of the history department at the Memorial University of Newfoundland, co-founder of the maritime History Group, and a President of the Canadian nautical Research Society. He died 3 December 1998. The Society's new scholars award has been named in his honour.

19 1535 Jacques Cartier sailed from St. Malo on his second voyage. After an Atlantic crossing of 50 days, he reexamined the Gulf. On 10 August he entered a bay, which he named for the Saint whose feast day it was - St. Lawrence. He went up the river, now also called St. Lawrence as far as the rapids at Lachine. He claimed the area he explored for France.

20 1879 The Department of Railways and Canals was established. Sir Charles Tupper, former Premier of Nova Scotia and a Father of Confederation, was the first minister. While then primary emphasis was clearly on the construction of the Canadian Pacific Railway, the inclusion of canals recognized the importance of waterways as a commercial transportation system. The Department ceased to exist in 1936 with the establishment of a Department of Transport.

21 1651 Pierre Esprit Radisson, (b. ?, d. c. 1710), arrived in New France. After making several voyages into the interior of Canada, and frustrated with the regulations of the fur trade, with his brother-in-law, Medard Chouart des Groseilliers, he went to the English with a proposal for a fur trade from the sea into Hudson Bay. This was the origin of the Hudson's Bay Company.

22 1868 Royal assent was given to two important pieces of maritime related legislation. The first was an act establishing the Department of Marine and Fisheries. A long list of specific responsibilities was concluded with the phrase, "and generally such matters as refer to the marine and navigation of Canada." The second bill was the first Steamboat Act. This made provision for a Board of Steamboat Inspection.

24 1832 The inaugural passage of the Rideau waterway from Kingston to Bytown, started. This first transit of the waterway arrived at the Bytown flight of locks on 29 May. Even while Lieutenant Colonel John By, the builder of the work, was celebrating the opening, a letter of recall because of cost overruns was en route from England.

29 1914 The RMS *Empress of Ireland*, a CPR passenger ship, was rammed in fog off Rimouski in the Gulf of St. Lawrence by the Norwegian collier *Storstad*. She sank in fourteen minutes, taking 1014 passengers and crew with her. There were 465 survivors.

## JUNE

1890 *Parthia* grounding

3 1743 Juan Francisco de la Bodega y Quadra was baptized at Lima, Peru. He rose to prominence in the Spanish navy as an explorer of the Pacific coast of North America. He died suddenly 26 March 1794.

21 1749 A group of English settlers landed at Chebucto to establish a settlement as a counter to the French Louisbourg. The new town was named for the President of the Board of Trade and Plantations who had approved the plans - Lord Halifax. It has been an important naval port ever since.

22 1757 George Vancouver, naval officer and explorer, was born at King's Lynn in England. Over several years in the 1790s he completed a detailed survey of the west coast of North America. He died 12 May 1798.

24 1497 John Cabot, having crossed the Atlantic in the *Matthew*, made landfall somewhere on North America - probably on Newfoundland.

26 1886 The last stone was laid completing the Graving Dock in what is now the naval base at Esquimalt Harbour. Completion of this dock with federal government financial support had been one of the terms on which British Columbia joined Confederation. The dock was formally opened, with HMS

*Cormorant* entering it, on 20 July 1887. It remains in use today.

26 1959 The St. Lawrence Seaway was officially opened by HM Queen Elizabeth II, President Eisenhower and Prime Minister Diefenbaker.

## CURRENT MARITIME CALANDER CONFERENCES AND SYMPOSIA

1999

### April 23-25

Ship Model Building Symposium, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606 [tel.: +1 757-596-2222 or +1 800-596-2222; FAX: +1 757-591-7310; e-mail: info@mariner.org; http://www.mariner.org])

### April 29-30

"Planning and Managing Shipbuilding, Conversion and Repair Projects," Conference Sponsored by the Royal Institution of Naval Architects, Weir Lecture Hall, London, UK (Information: Nicola Brotherton, Conference Organizer, Royal Institution of Naval Architects, 10 Upper Belgrave St., London SW1X 8BQ [tel.: +44 171-235-4622; FAX: +44 171-259-5912; e-mail: conference@rina.org.uk; WWW: http://www.rina.org.uk/events])

### May 7-8

10<sup>th</sup> Military History Colloquium, Wilfrid Laurier University, Waterloo, ON (Information and Proposals by February 27, 1999: Mike Bechthold, Laurier Centre for Military, Strategic and Disarmament Studies, Wilfrid Laurier University, Waterloo, ON N2L 3C5 [tel.: +1 519-884-



0710, ext. 4594; FAX: +1 519-886-5057; e-mail: mbechtho@mach1.wlu.edu)

**May 11-12**

"Computers and Ships," Conference Sponsored by the Royal Institution of Naval Architects, London, UK (Information: Nicola Brotherton, Conference Organizer, Royal Institution of Naval Architects, 10 Upper Belgrave St., London SW1X 8BQ [tel.: +44 171-235-4622; FAX: +44 171-259-5912; e-mail: conference@rina.org.uk; WWW: http://www.rina.org.uk/events])

**May 13-15**

"Equipages de mer et de riviere, du Navire antique aux Marines d'aujourd'hui," Conference, Musée Maritime de Tatihou, France (Information and Proposals by January 1, 1999: M. Eric Barre, 6 rue des Fossés, 50000 Saint-Lo, France)

**May 14-16**

39<sup>th</sup> Annual Cliometrics Conference, Miami University, Oxford, OH (Information and Proposals by February 1, 1999: Secretary, Cliometrics Conference, 109 Law Hall, 500 E. High St., Oxford, OH 45056 [tel.: +1 513-529-2850; FAX: +1 513-529-3308; e-mail: Conf.Secretary@eh.net; WWW: http://cs.muohio.edu/ehnet/Clio])

**May 16-20**

4<sup>th</sup> International Conference on the Technical Aspects of Maintaining, Repairing and Preserving Historically Significant Ships, Stockholm, Sweden (Information: Birgitta Hafors, Vasa Museum, PO Box 27131, S-102 52 Stockholm [tel.: +46 8-519-54800; FAX: +46 8-519-54888; e-mail: birgitta.hafors@stockholm.mail.telia.com; http://www.vasamuseet.se])

**May 21-22**

ASNE Day 99, Arlington, VA (Information: American Society of Naval Engineers, 1452 Duke St., Alexandria, VA 22314-3458 [tel.: +1 703-836-7491; FAX: +1 703-836-6727; e-mail: asnehq.asne@mcimail.com; WWW: http://www.jhuapl.edu/ASNE])

**May 28**

Port Projects VII, Colloquium on British Port History, University of Leeds, Leeds, UK (Information: Dr. Wendy Childs, Department of History, University of Leeds, Leeds LS2 9JT [tel.: +44 113-233-3588; FAX: +44 113-234-2759; e-mail: W.R.Childs@leeds.ac.uk])

**June 2-4**

14th Siena College Multi-Disciplinary Symposium on World War II, Siena College, Loudonville, NY (Information: Prof. Thomas O. Kelly, Dept. of History, Siena College, 515 Loudon Rd., Loudonville, NY 12211-1462 [tel.: +1 518-783-2595; FAX: +1 518-786-5052; e-mail: kelly@siena.edu])

**June 7-11**

Tenth International Conference on Computer Applications in Shipbuilding, Massachusetts Institute of Technology, Cambridge, MA (Information: Secretariat, ICCAS '99, MIT Sea Grant College Program, Building E38-300, 292 Main St., Cambridge, MA 02139 [tel. +1 617-253-7135; FAX: +1 617-258-5730; email: ICCAS99@mit.edu; WWW: http://web.mit.edu/sea-grant/iccas99])

**June 8-11**

Second Conference on the Marine Archaeology of the Baltic Sea, Viborg, Russia (Information: Institute of the History of Material Culture, Russian Academy of Science, 191041 Dvortzovaja, St. Petersburg, Russia [tel.: +7 812-312-1484;

FAX: +7 812-311-6271; WWW: http://www.abc.se/~m10354/baltcon2.htm])

**June 14-15**

"Intelligent Ships III," Conference, Philadelphia, PA (Information: American Society of Naval Engineers, 1452 Duke St., Alexandria, VA 22314-3458 [tel.: +1 703-836-7491; FAX: +1 703-836-6727; e-mail: asnehq.asne@mcimail.com; http://www.jhuapl.edu/ASNE])

**June 25-26**

"Yesterday's Legacy and Tomorrow's Challenge," Annual Maritime Affairs Seminar Sponsored by the Naval Officers Association of Canada, Royal Military College, Kingston, ON (Information: Naval Officers Association of Canada, PO Box 505, Station B, Ottawa, ON K1P 5P6 [e-mail: info@naval.ca; WWW: http://www.naval.ca])

**June**

"Les équipages et les systèmes de navigation," Conference, Caen, France

**June**

"Warship 99: Naval Submarines 6," Conference Sponsored by the Royal Institution of Naval Architects, London, UK (Information: Nicola Brotherton, Conference Organizer, Royal Institution of Naval Architects, 10 Upper Belgrave St., London SW1X 8BQ [tel.: +44 171-235-4622; FAX: +44 171-259-5912; e-mail: conference@rina.org.uk; http://www.rina.org.uk/events])

**July 9-10**

"Globalisation and Its Critics: Contemporary Issues in World Maritime Trade," Conference, National Maritime Museum, Greenwich, UK (Information: Research Projects Assistant, National Maritime Museum, Greenwich, London SE10 9NF [tel.: +44 181-312-6716; FAX:

+44 181-312-6722; e-mail: [research@nmm.ac.uk](mailto:research@nmm.ac.uk); WWW: <http://www.nmm.ac.uk>)

#### July 11-16

"The Cartography of the Mediterranean World," Eighteenth International Conference on the History of Cartography, Athens, Greece (Information: Mr. George Tobias, Eighteenth International Congress on the History of Cartography, National Hellenic Research Foundation, 48 Vassileos Konstantinou Avenue, GR-116 35 Athens [tel.: +30 1-721-0554; FAX: +30 1-724-6212; <http://www.ihr.sas.ac.uk/maps/conf.html>])

#### July 22-23

"Naval Heritage and Strategy: New Directions," King-Hall Navy History Conference, Australian Defence Force Academy, Canberra, ACT (Information: David M. Stevens, Director of Naval Historical Studies, Maritime Studies Program, Department of Defence (Navy), APW2-G-11, Canberra, ACT 2601)

#### August 5-8

"Rediscovering Canada," NACS/ANEC International Canadian Studies Conference, Reykjavik, Iceland (Information: Conference Secretariat [e-mail: [engua@hum.aau.dk](mailto:engua@hum.aau.dk)])

#### August 8-14

"Merchants and Mariners in the Northern Seas," Joint Conference of the Association for the History of the Northern Seas and the Canadian Nautical Research Society, Sir Wilfred Grenfell College, Corner Brook, NF (Information: Dr. Olaf U. Janzen, Dept. of History, Sir Wilfred Grenfell College, Corner Brook, NF A2H 6P9 [tel.: +1 709-637-6282; FAX: +1 709-639-8125; e-mail: [Olaf@beothuk.swgc.mun.ca](mailto:Olaf@beothuk.swgc.mun.ca); <http://www.swgc.mun.ca/ahns>])

#### August 9-12

"Eclipse 99: Navigational Stimulus to the History of Science," Conference, University of Plymouth, Plymouth, UK (Information: Dr. P.A.H. Seymour, Principal Lecturer in Astronomy, Institute of Marine Studies, University of Plymouth, Drake Circus, Plymouth, Devon PL4 8AA [tel.: +44 1752-232462; FAX: +44 1752-232406])

#### August 14-21

Eleventh General Assembly of the International Cartographic Association, Ottawa, ON (Information: ICA Ottawa 1999, 615 Booth Street, Room 500, Ottawa, ON K1A 0E9 [tel.: +1 613-992-9999; FAX: +1 613-995-8737; e-mail: [ica1999@ccrs.nrcan.gc.ca](mailto:ica1999@ccrs.nrcan.gc.ca); WWW: <http://www.ccrs.nrcan.gc.ca/ica1999>])

#### August 19

"The Agenda for Port History," Conference, Merseyside Maritime Museum, Liverpool, UK (Information: Prof. Lewis R. Fischer, Department of History, Memorial University of Newfoundland, St. John's, NF A1A 5A5, Canada [tel.: +1 709-737-8424; FAX: +1 709-737-8427; e-mail: [lfischer@morgan.ucs.mun.ca](mailto:lfischer@morgan.ucs.mun.ca)])

#### August 20-22

"Concentration and Dependency: The Role of Maritime Activities in North Sea Communities, 1299-1999" Sixth Conference of the North Sea Society, Hull, UK (Information: Dr. David J. Starkey, Department of History, University of Hull, Hull HU6 7RX, UK [tel.: +44 1482-465624; FAX: +44 1482-466126; e-mail: [D.J.Starkey@hist.hull.ac.uk](mailto:D.J.Starkey@hist.hull.ac.uk)])

#### August 29-September 4

"The Military Alliances after 1945," 25th International Congress of Military History, Brussels, Belgium

#### August

"The End of Major Conflicts," Conference of the Israeli Commission of Military History, Tel Aviv, Israel

#### September 9-11

Annual Conference of the Association for Great Lakes Maritime History, Door County Maritime Museum, 120 N. Madison St., Sturgeon Bay, WI 54235 (Information: Doug Henderson, Door County Maritime Museum [tel.: +1 920-743-5958; WWW: <http://www.doorcounty.org/dcmh>])

#### September 12-18

Triennial Congress of the International Congress of Maritime Museums, Independence Seaport Museum, Philadelphia, PA (Information: Independence Seaport Museum, Penn's Landing Waterfront, 211 S. Columbus Blvd. at Walnut St., Philadelphia 19106-1415 [tel.: +1 215-925-5439; FAX: +1 215-925-6713; e-mail: [seaport@libertynet.org](mailto:seaport@libertynet.org); WWW: <http://www.libertynet.org/~seaport/calendar.html>])

#### September 14-16

"Reducing Total Ownership Costs through Technology Management and Full Service Life Cycle Support," Conference, Bloomington, IN (Information: American Society of Naval Engineers, 1452 Duke St., Alexandria, VA 22314-3458 [tel.: +1 703-836-7491; FAX: +1 703-836-6727; e-mail: [asnehq.asne@mcimail.com](mailto:asnehq.asne@mcimail.com); WWW: <http://www.jhuapl.edu/ASNE>])

#### September 15-18

"Renewable Resources for Our Children," Beaufort Sea Conference 2000, Inuvik, NWT (Information: BCS 2000, Freshwater Institute, 501 University Cres., Winnipeg, MB R3T 2N6 [tel.: +1 204-983-5095; FAX: +1 204-984-2401; e-mail: [campbellc@dfo-mpo.gc.ca](mailto:campbellc@dfo-mpo.gc.ca); WWW:

<http://www.ucalgary.ca/aina/bsc2000.html>)

#### September 20-24

International Seminar on Sugar's Technological History, Funchal, Madeira, Portugal (Information: Atlantic History Study Centre, Rua dos Ferreiros 165, 9000 Funchal, Madeira [tel.: +351 91-229635; FAX: +351 91-230341; e-mail: [avieira@mail.telepac.pt](mailto:avieira@mail.telepac.pt)])

#### September 22-23

"Tanker and Maritime Legislation," Conference, Washington, DC (Information: Jane Poterola, *Marine Log*, 345 Hudson St., New York, NY 10014 [tel.: +1 212-620-7209; e-mail: [conferences@sbpub.com](mailto:conferences@sbpub.com); WWW: <http://www.marinelog.com>])

#### September 23-25

14<sup>th</sup> Naval History Symposium, United States Naval Academy, Annapolis, MD (Information and Proposals by March 1, 1999: Craig L. Symonds, Department of History, United States Naval Academy, Annapolis, MD 21402-5044 [tel.: +1 410-293-6264 or +1 410-293-6250; FAX: 410-293-2256; e-mail: [navhsts@nadm.navy.mil](mailto:navhsts@nadm.navy.mil)])

#### September 24-26

Third Conference of the European Business History Association, Rotterdam, Netherlands (Information: Dr. Ferry de Goeij, Centre for Business History, Faculty of History and Arts, Erasmus University, PO Box 1738, 3000 DR Rotterdam [tel.: +31 10-408-8613; FAX: +31 10-453-2922; e-mail: [degoey@cbg.fhk.eur.nl](mailto:degoey@cbg.fhk.eur.nl); WWW: <http://www.eur.nl/FHKW/cbg/Enter.htm>])

#### September 25

"Première Journée d'Histoire de la Grande Pêche," Conference, Granville, France (Information and Proposals by April 1, 1999: Service

historique de la Marine, BP 31, 50 115 Cherbourg, France)

#### September 28-30

"Indian Ocean Fisheries: Past, Present and Future," Conference, Western Australia Maritime Museum, Fremantle, WA (Information: Sally May, Western Australia Maritime Museum, Cliff Street, Fremantle, WA 6160 Tel.: +61 9-431-8442; FAX: +61 9-335-7224; e-mail: [Sally.May@museum.wa.gov.au](mailto:Sally.May@museum.wa.gov.au); <http://www.mm.wa.gov.au/museum>)

#### September 29-30

Annual Warfare Exposition and Symposium, Virginia Beach, VA (Information: Seminar Department, United States Naval Institute, Preble Hall, 118 Maryland Ave., Annapolis, MD 21402-5035 [tel.: +1 800-233-8764 or +1 410-295-1067; FAX: +1 410-269-7940; e-mail: [cmason@usni.org](mailto:cmason@usni.org); WWW: <http://www.usni.org>])

#### October 8-10

Annual Conference of the Economic History Association, Baltimore, MD (Information and Proposals by January 29, 1999: Rick Steckel, Chair, Program Committee, Department of Economics, Ohio State University, Columbus, OH [e-mail: [steckel.1@osu.edu](mailto:steckel.1@osu.edu)])

#### October 17-23

World Congress of Conservation and Monumental Heritage, Mexico City, Mexico (Information and Proposals by January 31, 1999: Pilar Luna Erreguerena, Coordinator, Underwater Archaeology Scientific Committee, ICOMOS Mexico '99, Río Elba 59-3, Col. Cuauhtemoc, Mexico, DF 06500 [tel.: +525-553-7553; FAX: +525-553-7553; e-mail: [acuatica@dfi.telmex.net.mx](mailto:acuatica@dfi.telmex.net.mx)])

#### October 26-27

Fleet Maintenance Symposium, Virginia Beach, VA (Information: American Society of Naval Engineers, 1452 Duke St., Alexandria, VA 22314-3458 [tel.: +1 703-836-7491; FAX: +1 703-836-6727; e-mail: [asnehq.asne@mcimail.com](mailto:asnehq.asne@mcimail.com); <http://www.jhuapl.edu/ASNE>])

#### October 29-31

Third Conference of the European Historical Economics Society, University of Lisbon, Lisbon, Portugal (Information and Proposals by March 31, 1999: Ms. Lotte Christiansen, Institute of Economics, University of Copenhagen, Studies-trade 6, Copenhagen, Denmark (FAX: +45 35-32-30-00; WWW: <http://cs.muohio.edu/ehnet/EHES>])

#### October

"Learning from Marine Incidents," Conference Sponsored by the Royal Institution of Naval Architects, London, UK (Information: Nicola Brotherton, Conference Organizer, Royal Institution of Naval Architects, 10 Upper Belgrave St., London SW1X 8BQ [tel.: +44 171-235-4622; FAX: +44 171-259-5912; e-mail: [conference@rina.org.uk](mailto:conference@rina.org.uk); WWW: <http://www.rina.org.uk/events>])

#### October

"Regulation for Safety," Conference Sponsored by the Royal Institution of Naval Architects, London, UK (Information: Nicola Brotherton, Conference Organizer, Royal Institution of Naval Architects, 10 Upper Belgrave St., London SW1X 8BQ [tel.: +44 171-235-4622; FAX: +44 171-259-5912; e-mail: [conference@rina.org.uk](mailto:conference@rina.org.uk); WWW: <http://www.rina.org.uk/events>])

#### November 1-2

"Recent Changes in Ocean Production of Pacific Salmon," International Conference Sponsored by the North Pacific Anadromous Fish Commission, Juneau, AK (In-

formation and Proposals by March 20, 1999: NPAFC Secretariat, Suite 502, 889 W. Pender St., Vancouver, BC V6C 3B2, Canada [tel.: +1 604-775-5550; FAX: +1 604-775-5577; e-mail: npafc@interchange.ubc.ca]

#### November 4-7

26th Annual Conference of the Nautical Research Guild, San Diego Maritime Museum, San Diego, CA (Information: Nautical Research Guild, 19 Pleasant St., Everett, MA 02149 [e-mail: genenrg@Naut-Res-Guild.org; WWW: http://www.Naut-Res-Guild.org])

#### November 8-9

"Military Intelligence Operations during World War II," Symposium, Admiral Nimitz Museum, Fredericksburg, TX (Information: Admiral Nimitz Museum, PO Box 777, Fredericksburg, TX 78624 [tel.: +1 830-997-4379; e-mail: info@nimitz-museum.org; WWW: http://www.nimitz-museum.org])

#### November 9-14

Society of Naval Architects and Marine Engineers Annual Conference, San Diego, CA (Information: Barbara Trentham, SNAME, 601 Pavonia Ave., Jersey City, NJ 07306 [tel.: +1 201-798-4800 or +1 800-798-2188; FAX: +1 201-798-4975; e-mail: btrentham@sname.org; WWW: http://www.sname.org])

#### November 19-22

World Marine Millennial Conference, Peabody Essex Museum, Salem, MA (Information and Proposals by March 31, 1999: Conference Organizers, Peabody Essex Museum, East India Square, Salem, MA 01970 [tel. +1 800-745-4054; e-mail: pem@pem.org; WWW: http://www.pem.org])

#### November

27<sup>th</sup> Annual Conference on Sail Training and Tall Ships, Boston,

MA (Information: American Sail Training Association, PO Box 1459, Newport, RI [tel.: +1 401-846-1775; FAX: +1 401-849-5400; e-mail: asta@sailtraining.org; WWW: http://www.tallships.sailtraining.org])

#### December 7-8

"Shipbuilding Decisions 99," Conference, Washington, DC (Information: Jane Poterola, *Marine Log*, 345 Hudson St., New York, NY 10014 [tel.: +1 212-620-7209; e-mail: conferences@sbpub.com; WWW: http://www.marinelog.com])

#### December 10-11

"Food Production, Food Demand and the Food Trade: Aspects of the Economic Relationship between Town and Countryside (Middle Ages-19th Century)," International Conference, University of Gent, Gent, Belgium (Information and Proposals by February 15, 1999: Milja van Tielhof, Conference Secretary, Hooigracht 38K, 2312 KV Leiden, Netherlands [tel.: +31 71-513-4690; e-mail: milja@vantielhof.demon.nl])

#### December

"Hydrodynamics of High-Speed Craft," Conference Sponsored by the Royal Institution of Naval Architects, London, UK (Information: Nicola Brotherton, Conference Organizer, Royal Institution of Naval Architects, 10 Upper Belgrave St., London SW1X 8BQ [tel.: +44 171-235-4622; FAX: +44 171-259-5912; e-mail: conference@rina.org.uk; WWW: http://www.rina.org.uk/events])

2000

#### January 5-9

Society for Historical Archaeology Conference on Historical and Underwater Archaeology, Québec, QC (Information: William Moss, Pro-

gram Coordinator, Archeologue Principal, Division du Design et du Patrimoine, Centre de Développement Economique et Urbain, CP 700, Haute-Ville, Québec, QC G1R 4S9 [tel.: +1 418-691-6869; FAX: +1 418-691-7853; e-mail: wmoss@cmq.qc.ca; WWW: http://www.sha.org])

#### January 12-14

"Sea Power at the Millenium: Lessons of the Twentieth Century Projected Forward to the Twenty-First," International Conference, Royal Naval Museum, Portsmouth, UK (Information and Proposals: Commander Alastair Wilson, Royal Naval Museum, HM Naval Base, Portsmouth PO1 3NH, UK [tel.: +44 1243-775-285; FAX: +44 1243-775-285; e-mail: seamil@rn-museum.computlink.co.uk])

#### January 31-February 4

7<sup>th</sup> International Conference on the Stability of Ships and Ocean Vehicles, Australian Maritime College, Launceston, Tasmania (Information: Conference Secretariat, Australian Maritime College, PO Box 986, Launceston 7250 [tel.: +61 3-6335-4711; FAX: +61 3-6326-6261; e-mail: STAB2000@crc.amc.edu.au; WWW: http://www.amc.edu.au])

#### March 20-22

Sea Australia 2000, Conference, Sydney, NSW (Information: Sea Australia 2000 Congress, ICMS Pty. Ltd., Locked Bag Q4002, QVB PO, NSW 1230 [tel.: +61 2-9290-3366; FAX: +61 2-9290-2444; e-mail: seaaust2000@icms.com.au; WWW: http://www.rina.org.uk/events])

#### May 8-12

MARSIM 2000, International Conference on Marine Simulation and Ship Maneuverability, Orlando, FL (Information: Capt. Harry J. Crooks, RTM Star Center, 1 Maritime Plaza, Toledo, OH 43604 [tel.: +1 419-255-



4940; FAX: +1 419-255-8833; e-mail: hcroo@aol.com; WWW: <http://www.marsim.org/>)

#### May/June

"Ships, Seafarers and Seafaring over the Millennium," Annual Conference of the Canadian Nautical Research Society, Ottawa, ON (Information: G. Edward Reed, President, Canadian Nautical Research Society, 517 Hillcrest Ave., Ottawa, ON K2A 2N1 [tel.: +1 613-782-8182 or +1 613-722-4379; FAX: +1 613-782-8184; e-mail: [ereed@bank-banque-canada.ca](mailto:ereed@bank-banque-canada.ca)])

#### July 31-August 5

"The Total War: The Total Defence during 200 Years, 1789-1989," 26<sup>th</sup> International Congress of Military History, Stockholm, Sweden

#### August 3-5

Third International Congress of Maritime History, Sponsored by the International Maritime Economic History Association, Centre for Maritime and Regional History, Fiskeri- og Søfartsmuseum, Esbjerg, Denmark (Information and Proposals by March 31, 1999: Prof. Lewis R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, NF A1C 5S7, Canada [tel.: +1 709-737-8424; FAX: +1 709-737-8427; e-mail: [lfischer@morgan.ucs.mun.ca](mailto:lfischer@morgan.ucs.mun.ca)])

#### August 6-13

International Congress of Historical Sciences, Oslo, Norway, including Congress of the International Commission for Maritime History (Information: Prof. dr. François Bédarida, Secretary General, International Committee of Historical Sciences, Institut d'Histoire Temps Présent, 44 rue de l'Amiral Mouchez, 75014 Paris, France [tel.: +33 1-45-80-90-46; FAX: +33 1-45-65-43-50]; *ICMH Proposals by February 1, 1999*: Adrian Jarvis,

Secretary-General, ICMH, Centre for Port and Maritime History, Merseyside Maritime Museum, Albert Dock, Liverpool L3 1DG, UK [tel.: +44 151-478-4094; FAX: +44 151-478-4098])

#### September 14-16

Tenth Historical Cartography Colloquium, Bonn, Germany (Information: Seminar für Historische Geographie der Universität Bonn, Konviktstrasse 11, D-53113, Bonn [tel.: +49 228-735061; FAX: +49 228-737650]; or Prof. dr. Wolfgang Scharfe, Fachrichtung Kartographie, Freie Universität Berlin, Arno-Holz-Strasse 12, D-12165 Berlin [+49 30-838-4807; FAX: +49 30-838-6739; e-mail: [scharfe@geog.fu-berlin.de](mailto:scharfe@geog.fu-berlin.de)])

#### September 14-17

"Globalisation," Fourth Conference of the European Business History Association, Bordeaux, France (Information: Prof. Hubert Bonin, Institut d'Etudes Politiques de Bordeaux, BP 101, F-33405 Talence Cedex [FAX: +33 5-57-87-26-21; WWW: <http://www.rdg.ac.uk/EBHA>])

#### October

27th Annual Conference of the Nautical Research Guild, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 757-596-2222 or +1 800-581-7245; FAX: +1 757-591-8212; e-mail: [info@mariner.org](mailto:info@mariner.org); WWW: <http://www.mariner.org>])

#### 2001

#### Summer

Nineteenth International Conference on the History of Cartography, Madrid, Spain (Information: Tony Campbell, Map Librarian, British Library Map Library, Great Russell St., London WC1B 3DG [tel.: +44

171-412-7525; FAX: +44 171-412-7780; e-mail: [tony.campbell@bl.uk](mailto:tony.campbell@bl.uk); WWW: <http://www.cyberia.com/pages/jdocktor>])

#### August

"Business and Knowledge," Fifth Conference of the European Business History Association, Oslo, Norway (Information: Dr. Rolf Petter Amdam, Centre for Business History, Norwegian School of Management, PO Box 580, N-1301 Sandvika [tel.: +47 67-57-05-83; FAX: +47 67-57-05-20; e-mail: [rolv.p.amdam@bi.no](mailto:rolv.p.amdam@bi.no); WWW: <http://www.rdg.ac.uk/EBHA>])

#### October

28th Annual Conference of the Nautical Research Guild, Jacksonville, FL (Information: Nautical Research Guild, 19 Pleasant St., Everett, MA 02149 [e-mail: [info@mariner.org](mailto:info@mariner.org); WWW: <http://www.mariner.org>])

#### 2002

#### June

"Companies, Owners and Employees," World Conference of Business History, Sponsored by the European Business History Association, Helsinki, Finland (Information: Prof. Riita Hjerpe, Department of Economic and Social History, University of Helsinki, PO Box 54, Snellmaninkatu 14, SF-00014 Helsinki [tel.: +358 9-191-8951; e-mail: [hjerpe@tukki.jyu.fi](mailto:hjerpe@tukki.jyu.fi); WWW: <http://www.rdg.ac.uk/EBHA>])

#### October

29th Annual Conference of the Nautical Research Guild, Philadelphia, PA (Information: Nautical Research Guild, 19 Pleasant St., Everett, MA 02149 [e-mail: [info@mariner.org](mailto:info@mariner.org); WWW: <http://www.mariner.org>])

#### 2003

**Summer**

Twentieth International Conference on the History of Cartography, Portland, ME and Cambridge, MA (Information: Tony Campbell, Map Librarian, British Library Map Library, Great Russell St., London WC1B 3DG [tel.: +44 171-412-7525; FAX: +44 171-412-7780; e-mail: [tony.campbell@bl.uk](mailto:tony.campbell@bl.uk); <http://www.cyberia.com/pages/jdocktor>])

## LECTURES AND SEMINARS

1999

**April 21**

Lecture, South Street Seaport Museum, New York, NY; Speaker: Naima Rauam, "Planes, Trains, Automobiles and Ships: An Artist's Need for Speed" (Information: South Street Seaport Museum, 207 Front St., New York, NY 10038; [tel.: +1 212-748-8600; e-mail: [info@southstseaport.org](mailto:info@southstseaport.org); WWW: <http://www.southstseaport.org>])

**April 29**

Maps and Society Lecture Series, Warburg Institute, London, UK; Speaker: Ralph Ehrenberg (Library of Congress), "Charting Invisible Airways: The Early Development of Aviation Cartography in the United States of America" (Information: Tony Campbell, Map Librarian, British Library Map Library, Great Russell St., London WC1B 3DG [tel.: +44 171-412-7525; FAX: +44 171-412-7780; e-mail: [tony.campbell@bl.uk](mailto:tony.campbell@bl.uk); <http://www.cyberia.com/pages/jdocktor>])

**May 13**

British Commission for Maritime History, Seminar, Co-Sponsored by the Society for Nautical Research, Department of War Studies, Norfolk Building, King's College, Surrey St., London WC2; Speaker: Dr. William H. Flayhart III (Delaware State University), "The American Line's Role in the Spanish-

American War (1898)" (Information: Prof. John Armstrong, Thames Valley University, St. Mary's Rd., Ealing, London W5 5RF [tel.: +44 181-231-2570; FAX: +44 181-566-1353; e-mail: [John.Armstrong@tvu.ac.uk](mailto:John.Armstrong@tvu.ac.uk)])

**May 13**

Lecture, London Canal Museum, London, UK; Speaker: Christopher Ellmers, "Words and Songs: An Anthology of the River Thames" (Information: London Canal Museum, 12-13 New Wharf Rd., Kings Cross, London N1 9RT [tel.: +44 171-713-0836; e-mail: [martins@dircon.co.uk](mailto:martins@dircon.co.uk); WWW: <http://www.charitynet.org/~LcanalMus>])

**May 20**

British Commission for Maritime History, Seminar, Co-Sponsored by the Society for Nautical Research, Department of War Studies, Norfolk Building, King's College, Surrey St., London WC2; Speaker: Anthea Jarvis (Platt Hall, Manchester), "Packing and Following: Women's Experiences of Sea Travel to the Colonies, 1860-1900" (Information: Prof. John Armstrong, Thames Valley University, St. Mary's Rd., Ealing, London W5 5RF [tel.: +44 181-231-2570; FAX: +44 181-566-1353; e-mail: [John.Armstrong@tvu.ac.uk](mailto:John.Armstrong@tvu.ac.uk)])

**May 27**

Seventh Annual Peter N. Davies Lecture in Maritime Business History, Sponsored by the International Maritime Economic History Association in Association with the Friends of the Merseyside Maritime Museum, Merseyside Maritime Museum, Liverpool, UK; Speaker: Tony Lane (University of Cardiff), "The Decline of the Merchant Navy in the Late 20<sup>th</sup> Century" (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-

478-4449; FAX: +44 151-478-4590])

**June 3**

Maps and Society Lecture Series, Warburg Institute, London, UK; Speaker: Lena Cowen Orlin (University of Maryland), "Reading Ralph Treswell's Maps: Property Disputes in Tudor and Stuart London" (Information: Tony Campbell, Map Librarian, British Library Map Library, Great Russell St., London WC1B 3DG [tel.: +44 171-412-7525; FAX: +44 171-412-7780; e-mail: [tony.campbell@bl.uk](mailto:tony.campbell@bl.uk); WWW: <http://www.cyberia.com/pages/jdocktor>])

**June 10**

Lecture, London Canal Museum, London, UK; Speaker: Alan Faulkner, "The Regent's Canal" (Information: London Canal Museum, 12-13 New Wharf Rd., Kings Cross, London N1 9RT [tel.: +44 171-713-0836; e-mail: [martins@dircon.co.uk](mailto:martins@dircon.co.uk); <http://www.charitynet.org/~LcanalMus>])

**July 8**

Lecture, London Canal Museum, London, UK; Speaker: Arthur Farand-Radley, "The Canals of Birmingham" (Information: London Canal Museum, 12-13 New Wharf Rd., Kings Cross, London N1 9RT [tel.: +44 171-713-0836; e-mail: [martins@dircon.co.uk](mailto:martins@dircon.co.uk); WWW: <http://www.charitynet.org/~LcanalMus>])

## MEETINGS AND VARIOUS

1999

**June 10-13**

Spring Meeting of the Steamship Historical Society of America, Portland, ME (Information: Steamship Historical Society of America, 300 Ray Dr., Providence, RI 02906 [WWW: <http://www.sshsa.org>])