

ARGONAUTA



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Editor

Erika Behrisch

***Argonauta* Editorial Office**

e-mail submissions to:

CNRS-Argo@cnsr-scrn.org

Production/Distribution Manager ~ Winston (Kip) Scoville

kscoville@cnsr-scrn.org

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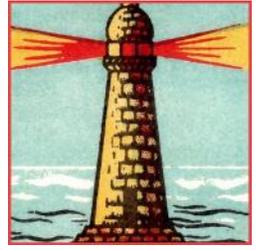


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Editorial

by Erika Behrisch



Hi everyone,

If *Argo's* Winter issue articles were about powerful—and even tragic—disconnections between people, ships, and communities, the pieces in this Spring edition respond with celebrations of continuity. Life renews itself, and stories reach back, draw on the past, and imbue the present with colour. They're perfect tales to tell as our northern world wakes up once more.

H.T. Holman offers us another instalment of his fascinating PEI steamer saga, this time calling our attention to the history of the PEI Steamship Company, a short-lived but energetic enterprise that played an important role in PEI's enrolment in the Dominion of Canada. These relatively little ships and modest routes were vital to PEI and the maritime provinces more broadly, and it's an honour to be able to showcase their history in the CNRS quarterly.

Rick James's memoir about his summer spent at the Pachena Lighthouse, on Vancouver Island, likewise tells a little-known story that is an important part of Canada's maritime history: the West Coast Trail and the string of lighthouses along the Graveyard of the Pacific—and some of the wrecks they didn't prevent. An especially compelling aspect of this story is that Rick visited his own history while working there; three generations of his family have worked—all in different capacities—at the lighthouse. He's also the first to write in under the "All Aboard!" banner, and he gets this feature started on an exciting note.

But not all important stories of maritime history have to be actually about the water; some of them can be about the stories themselves. H.T. Holman, in his second offering in this issue, has done a wonderful thing: he has travelled through all of the back issues of *Argonauta*—so recently and heroically digitized by Paul Adamthwaite and now available on the CNRS website—and compiled a complete list of its book reviews, before the launch of *The Northern Mariner* and the transfer of the book review feature to that publication. The list is a celebration of our own history, collective curiosity, and community rigour, and a useful resource for the new exciting research yet to come.

WMP,

Erika

President's Corner

by Michael Moir

CNRSPresident@cnsr-scrn.org



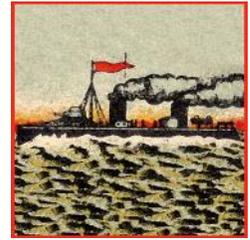
The trailing remnants of a cold and blustery winter compel us to keep tuques and mittens close at hand, but early blooming flowers and later sunsets signal that the urge to hibernate is almost behind us. For the first time in two years, the arrival of spring is accompanied by a relaxation of COVID protocols. The pent-up urge to leave our homes and travel will hopefully encourage members to visit the museum galleries and the reading rooms of archives and libraries to rediscover our rich maritime heritage. This opportunity is particularly rich with the reopening of the Marine Museum of the Great Lakes at Kingston, which completed two years of renovations to its lobby and offices last fall and is moving ahead with major projects for its galleries and outdoor space. We wish them success in these endeavours so that the museum's significant collections are once again accessible to researchers.

As members embrace the return to these venues and dust off their research projects, there is still time to submit a proposal to present at the Society's virtual conference to be held on 18-19 August 2022. The deadline for the call for papers has been extended to 31 May, and there is flexibility if inspiration strikes after the middle of the month. The conference theme is "Ports and Harbours: The Convergence of Water, Land, and Humanity," but as with previous years, proposals on other topics will not be left foundering. The wide range of subjects covered by past presenters added spice to our proceedings, and hopefully this year will be no exception. Conference organizers are searching for ways to incorporate a social element to our use of web-based software, so that members can renew friendships and build new networks. The pandemic has given us new appreciation for the coffee breaks and shared meals that come with in-person conferences, such as the gathering planned for St. John's in 2023.

This year's conference will be followed by the Society's virtual annual meeting on Saturday, 20 August at 1:00 p.m. EDT. While there is positive news to report – membership is stable and there are plans to publish six issues of *The Northern Mariner/Le marin du nord* so that the volume year catches up with the calendar year – there are also storm clouds on the horizon. As members will note from the minutes of Council's mid-winter meeting in this issue of *Argonauta*, the cost of publishing the journal has risen by more than six percent due to increased costs of printing and distribution. This trend is likely to continue. The escalation will put pressure on membership fees, which have not changed for several years. The issue is being reviewed by Council in preparation for discussion at the annual meeting. Maritime history has an important role to play in enhancing the public's understanding of many issues facing Canada and the world in the 21st century. The Society and its journal need our support to meet this challenge during difficult times.

The PEI Steam Navigation Company and the Confederation promise of “Efficient Steam Service”

By H.T. Holman



In 1864, two events took place in Prince Edward Island that were to have a great impact both on the future of the colony itself and on the whole Dominion. One of these, the Charlottetown Conference (which led to Confederation), has been the subject of much research and discussion. The other—the establishment of the Prince Edward Island Steam Navigation Company—has been barely noticed. Nevertheless, the relationship between the two was an essential part of the constitutional agreement between the Dominion and one of its provinces.

In September 1864, delegates representing the British North American colonies met in Charlottetown; they met again later that same year, and their early discussions on creating a federal union were more formally recorded at the Quebec Conference. The resolutions coming out of the Quebec meeting included a division of powers, and noteworthy among these was the management of interprovincial commerce. Although the discussions continued for another three years, there was little movement in the decision recorded in 1864 that the Dominion had responsibility for navigation and shipping as well as “Ferries between a Province and any British or Foreign Country or between two Provinces.”¹ The generality of this responsibility, however, was to be sharply focused and more narrowly defined when Prince Edward Island, standing off the mainland of what was to become the Dominion, took a harder look at Confederation.

Although Prince Edward Island had opted not to join with the other colonies in 1867, six years later—and after changes in the material circumstances of the colony—further negotiation of terms of union resulted in the Island becoming the Dominion’s seventh province. These negotiations had been an on-again, off-again process during the period, a process that resulted in a series of requests and offers of “better terms.”² Some of these better terms responded to major challenges facing the colony, including the looming threat of railway debt resulting from the colony’s decision to create the Prince Edward Island Railway (running almost from one end of the Island to the other), and the attempts to bring an end to the system of absentee land ownership in the colony. Absentee ownership dated from the initial settlement scheme in 1767, and had resulted in an almost total absence of crown lands, and also saw a large proportion of Island residents living as tenants unable to purchase their holdings.

The “better terms” also included a number of lesser items that may have been included as “sweeteners,” or negotiation points. One of these was to become incorporated in the final Confederation agreement—and was to prove more than a little problematic for the Dominion to achieve. On 16 December 1869, the Canadian Privy Council approved an offer to the Island which included, in addition to the provisions of the Quebec Resolutions extended to all provinces, modified financial arrangements and a guarantee from the Dominion that “efficient Steam Service for the Conveyance of Mails and Passengers was to be established and maintained between the Island and the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the Railway system of the Dominion.”³ It is not known whether this clause originated with the Canadian government or was requested by the Prince Edward Island contacts, but whatever its origin, it was to remain an unaltered part of the negotiations until approved by both the Dominion and the

Island, and was incorporated in the Imperial Order in Council admitting Prince Edward Island into the Union dated 26 June 1873.⁴ Unlike some of the terms such as taking over responsibility for colonial assets including the Post Office building and the steam dredge, which were soon accomplished, fulfilling the communications clause, usually referenced as “continuous steam communication,” proved to be much more difficult for the Dominion to deliver.

Until resolved by the construction of a permanent bridge, almost all discussion of the communication question had centred around the seemingly endless failure on the part of the Dominion to resolve the difficult question of winter passage of the Northumberland Strait.⁵ While the Dominion seems to have expected that a “best efforts” approach was adequate, the Island firmly believed that rigid adherence to both the spirit and the letter of the clause was required. As it turned out, its resolution would be greatly dependent on the technological advances connected with ice navigation—and was not finally settled until the construction of the “fixed link” in 1997.⁶ Activity to address the issue waxed and waned as improvements in vessel design and power were introduced, but shortcomings in the winter steamer service were a continual irritant between the Province and the Dominion.

It’s worth noting that, for most of the year, the steamer service was unhindered by ice conditions and things worked well; conventional craft provided the means to fulfill the Dominion’s obligation. Although the Government of Canada actually owned a number of steam vessels at the time when Prince Edward Island joined the Dominion, the decision was taken to contract for the summer service to the Island, and it was as a result of that decision that the Prince Edward Island Steam Navigation Company became the delivery agent for the Dominion.⁷

Back in September 1864, many of the delegates to the Charlottetown Conference had travelled to the meetings on vessels that were owned or were soon to be owned by the Prince Edward Island Steam Navigation Company. The Nova Scotia contingent arrived on the paddle steamer *Heather Belle* from Brule on 31 August, and the New Brunswick delegates were aboard the *Princess of Wales* later the same day. The September 1864 meetings were eventually to have a major impact on the future of the company controlling those ships.

The PEI Steam Navigation Company⁸ had been organized the previous year with the intention of challenging the New Brunswick-owned steamer *Westmorland* for the subsidy for the cross-Strait mail service. In the debate surrounding the awarding of the PEI subsidy contract (on which steamer service depended) there was a clear preference for giving an Island-controlled company an advantage, even if it was a blatant conflict of interest—at least four members of the government had interests in the new company.⁹

In the absence of company records, it is not possible to identify all of the shareholders. However, the initial stock issue was for only 40 shares at a value of £500 each. The petitioners for the legislation included Robert R. Hodgson, John Ings, George Davies, George Fesh Crow Lowden, and Ambrose Lane Brown. These were all prominent merchants and shipowners, with several having connections to the Island government. Other records show that additional leading PEI merchants, shipbuilders, and ship owners such as James Duncan, Daniel Davies, and William and John Richards either were at the time, or became, major shareholders. At a time when the production of wind-powered wooden shipbuilding was at its peak on the Island this participation by local investors suggests that the common notions about the failure of Prince Edward Island capitalists to transition from wood, wind, and water to steam are worthy of re-examination.¹⁰

Press reports on the new company noted the intention to have two steamers giving triweekly service on routes between Charlottetown and Shediac in New Brunswick and either Pictou or Brule in Nova Scotia.¹¹ In a New Year's editorial message the *Islander* enthused, "We have a prospect of enlarged opportunities of communication with the Mainland, through the exertions of a Company lately formed for that purpose: and should the Local Government succeed in establishing the contemplated postal route to Halifax, by way of the River Brul [sic], we may anticipate, from the shortness of the distance, compared with that by way of Pictou, a great increase of visitors in the first instance and it may be also of inhabitants."¹²

The sense of promise was high: the as-yet unincorporated company entered into an agreement with Nova Scotia for a 10-year contract lasting until May of 1874 to link PEI with Nova Scotia for \$1600 per year; it negotiated another with New Brunswick for \$1000 per year for service to New Brunswick. In addition, the company was in receipt of a substantial mail subsidy from the government of Prince Edward Island to provide postal services during the navigation season, which varied according to ice conditions but normally extended from mid-April to mid-December. The contract with Prince Edward Island dated from March 1864 and called for three trips each week from Charlottetown to New Brunswick, and for the same from Charlottetown to Pictou or Brule.¹³



Figure 1: PEI Steam Navigation Company routes

The company was incorporated in 1864¹⁴ but even before incorporation and in anticipation of being awarded the mail subsidy, it had contracted with builders Stackhouse and McLauchlan of Saint John, New Brunswick for a new vessel to be built at Carleton, originally to be called the *Princess Alexandra*, but subsequently registered as the *Princess of Wales*. This was a wooden paddle steamer, 195 feet long by 26 in breadth, with 685 register tonnage. The engine, also built in New Brunswick, was estimated to provide 250 horsepower. Upon the ship's arrival in Charlottetown, the company was applauded for a vessel so much better than its predecessors, but the *Islander* newspaper wondered if the company had been too optimistic. To the editor, the new vessel seemed "too large for the trade of this Island."¹⁵ Regardless, its arrival inspired Island poet John LePage to pen the "Arrival of the Princess of Wales," which expressed the obvious pride in having an Island company receiving the subsidy.¹⁶

And we, in this Isle, see our “Princess of Wales;”
 A splendid new steamer, complete in details,
 For the transit of passengers, luggage and mails.
 Too long have we been
 What our neighbours call *green*,
 Our improvident folly transparently seen;
 Sending thousands abroad each consecutive year,
 To pay for the use of a steam-whistle dear!

That fall, just after the departure of the Charlottetown Conference delegates, the Steam Navigation Company doubled the size of its fleet by completing its purchase of the year-old *Heather Belle*. The *Heather Belle*¹⁷ was a small Island-built paddle steamer, 115 feet long by 18 wide, of 95 register tons. It had been used for cross-Strait service but mainly it had served several small PEI ports. The following year the Company schedule shows the two vessels providing service from Charlottetown to Summerside, Shediac, Richibucto, Chatham, and Newcastle, and from Charlottetown to Pictou and Brule in Nova Scotia. The relative success of the venture prompted the *Charlottetown Herald* to observe in 1866 that earlier concerns about the size of the *Princess of Wales* were unfounded and that having two steamers on the routes had been successful.¹⁸

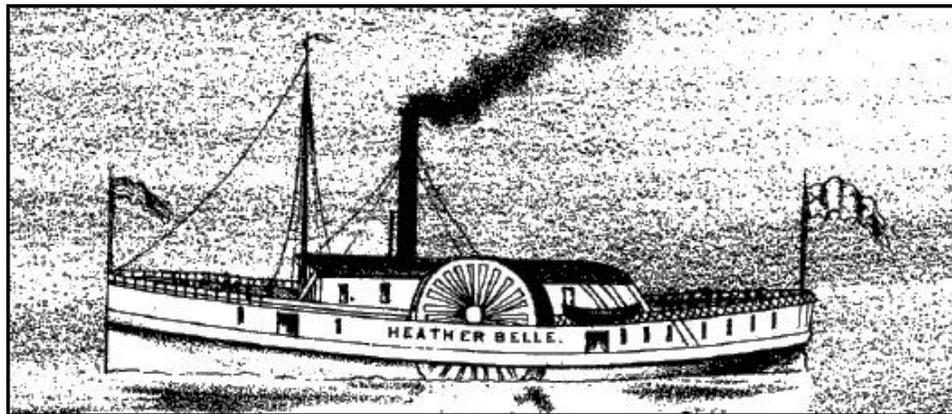


Figure 2: Paddle Steamer *Heather Belle* in Charlottetown Harbour. Albert Ruger. *Panoramic View of Charlottetown Prince Edward Island 1878* (detail). Public domain.

By 1867, however, the routes had shifted. The trips to northern New Brunswick had been dropped and service was provided only to Shediac. In Nova Scotia, Port Hood (in Cape Breton) to Pictou had been added as well as a number of additional stops in eastern Prince Edward Island. One of the reasons for the change to the New Brunswick service lay in Confederation; trips between ports within the province were now the full responsibility of that province and received no Dominion subsidy. Canada had also adopted the 10-year contract between PEI and Nova Scotia, although it noted that it considered the subsidy “more for the purpose of developing the trade than for carrying the mails.”¹⁹

The reason for the re-arrangement of the routes may also have lain in the increased business between PEI and the primary mainland ports. New rail links provided two distinct routes between the Island and New England. In 1867, the Nova Scotia Railway was completed between Pictou Landing and Halifax and, railway schedules permitting, it was now possible to travel from Charlottetown to Halifax in a single day. Although the rail line in New Brunswick between Shediac and Saint John had been operating since 1860, improved steamer service in the Bay of Fundy provided a convenient link between Saint John and Boston. This route was extended and a direct rail line between the Maritimes and New

England was completed in 1871. Passengers and freight could either go from Charlottetown to Pictou and Halifax and by further steamer connections to Boston, or through Summerside to Shediac and either change to a steamer at Saint John or take the all-rail route to Boston. While the *Princess of Wales* was of adequate size and power for regular cross-Strait services, the smaller *Heather Belle* was better suited to PEI coastal destinations, and in 1875 it was sold as surplus to requirements. In 1868, the Company had added another vessel. This was the paddle steamer *General Whiting*, which had been lying at Saint John for some time. It was a former blockade runner and had been substantially re-built.²⁰ Launched in 1863 in Mystic, Connecticut, the steamer was 201 feet long by 30 in breadth and 675 register tons. Although of similar length and tonnage to the *Princess of Wales*, the *General Whiting* was described as having significantly more accommodation for both passengers and freight.²¹ Given the name *St. Lawrence*, the new acquisition was registered at Charlottetown in June 1868 and made its first trip that October. Press reports were positive, and the Company was lauded for being “determined to afford every convenience to the travelling public, as well as offer larger facilities for freight.”²²

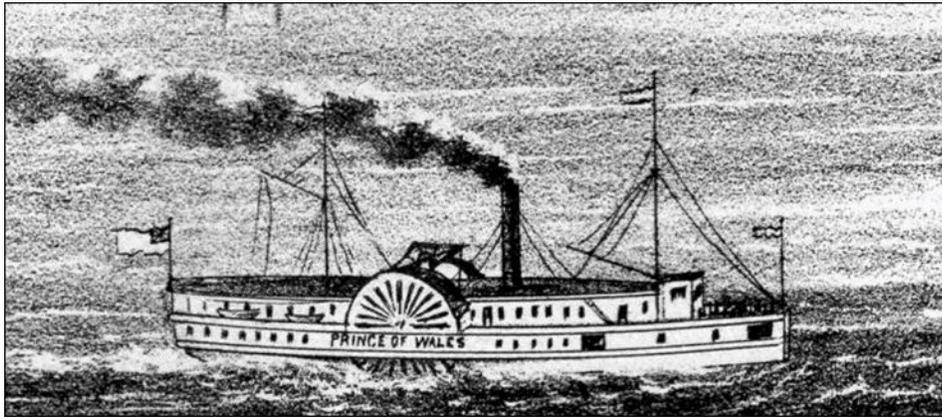


Figure 3: Paddle Steamer *Princess of Wales* (misidentified as *Prince of Wales*) in Summerside Harbour. Albert Ruger. *Panoramic View of Summerside Prince Edward Island 1878* (detail). Public domain.

The years leading up to the Island’s entry into Confederation in 1873 also saw changes in land transportation within the colony, and this had a major impact on the Steam Navigation Company. Most significantly, the creation of the Prince Edward Island Railway reduced the need for steamer service between Charlottetown and Summerside, and contributed to a reduction of shipping from a number of the smaller ports now linked by the railway. This, coupled with increased trade with the mainland, induced the Company in early 1873 to request a change to its contract with the Island government to incorporate daily (Sunday excepted) service between Summerside and Shediac and service four times per week between Charlottetown and Pictou. The contract was extended by eight years with an annual subsidy, paid by the Island, of \$10,000.²³

With the Island’s entry into Confederation on 1 July 1873, the responsibility for “efficient steam service” between the Island and the mainland passed into the hands of the Dominion Government. In as far as it related to the summer service, the Dominion simply adopted the subsidies paid to the Steam Navigation Company by the several provinces. However, the commitment for a winter service was new, and the Dominion’s approach was to try and mirror the contractual structure for the summer passages. Early in 1874 the Dominion Post Office Department called for tenders. Specifically, it sought a vessel at least 150 feet long by 25 feet in breadth, of wood or metal protected from the ice, capable of carrying thirty passengers, and “adapted for going through heavy ice.”²⁴ The PEI Steam Navigation Company considered the opportunity and sent an engineer and one of the shareholders to

England to find the cost of a suitable steamer. A cost of \$80,000 was quoted to them, but a barrier existed: it would not be possible to place a vessel on the route before the winter of 1876-1877. Moreover, according to Daniel Davies, an officer of the Company, “many shareholders objected to going hurriedly into so large an outlay for a new and most difficult service in which the earnings, outside the government subsidy were certain to be small.”²⁵ In the end, they declined to tender and were probably glad they did, as the subsidized service got off to a very poor start. James King of Halifax, owner of the steamer *Albert*, was awarded the contract in spite of the fact that his vessel had no specific ice capability; it failed miserably, spending much of the winter trapped in port by the ice.²⁶

The Company did submit a bid for the winter service the following year and offered a price of \$15,000 per year for a 7-year contract supplying a British-built, spar-decked steamer of not less than 150 feet by 25 feet, rated Lloyd’s class A-1 and specially adapted for the service. A key limiting term in their offer was that the vessel would make the crossing only whenever practicable. This caveat would have provided much relief to the stringency of the contract—had it gone through. The offer was accepted by the Canadian Government, but the Company subsequently had to inform the Dominion that they had been unable to secure a suitable vessel.²⁷ With the failure to obtain a vessel to provide the contracted service, the Dominion elected to purchase the *Northern Light*, an untested design originally proposed for navigating ice in the St. Lawrence River, for \$50,000. While this vessel, too, was a failure, it did establish a pattern of government ownership and operation of the winter steamer service until the completion of the fixed link more than a century later.

By the beginning of 1881, the summer seasonal service had been reduced to two routes: Charlottetown to Pictou and Summerside to Shediac. The frequency of the routes, however, had been increased to six round trips on each route every week. This limited schedule was to be maintained by the Steam Navigation Company ships until 1917.

By 1883 the Steam Navigation Company boats had been operating under the subsidy from the Dominion for almost 10 years, but the vessels themselves were ten years older. In testimony before a House of Commons Committee on steam communication, Senator George Howlan noted how the initial arrangement had been established:

When we were about to enter Confederation, the term had expired for which the Steam Navigation Company of Prince Edward Island had a contract. Their boats at the time were about ten years old and they thought it was hardly fair that we should not give them a new contract. They were anxious to get a contract for twenty years, but I and my colleagues in the Government of the day, thought the boats, which were of North American build, would not be efficient boats for the work for another twenty years. We considered, though, that as they had gone to the expense of building these boats and had performed the service pretty well up to that time, it would be but just to give them a ten years’ extension. That ten years is now up. ... I have no hesitation in saying that if the boats were new off the stocks tomorrow morning, they would not be fit for the work now doing in Prince Edward Island. When the boats first came there, it was just after finishing the line of railway from Shediac to St. John, and the amount of traffic at that time was very small.”²⁸

Howlan argued that, as regards schedules and freight charges, the service should be under the control of the Dominion, but his ideas gained little traction and the contractual arrangement continued for more than 30 years with little modification. His concern regarding the age and suitability of the vessels notwithstanding, it was some time before they were replaced. The Company was re-capitalized and re-incorporated under Canadian legislation in 1890 as the Charlottetown Steam Navigation Company, but there were no significant operational changes. The increase in stock and an issue of Company bonds allowed it to acquire a new screw steamer in 1891—the SS *Northumberland*²⁹—and in 1893 the *Princess*

of Wales was sold and broken up. The *St. Lawrence* followed the paddle steamer to the breakers in 1893, following the purchase of another new steamer, the *SS Princess*.

While most of the history of the Steam Navigation Company is linked to the subsidized cross-Strait routes, the Company had made efforts to diversify its operations. In 1883, with the building of its new screw steamer *SS Summerside*, an attempt was made to develop a freight operation, but the vessel was wrecked in Newfoundland two years later. In 1889 a converted Crimean-war gunboat, the *M.A. Starr*, was purchased, but it was sold after only two years of operation.³⁰ The Prince Edward Island Steam Navigation Company seems to have faced no competition and relatively little complaint over the more than half-century that it was the main sea-link between the Island and the rest of Canada. While the Company may have struggled in its early years, the published financial reports from Dominion incorporation onward show a healthy profit margin.

With the introduction of the steel icebreaking railcar ferry on the short route between Cape Traverse on the Island and Cape Tormentine, New Brunswick in 1917, the difference between winter and summer service was eliminated, and the Dominion took full control of the connection between the Island and the mainland. With through-rail service across the Strait and the cancelling of the annual subsidy, the business model which had sustained the Steam Navigation Company came to an end. Rather than seek new business, the company quietly sold off its ships and other assets, distributed the proceeds to the shareholders, and was wound up. It's a story well worth remembering, though; the Company's role in maintaining the efficient steam service had been an important part of Canada's maritime history for more than half a century.

Endnotes

1. Section 91 (13) British North America Act.
2. The account of political and economic changes, as well as the complex series of offers, rejections, and further negotiations between 1867 and the final agreement in 1873 can be found in F.W.P. Bolger "The Coy Maiden Resists 1867-1872" in F.W. Bolger ed. *Canada's Smallest Province: A History of P.E.I.* Charlottetown 1973 pp 185-206.
3. Enclosure in Young to Hodgson, 18 December 1869. *Journal of the House of Assembly of Prince Edward Island 1870* Appendix F.
4. An editorial in the *Daily Examiner* some years after the fact suggested that the stipulation had been at the request of "Messrs Pope, Haviland, and Howlan." *Daily Examiner* 18 June 1878 p. 2.
5. See for example Mary Cullen, "The Transportation Issue, 1873-1973" in F.W.P. Bolger ed. *Canada's Smallest Province*. Charlottetown: 1973 pp.232-264.
6. One early attempt was the introduction of the *Northern Light*, the first dedicated Canadian icebreaker. H.T. Holman, "'A Marine Nondescript': Canada's First Icebreaker" *The Northern Mariner / Le marin du nord* XXIX, No.4 (Winter 2019), 313-334.
7. Many commentators would later note that the steam navigation clause was not unlike the promise to link British Columbia through a rail link with Canada, a service delivered by the Canadian Pacific Railway.
8. There was no connection between this company and an earlier Prince Edward Island Steam Navigation Company. H.T. Holman, "'Altogether Unproductive of Profit': A History of the First Prince Edward Island Steam Navigation Company." *The Northern Mariner / Le marin du nord*, XXX, No.1 (Spring 2020), 23-44.
9. The service of the Westmorland and the decision to award to the contract to a PEI company is the subject of a paper by H.T. Holman: "Christopher Boultenhouse's Westmorland and the Northumberland Strait Steamer Service" *Argonauta* XXXVII No.3 (Summer 2020) 26-33.
10. The failure of shipping interests in the Atlantic Canada region to make the transition to new technologies is one of the areas canvassed in studies by Memorial University's Maritime History Group. See for example

Lewis R. Fischer and Eric W. Sager, eds. *The Enterprising Canadians: Entrepreneurs and Economic Development in Eastern Canada, 1820 – 1914* St. John's: Maritime History Group 1979. In Lewis R. Fischer's overview of the PEI shipping industry, he concludes that the Island ship owners' transition to developing technologies had not been a barrier. Lewis R. Fischer, "The Port of Prince Edward Island 1840 – 1889, A Preliminary Analysis," in Keith Matthews and Gerry Panting, eds. *Ships and Shipbuilding in the Atlantic Region*. St. John's: Maritime History Group 1978. pp. 45-70.

11. *Examiner* (Charlottetown) 10 August 1863 p. 3, quoting from *St. John Morning Telegraph*. The service to Brule was short-lived. Although closer to Truro and Halifax, it was not on the main mail route and the port facilities were poor.
12. "The New Year." *Islander* (Charlottetown) 1 January 1864 p. 2.
13. This agreement is referenced in An Act relating to Steam Communication between Prince Edward Island and the Provinces of Nova Scotia and New Brunswick *PEI Acts* 36 Victoria Cap, XII.
14. An Act to Incorporate the Prince Edward Island Steam Navigation Company. *PEI Acts* 27 Victoria Cap.19, 1864
15. *Islander* 3 June 1864 p.3.
16. John LePage, "The Arrival of the Princess of Wales." *The Island Minstrel* Vol II Charlottetown: 1867 pp.185-189.
17. One of the owners of the *Heather Belle*, Robert R. Hodgson, was also a major shareholder of the Steam Navigation Company; it is possible that the vessel was owned by the Steam Navigation Company all along.
18. "A Railway Sleeper." *Herald* (Charlottetown) 7 February 1866 p.2.
19. Canada, House of Commons Sessional Papers 1871 No.5 p.59.
20. There is some confusion regarding the name. While most reports refer to the *General Whiting*, *Lloyd's Register of American and Foreign Shipping* indicates that the vessel was launched with the name *Rafael*, while the PEI registration of the vessel states that the foreign registration was *Raphael*.
21. See for example *Summerside Progress* 12 October 1868 p.2.
22. *Morning Chronicle* (Charlottetown) 26 September 1868 p.2.
23. An Act relating to Steam Communication between Prince Edward Island and the Provinces of Nova Scotia and New Brunswick *PEI Acts* 36 Victoria Cap, XII.
24. *Examiner* 19 January 1874 p.3.
25. *Examiner* 19 February 1884, p.3.
26. [Little Engines that Couldn't: The First Icebreakers on the Strait | Sailstrait \(wordpress.com\)](#) accessed 17 January 2021.
27. Order in Council 1876 – 0045, LAC RG2 Privy Council Office Series A-1-a.
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Family Tales from the Graveyard of the Pacific

By Rick James



In August of 2020, I found myself right next to the incredibly beautiful West Coast Trail, which runs through Pacific Rim National Park—and I was getting paid to be there! I was out on Pachena Point Lighthouse station, working as a relief assistant light keeper: the Canadian Coast Guard service maintains a pool of individuals available to stand in if any of the permanent keepers need to take a break. Working as a relief lighthouse keeper has proved to be one of the most rewarding jobs I've ever had, giving me the wonderful opportunity to work up and down the BC coast at a number of the 27 lighthouses still run by people. But what especially resonated with me about this particular posting was that I was the third member of my family to have stayed at the Pachena station.



Figure 1: Looking out from the helicopter landing pad across the Pacific past Pachena Point light tower, the only remaining wooden lighthouse along our West Coast, completed in 1908 and recognized under the *Heritage Lighthouse Protection Act*. Its priceless and massive Fresnel lens, which revolved in a bath of mercury to produce a double flash every 7.44 seconds, is still there up in the tower and behind curtains in the lantern room. Photo Rick James.

I bunked down in the large crew house situated high up on a steep cliff overlooking the surf breaking on the rocky shelves below. I had a stupendous view over the wide-open Pacific to the south and west, and could see the entrance to Juan de Fuca Strait and the outside of the Olympic Peninsula far off in the distance to the east. From here one could look out to the

distant horizon and just make out the outlines of massive freighters and cargo ships coming and going across the Pacific. I was out on the light with Norbie Brand, retired permanent keeper of Cape Beale light station, who was standing in as principal keeper. It was to be quite a memorable occasion and deeply meaningful to me; two other family members had actually stayed out on Pachena Point light station long before my arrival. The first was one of my mother's older sisters, Aunt Peggy; she was in her late teens when she was hired as a babysitter and housekeeper on the station for two years. Back then, in the mid-1930s, it wasn't only the permanent light keepers and their families who lived on station; there was also a crew of four radio operators with their families. In addition, the station had a cabin available for patrolmen who maintained and watched over what was called the West Coast Lifesaving Trail.



Figure 2: The sixth birthday party for young Betty Joan Hadley, daughter of the head radio operator Pachena Point light station, July 1936. My aunt Peggy is holding Betty's younger brother, Michael, on the far left. Photo: George Lowe collection, B.C. Archives and Records Service: *George Lowe Fonds*: PRO657; hardcopy photos: MS-2958 File #198711-011.

And here I was, looking out over the Graveyard of the Pacific, where the second family member—my father, Richard (Dick) James—had been involved in a rescue operation just down the beach from Pachena Point and got to spend a night there. In September 1940, Dad signed on, aged 17, as a Boy Seaman at the Esquimalt Naval Base and served aboard Royal Canadian Navy ships on West Coast patrols during the Second World War. In the spring of 1943, he crewed as an Able Seaman aboard HMCS *Outarde*, a RCN minesweeper, when it was out on submarine patrol in Juan de Fuca Strait between Jordan River and Slip Point, Washington on the American side. The *Outarde* was one of several Bangor-class steel minesweepers built in the 1939–1940 naval construction programme and had been launched from the yard of North Vancouver Ship Repair Ltd in January 1941. It was 180 feet in length (55 meters), of 672 imperial tonnes displacement (682,784 kg) and was armed with one four-inch, one three-inch, and two 20-mm guns.

On 2 April, HMCS *Outarde* was ordered to proceed at full speed to the scene of a stranded Russian lend-lease freighter, the SS *Uzbekistan*, which was up on the shelving beach just two-and-a-half miles (4 km) from Pachena Point. This location, on the outside coast of Vancouver Island, was only three miles (4.8 km) west from the wreck site of the *Valencia*, a passenger steamship that had been inbound from San Francisco for Victoria and Seattle with 108 passengers and 65 crew aboard when it ran ashore on 22 January 1906 with a loss of 136 lives. What made this wreck especially tragic was that no women or children were counted among the survivors. At that time, there had been no lighthouse at Pachena Point, although it protrudes some distance out into the Strait.

Between 1888 and 1890 the government had erected a telegraph line, a single-strand cable strung from tree to tree along the coastline. The line was an attempt to establish communication between Victoria, Cape Beale, and Carmanah Point lighthouses and between other communities along the coast in hopes of saving mariners' lives. While lighthouses had been built and gone into operation at Cape Beale in 1874 and then another at Carmanah Point in 1891, another one situated along the outside coast of Vancouver Island was soon discovered to be desperately needed. With the loss of the four-masted barque *Janet Cowan* on 31 December 1895, which crashed ashore just five miles (4 km) down from Pachena Point, there was talk of adding another lighthouse and developing the telegraph trail into a life-saving system. However, no action was taken until the wreck of the *Valencia* in 1906. By 1907, the Pachena Point lighthouse was under construction. Its tower was to stand 38 feet, nine inches (11.8 m) high from its base to the lantern deck on a steep 100-foot (30.5 m) cliff overlooking the Pacific. A wireless radio station was also built onsite that same year, and in 1923, a direction-finding antenna added. Then, in 2015, what was the only remaining wooden lighthouse along BC's West Coast was restored and today stands as a recognized heritage building.

Also in 1907, construction of the life-saving trail was finally underway. Some 60 workmen used handsaws and horse-drawn equipment to cut through the dense forest and undergrowth and widen the telegraph trail to 12 feet (3.7 m). A series of shelter cabins was constructed along what was known as the Dominion Life Saving Trail at five-mile (8 km) intervals; these were to provide refuge for shipwrecked mariners. Each shelter had a telegraph with instructions for use in several languages, survival provisions like blankets and rations, and directions on how to navigate the trail. In the 1920s, patrolmen were hired to keep the trail well cleared, to inspect the beaches, and to maintain a lookout during the winter season.

Taking advantage of some half-decent weather and a good low tide, one afternoon I set out to hike down the West Coast Trail to see if could find the remains of the *Uzbekistan*. I had the trail all to myself (it had been closed to tourists due to the Covid-19 pandemic), and I got to saunter through the luxurious coastal forest of thick salal and salmonberry undergrowth without running into anyone else. The trail dropped down to the beach at Michigan Creek where a campsite for hikers is located. When I stepped out of the woods to look over the rocky shelves with the waves pounding over them, I saw a magnificent marine artifact rusting away, a testament to the days of steam power. Here lay the boiler of the steam schooner *Michigan*, which had run aground in 1893.

The first edition of *Lewis & Dryden's Marine History of the Pacific Northwest*, published in 1895 and edited by E.W. Wright, provides a good account of the loss. It starts off by noting that "The steamer was built by L. Mortenson and was one of the most strongly constructed vessels of her class that ever floated." The wood vessel was constructed at Skamokawa on the Columbia River in 1888 for William M. and George L. Colwell, recent arrivals from the Eastern US. It was 158 feet, three inches in length [48.2 m] with a 34-foot [10.3 m] beam, and with engines 11, 14, 20, and 31-by-24 inches [28, 35.5, 50.8, and 78.7 by 61 cm]. It was

seized soon afterward for smuggling and put under heavy bonds, and in January 1893 left its bones in that well-known cemetery on the west coast of Vancouver Island near Cape Beale.

That fateful night, the *Michigan* had been en route from San Francisco to Seattle in charge of Captain Graves and with a full cargo of general merchandise. Four days out from the California port, it encountered thick weather, with a heavy westerly sea running and strong wind, which, with terrible northerly currents, sent the ship several miles off course. At 10:50 p.m., 21 January, the *Michigan* struck the rocks about 30 miles [48.2 km] north of Bonilla Point. The crew escaped in the boats and reached shore with their personal effects. Although the steamer was remarkably strongly constructed, the great force with which it struck, together with the weight of its cargo, rendered it impossible to save. After a close examination of the *Michigan*'s massive boiler, I was amazed that it was still so solid—if well rusted—but realized it was time to locate the surviving wreckage of the *Uzbekistan*. So off I headed, scrambling farther down the beach and keeping an eye out for any remains of the old freighter.

On the morning of 1 April 1943, the *Uzbekistan* slipped its moorings in Portland, Oregon and was bound for Seattle where it was to load lend-lease supplies for Vladivostok. The Russian freighter had been originally launched from a shipyard in Saint-Nazaire, France in 1937, and measured 326 feet in length (99.3 m) and was 3,039 registered tonnes (3,087,766 kg). It was registered in Arkhangelsk, a major seaport on the White Sea near the Arctic Circle. Just prior to its last voyage, the ship underwent a refit in Portland, Oregon to make it more suitable for ice breaking.



Figure 3: Lend lease freighter SS *Uzbekistan* up on the rocky shelf April 1943. UT-1146 in National Photography Collection, Public Archives of Canada.

Unfortunately, a southeast gale was blowing that April morning, bringing with it limited visibility. Once the ship was running along the outside coast of the Olympic peninsula, captain and crew missed the flashing light marking the Umatilla buoy. When they did finally spot a light, they mistook it as that of Umatilla, but this was a grave error—it was actually the Swiftsure buoy, off the entrance to Juan de Fuca Strait: the ship was nearly 50 nautical miles off course, and had passed well outside the usual passageway to the southeast leading into Juan de Fuca Strait, which was well inside the Swiftsure buoy. To make matters worse, because of the shelling of the Estevan Point light station by the Imperial Japanese Navy's submarine I-26 on 20 June the year before, the navigational lights at both Cape Beale and Pachena Point had been blacked out. As a result, the captain held his ship on a steady northerly course—which headed them right into the outside coast of Vancouver Island. Once the *Uzbekistan* lay grounded on the shelving beach, the crew fired off the ship's guns to attract attention. Upon hearing gunfire, those living at both Pachena Point and Carmanah Point light stations were initially fearful that another Japanese attack was underway.

HMCS Outarde, with my father aboard, arrived offshore at the scene of the stranded vessel late in the afternoon of 2 April to find the *Uzbekistan* grounded against a rocky shelf just off the mouth of the Darling River. The US Coast Guard cutter *Nellwood* was the first to arrive on scene and was soon joined by a Fishermen's Reserve patrol vessel serving with the Canadian Navy, the seiner *Allaverdy*, followed by the Canadian Coast Guard's lighthouse and buoy tender *Estevan*. While these vessels were standing by offshore ready to assist with a rescue, the *Outarde's* whaler, carrying a landing party of 11 men, was sent out. As they approached the stranded ship, however, with a strong sea pounding against its hull, the whaler was carried around inside below the bow of the *Uzbekistan*. Here the little boat was caught in the breakers and hurled forward in the surf—but luckily it was deposited upright among the rocks well inshore. With their ship firmly grounded and stable, the Russian crew—who had walked ashore at low tide and made camp—went down to lend the whaler's crew a hand in dragging their boat up to safety.

After signalling between ship and shore, the *Outarde's* landing party left the beach that evening for Pachena Point, where arrangements were made to accommodate the sailors. Here, they received a good meal and beds for the night. The next morning, the *Outarde* flashed a signal to Pachena, instructing the shore party to head out on the trail for Bamfield where they would be picked up. The Russian crew stayed behind to continue unloading more stores, guns, and ammunition onto the beach. After consultation with a naval security officer and RCMP interpreter, it was decided that the Russian crew should also make their way out to Bamfield the next morning. After the site was abandoned, the vessel and campground were soon vandalized and looted.

I hoped that although 77 years had gone by, there would be at least some remnants of the *Uzbekistan* still lying on the beach. I headed off to see what I might come across while the tide was still low. I had to scramble over the flat and slippery shelving beach to find what little was left of the *Uzbekistan*: its massive boiler. It lay there intact with the surf pounding over it, where my dad—as a young sailor in the Second World War—would have stepped ashore out of a swamped whaler back in 1943.



Figure 4: The open Pacific's surf pounding against the remains of the SS *Uzbekistan's* boiler around a half mile or so down from that of the *Michigan*. Photo Rick James.

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The tale featured here originally appeared in the *British Columbia History* quarterly magazine's Summer 2021 issue. The British Columbia Historical Federation (BCHF) represents more than 100 historical societies across BC and provides a collective voice for over 800 individuals and organizations within BC's not-for-profit historical sector.

Bio

Rick James is a writer, maritime historian, and photographer who also happened to have worked on salmon seiners out of Sointula and Alert Bay as a skiff man some years ago. Many people recognize him from his role in The Sea Hunters documentary *Malahat: Queen of the Rum Runners*, which aired on Canada's History channel back in 2003. He is also the author of a number of popular reports published by the Underwater Archaeological Society of British Columbia, including *Ghost Ships of Royston*, *Historic Shipwrecks of the Sunshine Coast*, and *Historic Shipwrecks of the Central Coast*. His 2018 book *Don't Never Tell Nobody Nothin' No How: The Real Story of West Coast Rum Running* garnered three major awards. Check out his website: www.rickjamesauthor.ca

The *Argonauta* Book Reviews

By H.T. Holman



The full text of *Argonauta*'s back issues are available online at [Canadian Nautical Research Society - Argonauta \(cnrs-scrn.org\)](http://Canadian Nautical Research Society - Argonauta (cnrs-scrn.org)), and the chronicles of the CNRS's early years and development are now accessible. The newsletter provides a picture of the CNRS's growth, but it also reveals a wealth of information about nautical research in Canada in the 1980s and beyond. In its early years, *Argonauta* published a great deal of research information in the form of notes, queries, and short articles—some of which were destined to re-appear in later forms as books or articles in *The Northern Mariner* and other journals.

Beginning with almost the first issue of *Argonauta*, the inclusion of book reviews by CNRS members and others was recognized as having a value for the entire research community. The reviews were part of the discussion among members about the role of the organization and the need to strike a balance between those with academic and those with avocational interests—not that those descriptors are mutually exclusive. The book review section appealed to everyone.

The book review section is currently one of the strengths of *The Northern Mariner*—it moved over when the CNRS began its academic publication in 1990—but, in reality, it was merely the continuation of the feature first established in *Argonauta*. Indeed, between 1984 and 1989, the newsletter published nearly 170 book reviews. The scope of these reviews was wide, and this continues in the current review policy of *TNM*; it covers everything from formal academic tomes to more popular literature on nautical topics. As well, many of the *Argonauta* reviews were penned by those who were—or were to become—the leading authorities in Canadian and international nautical research. *Argo*'s list of reviewers is a who's who of the maritime research world, and texts reviewed in the newsletter in those early years became, in many cases, the standard references in the field.

While the reviews in *TNM* are accessible though the continued indexing and full-text access to online issues, the rich *Argonauta* reviews formerly required access to hard copies of the newsletter, which few collections contained. Even now, though the full copies are available online, they remain in a format that is difficult to search and most access is still through browsing.

Browsing *Argonauta*'s back issues has given me a lot of pleasure, and reading the book reviews has been especially satisfying. In the hopes of making this gem of *Argo*'s early years more accessible, I have compiled a list of all *Argo*'s reviews, indexed by author name, book title, date of publication, reviewer, and issue. The list is below, but it can also be found on the CNRS website with the *Argo* archives.

Happy reading!

The Canadian Nautical Research Society

By-Law 1

NAME

1. The name of the corporation hereinafter called the Society, shall be The Canadian Nautical Research Society.

DEFINITIONS

2. The following definitions apply:

“Act” means the Canada Not-For-Profit Corporations Act S.C. 2009, c. 23 including the Regulations made pursuant to the Act, and any statute or regulations that may be substituted, as amended from time to time;

“articles” means the original or restated articles of incorporation or articles of amendment, amalgamation, continuance, reorganization, arrangement or revival of the Society;

“by-law” means this by-law and any other by-law of the Society as amended and which are, from time to time, in force and effect;

“council” means the board of directors and the members who are the officers of the Society elected by the annual general meeting to their positions and the councillors at large elected by the AGM, all of whom have voice and vote. The past president of the Society is an ex officio member of council and also has voice and vote at meetings of the council. Additionally honorary members of the Society and chairs of committees appointed by the council but who are not otherwise members of council are ex officio members of council, but have voice only.

“meeting of members” includes an annual meeting of members or a special meeting of members;

“special meeting of members” includes a meeting of any class or classes of members and a special meeting of all members entitled to vote at an annual meeting of members;

“Officers of the Society” means a president, a first vice president, a second vice president, a secretary, a treasurer, an associate treasurer, and a membership secretary.

“ordinary resolution” means a resolution passed by a majority of not less than 50% plus 1 of the votes cast on that resolution;

“proposal” means a proposal submitted by a member of the Society that meets the requirements of section 163 (Member Proposals) of the Act;

“Regulations” means the regulations made under the Act, as amended, restated or in effect from time to time;

“special resolution” means a resolution passed by a majority of not less than two-thirds (2/3) of the votes cast on that resolution.

INTERPRETATION

3. In the interpretation of this by-law, words in the singular include the plural and vice-versa, words in one gender include all genders, and “person” includes an individual, body corporate, partnership, trust and unincorporated organization. Other than as specified above, words and expressions defined in the Act have the same meanings when used in these by-laws.

HEAD OFFICE

4. The head office of the Society is at the City of Ottawa in the Province of Ontario. The Society may establish branches elsewhere in Canada by resolution as the council may deem expedient.

CORPORATE SEAL

5. The seal, an impression of which is stamped in the margin of this document, shall be the seal of the corporation. The secretary of the Society shall be the custodian of the corporate seal.

OBJECTS OF THE SOCIETY

6. The purpose of the Society is to promote in Canada the study of ships, shipping affairs, the men and women associated with them, and their relationship and development of societies and maritime environments.

7. To this end the Society shall:

- a) Sponsor interdisciplinary nautical research among members by organizing meetings, arranging for the exchange of information, and co-operating with other groups, museums, universities, schools and interested persons;
- b) publish a quarterly newsletter reporting developments in the field of nautical research and containing original articles, notes and transcripts of documents;
- c) publish a journal of nautical research;
- d) offer awards recognizing merit of articles and books published on maritime subjects;
- e) offer an award promoting new scholarship; and
- f) offer an award for merit in special recognition of excellence in Canadian nautical research applicable to individuals or institutions or for an extraordinary contribution to the Society.

MANAGEMENT OF THE SOCIETY

8. The management of the Society shall be vested in a council composed of between 10 and 15 persons.

9. The council shall meet together for the despatch of business, adjourn and otherwise regulate its meetings as it deems fit.

10. The quorum necessary for the transaction of business by the council is six members.

11. The council may fill any vacancies among the officers or councillors at large. Persons selected under this clause will hold office until the next general meeting of members, at which time vacant offices will be filled by election.

EXECUTION OF DOCUMENTS

12. Contracts, documents or any instruments in writing requiring two signatures of the Society must be signed by the president or the first vice president or the second vice president and the secretary. All contracts documents and instruments in writing so signed are binding upon the Society without any further authorization or formality. The seal of the Society when required may be affixed to contracts, documents and instruments in writing.

FINANCIAL YEAR END

13. The fiscal year and business year of the Society will commence on the first day of January and terminate on the last day of December.

BANKING ARRANGEMENTS

14. The banking business of the Society will be transacted at such bank, trust company or other firm or corporation carrying on a banking business in Canada as the council may designate. The banking business or any part of it shall be transacted by the treasurer or associate treasurer. Cheques drawn against an account held by the Society will be signed by the treasurer or associate treasurer and one of the president, the first vice president, or the second vice president.

BORROWING POWERS

15. Borrowing money is not permitted.

ANNUAL FINANCIAL STATEMENTS

16. Annual financial statements will be presented to the membership at the annual general meeting and then included in the minutes of the meeting as reported in Argonauta, the Society's newsletter.

MEMBERSHIP

17. Every individual and institution supporting the objects of the Society is eligible to become a member.

18. Either individual or institutional membership may be obtained by application to the Society through the head office and the membership secretary and upon payment of the subscription hereafter mentioned.

19. Every member must abide by and be bound by these by-laws and by other rules of the Society. Acceptance of membership in the Society is deemed to be an undertaking to abide by and be bound by all such by-laws and other rules.

20. The right to vote in the affairs of the Society is limited to members in good standing.

21. On recommendation of the council, members at a general meeting may, as a special mark of recognition for an extraordinary contribution to the Society and/or to the field of nautical research, grant Honorary Membership in the Society to an individual. Such

Honorary Membership will be for life unless it is later resigned or terminated as described below. A person so honoured will receive all publications from the Society free of charge, will have voice and vote at all members' meetings, and voice but not vote at all meetings of council.

22. Pursuant to subsection 197(1) (Fundamental Change) of the Act, a special resolution of the members is required to make any amendments to this section of the by-laws if those amendments affect membership rights and/or conditions described in paragraphs 197(1) (e), (h) (l) or (m).

LIMITATIONS

23. The Society is non-sectarian and non-political and will not have any religious, racial or political affiliation.

NO PECUNIARY GAIN TO MEMBERS

24. The Society is a non-profit organization and will be conducted without the purpose of pecuniary gain for its members, officers or councillors. Any profits or accretions to the Society must be used solely for the support of the objectives of the Society. Officer and councillors may not receive any remuneration for the services.

MEMBERSHIP TRANSFERABILITY

25. Membership is not transferable.

26. Pursuant to Section 197(1) (Fundamental Change) of the Act, a special resolution of the members is required to make any amendment to add, change or delete this section of the by-laws.

NOTICE OF MEMBERS' MEETINGS

27. Notice of the time and place of a meeting of members shall be given to each member entitled to vote at the meeting by the following means:

- a) by mail, courier or personal delivery to each member entitled to vote at the meeting, during a period of 21 to 60 days before the day of the meeting to be held; or
- b) by telephonic, electronic or other communication facility to each member entitled to vote at the meeting, during a period of 21 to 35 days before the day on which the meeting is to be held.

28. Notice of the meeting must also include the agenda.

29. Pursuant to subsection 197(1) (Fundamental Change) of the Act, a special resolution of the members is required to make any amendment to the by-laws of the Society to change the manner of giving notice to members entitled to vote at a meeting of members.

MEMBERS CALLING A MEETING

30. The council must call a special meeting of members in accordance with Section 167 of the Act, on written requisition of members carrying not less than 5% of the voting rights. If the council does not call a meeting within twenty-one (21) days of receiving the requisition, any member who signed the requisition may call the meeting.

ABSENTEE VOTING AT MEMBERS' MEETINGS

31. No form of absentee voting is permitted at members' meetings.
32. Pursuant to Section 197(1) (Fundamental Change) of the Act, a special resolution of the members is required to make any amendment to the by-laws of the Society to change this.

MEMBERSHIP DUES

33. Each institutional member and each individual member will pay a subscription fee due and payable by 31 March each year. The rates for subscription will be prescribed by the council subject to the approval of the members at the annual general meeting.

TERMINATION OF MEMBERSHIP

34. Membership may be terminated at any time by:
 - a). the member resigning in writing in which event all payments due to the Society must accompany the resignation; or
 - b) the member omitting to pay the annual subscription prescribed.

EFFECT OF TERMINATION OF MEMBERSHIP

35. Upon any termination of membership, the rights of the member automatically cease to exist.

DISCIPLINE OF MEMBERS

36. The council may terminate a membership where, in its opinion a member has acted contrary to the interests of the Society, provided that before terminating a membership under this clause, the member has first been given the opportunity to explain his or her position in writing. A member may appeal the council's ruling to a general meeting of the Society.

NOMINATING OFFICERS OF THE SOCIETY AND COUNCILLORS AT LARGE

37. There will be a nominating committee. Normally the past president will chair this committee with such other members as may be appointed by council. No officer or councillor or member standing for election or re-election may be a member of this committee. The nominating committee will nominate one candidate for each position to be filled at the next annual general meeting.

38. Members may also propose the names of candidates in writing and with the signatures of three members. All proposals must include a written undertaking by the nominee to accept the position if elected. If such suggestions are not accepted by the nominating committee for incorporation within their report, the nominations not so included must be forwarded by the nominating committee to the annual general meeting in addition to their report, for the purpose of conducting an election for the contested positions. The chair of the nominating committee will close the nominating list, which will include the proposals of the nominating committee and other proposals by members not later than 30 days prior to the annual general meeting.

39. A call for nominations shall be included in the Winter issue of Argonauta each year. Such notice must include the date on which nominations will close, to whom the nominations must be forwarded, and the date of the annual general meeting at which the nominating committee report will be received, or, if necessary, and election will be held.

40. Nominations from the floor are permitted at the annual general meeting only if there would otherwise be a vacancy for a position.

41. The council may fill any vacancy not filled by election at the annual general meeting in accordance with section 68, (Vacancy in Office).

COST OF PUBLISHING PROPOSALS FOR ANNUAL MEMBERS' MEETINGS

42. Cost of circulating the nominating committee report, other committee reports and other proposals for consideration at the annual general meeting will be borne by the Society. They may be distributed electronically to members.

PLACE OF MEMBERS' MEETINGS

43. The annual general meeting of the Society will be held at a time and place to be determined by the council. Normally it will be in conjunction with the annual conference, between the end of April and the beginning of September. The annual general meeting may be held outside Canada if the annual conference is held jointly with another Society. Any two consecutive annual general meetings must not be more than fifteen months apart.

44. Special meetings will be held at a time and place determined by the council.

PERSONS ENTITLED TO BE PRESENT AT MEMBERS' MEETINGS

45. Members, non-members, members of council and the public accountant of the Society are entitled to be present at a meeting of members. However, only those members entitled to vote at the members' meeting according to the provisions of the Act, articles and by-laws are entitled to cast a vote at the meeting.

CHAIR OF MEMBERS' MEETINGS

46. Meetings of members will be chaired by one of: the president, the first vice president or the second vice president.

QUORUM AT MEMBERS' MEETINGS

47. At all members' meetings ten voting members present shall constitute a quorum for the transaction of business, but a lesser number may adjourn to a date and place at the call of the president.

VOTES TO GOVERN AT MEMBERS' MEETINGS

48. At any meeting of members every question shall, unless otherwise provided by the articles or by-laws or by the Act, be determined by a majority of the votes cast on the questions. The chair may only vote in the event of a tie.

PARTICIPATION BY ELECTRONIC MEANS AT MEMBERS' MEETINGS

49. Participation at meetings of members may be by telephonic, electronic, or other communication facility at the members' own expense.

MEMBERS' MEETINGS HELD ENTIRELY BY ELECTRONIC MEANS

50. Members' meetings may be held by electronic means or other communication facility.

NUMBER OF COUNCILLORS AT LARGE

51. There will be up to eight (minimum of four) councillors at large, elected at the annual general meeting.

TERM OF OFFICE OF OFFICERS AND COUNCILLORS AT LARGE

52. All officers and councillors at large will be elected annually. The president and the vice presidents shall not serve more than three consecutive terms in their respective offices.

CALLING OF MEETINGS OF THE COUNCIL

53. Meetings of the council may be called by the president, or either of the vice presidents. The council will normally meet early in the new calendar year, and again in conjunction with the annual general meeting. Between meetings of the council, electronic means of communication may be used to facilitate business, but any consensus so obtained must be ratified when the council next meets formally.

NOTICE OF MEETINGS OF COUNCIL

54. The president or secretary will give notice of a meeting of council by telephone, electronic, or other means after having ascertained a date that is most convenient for the majority of members of council.

QUORUM FOR MEETINGS OF COUNCIL

55. A quorum for a meeting of council is six members with vote.

PARTICIPATION BY ELECTRONIC MEANS AT MEETINGS OF COUNCIL

56. Participation at meetings of council may be by telephone, electronic or other communication facility at the expense of the member of council. For the duration of such participation, it will count towards quorum.

VOTES TO GOVERN AT MEETINGS OF COUNCIL

57. At all meetings of the board, every question will be decided by a majority of the votes cast on the question. The chair may vote only in the event of a tie.

COMMITTEES OF COUNCIL

58. In addition to a nominating committee, other committees, boards or advisory panels may be appointed by council to act as advisory bodies to the council and to further the objectives of the Society. The council will appoint a chair for each such committee or body as well as the members, and draft or approve the terms of reference.

59. The president is an ex officio member of all committees, boards and advisory panels established by council unless specifically stated otherwise.

APPOINTMENT OF OFFICERS

60. Officers of the Society will be elected by the members present at the annual general meeting.

DESCRIPTION OF OFFICES

61. The president is charged with the general supervision of the business and affairs of the Society. S/he will preside over all meetings of the Society and council, and do, perform and render such acts and services as the council prescribes and require. No person will serve more than three consecutive annual terms in this office.

62. The first vice president will, in the absence of the president, have all the powers and duties of the president. No person will serve more than three consecutive annual terms in this office.

63. The second vice president will, in the absence of the president and the first vice president, have all the powers and duties of the president. No person will serve more than three consecutive annual terms in this office.

64. The secretary will conduct and act as custodian of correspondence relating to the affairs of the Society, record the meetings of council and of the Society, and perform such other duties as may from time to time be prescribed by the council.

65. The membership secretary will maintain the Society's master mailing list; keep records on all members, past and present; organize membership recruitment; lead membership retention; report on the status of membership at the first council meeting in each year and at annual general meeting, and perform such other duties as may from time to time be prescribed by the council.

66. The treasurer and associate treasurer will keep full and accurate books of account in which are to be recorded all receipts and disbursement of the Society, and under the direction of council will control the deposit of money, the safekeeping of securities, and the disbursement of funds of the Society, and prepare an annual budget. They will prepare quarterly reports for the council of the Society's year-to-date revenues and expenditures compared against the annual operating budget. They will render an account of all their transactions and of the financial position of the Society at council meetings or whenever required of them. They will perform such other duties as may from time to time be prescribed by the council.

VACANCY IN OFFICE

67. In the absence of a written agreement to the contrary, the board may remove, whether for cause or without cause, any officer or councillor of the Society. Unless so removed, an officer or councillor shall hold office until the earlier of:

- a) the officer's/councillor's successor being appointed,
- b) the officer's/councillor's resignation,
- c) such officer or councillor ceasing to be a member of the Society, or
- d) such officer's/councillor's death.

68. If the office of any officer or councillor of the Society shall be or become vacant, the council may, by resolution, appoint a person to fill such vacancy.

INVALIDITY OF ANY PROVISIONS OF THIS BY-LAW

69. The invalidity or unenforceability of any provision of this by-law shall not affect the validity or enforceability of the remaining provisions of this by-law.

OMISSIONS AND ERRORS

70. The accidental omission to give any notice to any member, director, officer, member of a committee of the board or public accountant, or the non-receipt of any notice by any such person where the Society has provided notice in accordance with the by-laws or any error in any notice not affecting its substance shall not invalidate any action taken at any meeting to which the notice pertained or otherwise founded on such notice.

RULES OF ORDER

71. Roberts Rules of Order will govern proceedings at all members' and council meetings.

BY-LAWS AND EFFECTIVE DATE

72. Subject to the articles, the council may, by resolution, make, amend or repeal any by-laws that regulate the activities or affairs of the Society. Any such by-law, amendment or repeal shall be effective from the date of the resolution of the council until the next meeting of members where it may be confirmed, rejected or amended by the members by special resolution. Notice of the proposed amendment or repeal must be included in the notice of meeting.

73. If the by-law, amendment or repeal is confirmed or confirmed as amended by the members it remains effective in the form in which it was confirmed. The by-law, amendment or repeal ceases to have effect if it is not submitted to the members at the next meeting of members or if it is rejected by the members at the meeting.

74. This section does not apply to a by-law that requires a special resolution of the members according to subsection 197(1) (fundamental change) of the Act because such by-law amendments or repeals are only effective when confirmed by members.

Adopted at the Annual General Meeting of 13 June 2015.

Amended at the Annual General Meeting of 23 June 2018 (sec. 51).

Amended at the Annual General Meeting of 12 June 2021 (secs. 2, 8, 10, 14, 39, 49, 50, 55, 61, and 66)

Draft Minutes of the Council meeting held using videoconferencing software

Saturday, 5 March 2022

Present: Michael Moir, President; Tom Malcomson, First Vice President; Isabel Campbell, Second Vice President; Errolyn Humphreys, Treasurer; Ian Yeates, Associate Treasurer; Richard Goette, Secretary; Richard “Rich” Gimblett, Past President; Sam McLean, Membership Secretary; Faye Kert, Honorary Member; Meaghan Walker, Walter Lewis, Jeff Noakes, Chris Perry, Winston “Kip” Scoville, Margaret Schotte, Councillors; and Roger Sarty, Chair of the Editorial Board.

Regrets: [Ambjörn](#) Adomeit, Councillor.

Calling to Order

Michael called the meeting to order at 1103 hrs.

Approval of Agenda

Rich added Nominating Committee to the agenda.

Tom moved, Rich seconded. Carried.

Minutes of Council’s Previous Meeting

Faye moved, Margaret seconded acceptance of the minutes for 8 May 2021. Carried.

Business Arising out of Council’s Previous Meeting

Michael discussed the minutes from the last council meeting about using the York University’s printing and distribution services but there have been no responses, and so we have had to give it up. Michael thanked Walter for resuming his work with the mailing and with our printer, Marquis, and thanked Rich for helping. We rely a lot on volunteers and we appreciate them. Michael also noted that we have had warnings from Marquis regarding the rise in cost of paper.

Faye’s point about the postal rates – Faye has not been able to get to the US for two years to mail books to American reviewers and is thus dependent on Canadian mail, which is pricy. It also appears that US postal rates have gone up. Faye is working with publishers to send books directly with mixed success – some publishers now want to send e-copies.

Scanning of *Argonauta* – Paul Adamthwaite – Michael reported that Paul has completed this project and back issues have been posted to the website. Michael noted that challenges faced by the Society are cyclical – similar issues in the 1980s.

Michael reported that the website overhaul is not yet done due to his commitments at work.

Financial Update (see Attachment A)

Errolyn offered to answer any questions regarding the financial report, notably the negative number (largely due to the higher mailing costs and the exchange rate – there is less foreign exchange benefit because most members are now paying by credit card, which converts to Canadian funds automatically; whereas cheques come in US funds).

Rich suggested switching banks from BMO because of underperformance of our investments. Errolyn and Rich to look into this issue.

Sam moved, Faye seconded acceptance of the financial statements. Carried.

Discussion: Errolyn tried to provide as many line items as possible for clarity – do we want this? The consensus was that yes, we appreciate Errolyn providing the breakdown. There are some membership categories that could be spelled out more but are the same price – do we need to detail this out more? Sam: having more details is useful for him for the Membership report. Errolyn noted that newer members are gravitating more towards the digital memberships vice the paper copies of the journal.

There are issues we need to consider, including raising prices (but will this deter people from joining/renewing?). How do we balance this with the rise in costs? Sam: if we do raise prices we should be as open and transparent as possible about it.

Michael noted that his draft budget has identified some of the trends in recent years regarding revenue trends. There was a slight rise in membership; more digital memberships. We are dealing with a new environment of emphasis on open access publications which led us to York Digital Journals. There are some yearly sales of TNM back issues which bring in some money. There has been some volatility in bank and credit card charges and especially in publication costs. We are anticipating an increase from Marquis of 6-10% in printing costs, largely due to the higher cost of paper. He observed that it is very hard to predict publication costs due to the rising cost of everything – paper, postage, printed envelopes.

Michael noted that we should also hear back soon from Pete Kikkert's SSHRC application for support for TNM, which could defray some costs.

Michael observed that we also need to have a discussion of prizes, notably if we will award the Panting because it is a virtual conference (Panting is largely to defray costs of travel by young scholars and students to present at the conference). Other expenses include the software for the design of TNM, etc. There are still some holes in the budget that we need to fill. We will have our usual council meeting in July so that we can address these issues and take them to the AGM in August.

Margaret suggested that we do not need to offer the Panting this year because the conference is virtual, and the consensus supported this approach.

Rich commented that printing the journal and the overhead of running the CNRS did not cost much in the past – \$10 per person per volume, which a membership fee of \$40 per year left lots remaining for overhead. When the CNRS was struggling financially, journal costs remained the same and the financial prizes were eliminated. We have since reinstated several of the monetary awards. We need to maintain the delta for the paper copy with the electronic copy members. Any raise in prices for print copies should be borne by print members. Digital members should share in covering the cost of prizes and the rest.

Ian commented that part of the problem is that some costs for the journal are larger one year as we are trying to get caught up with the journal – i.e., producing more issues of the journal one year than the previous (i.e., Pete only got out 2 issues instead of 4 in 2021, but is on track to do six issues in 2022). Michael noted that publishing six issues of TNM in 2022 will result in a greater budget impact this year. The hope is that by 2023 we will be on track to produce four issues per year. That will make clearer the standard printing/ mailing costs for

print members, and other costs that digital members should share. Michael agrees with Rich that there should be a common cost that every member should share for overhead and prizes, but that the cost of printing the journal should be borne by those who want paper copies.

Richard Goette raised the possibility of going purely electronic in the journal, also noting that this may deter some members from renewing because they prefer the paper copy. Michael indicated that there is consensus among the membership to continue publishing a paper copy of the journal.

Sam noted that there are some institutional members who still desire paper copies. From time to time we get inquiries from institutions whose memberships have fallen in arrears for several years and then ask for catch-up hard copies. We have been caught short because of reductions in printing of spare copies.

Regarding not offering the Panting, Isabel asked if there is a way to have an award that can go on their CV (without the money for travel) such as an award for the best student paper? Michael definitely thought so. Tom supported this (it follows the NASOH model of recognizing the best student paper) and offered that he and Rich could write something up.

Regarding the travel subsidy for editorial board members to attend conferences, Michael suggested \$2500 for this. Faye commented that it was a great idea as it will help defray costs. Roger commented that the personal contact with a presenter at a conference is absolutely vital based on his past experiences. Rich commented that we should monitor this closely regarding the CNRS budget situation – in the past this is something that has been first on the chopping block. Michael commented that conferences are excellent resources for TNM content (i.e., 31/3 has Chris Madsen's paper from last year, and 31/4 will be all CNRS conference papers) and is another reason for such a subsidy. While it was recommended that the subsidy should be for the editor and the editorial board, Rich suggested that we should be flexible in the wording to allow for other CNRS members to attend conferences to solicit articles. Roger explained that "Editorial Board" really meant editorial team – to include Faye and Pete and Walter who are not on the Editorial Board. Michael wanted the language to be more precise so that the CNRS is not flooded with applications. He suggested leaving it at the discretion of the editor and editorial chair. Isabel suggested that it should be at the discretion of the president so editorial members are not approving their own travel. Ian agreed. Leave the wording as is and if there are any issues, then leave it to the discretion of the president. President can consult Council quickly for a vote. Michael and Isabel were happy with that.

Sam moved, Tom seconded that the general editor of the TNM and chair of the editorial board may request a travel subsidy on behalf of a member of the CNRS to attend a conference, subject to the approval of the president. Carried.

Errolyn left the meeting at 1203.

Membership Report

Sam commented that numbers are stable but trending downwards. The good news is that more people have been actively renewing every year with Sam's encouragement and others have been paying up who did not previously. He has also been in contact with NASOH (see his report) and this is leading to more joint memberships (19 joint NASOH/CNRS members). Sam expects this to remain healthy. We have had some issues with institutional members not renewing. We have lost one domestic and one international institutional member who has not renewed (Texas A&M). One private member passed. This is also stable but trending downwards. The key will continue to attract students,

younger members, and new institutions. We should also consider membership-only events, but the problem with this that it is difficult to organize digital-only member events (takes a lot of time).

Discussion:

Michael asked if membership for 2021 is 137 and will 2022 likely be the same? Sam replied yes to both.

Michael noted that according to the bylaw, you are only a member if you pay your membership. Sam has been keeping close track of this via a yearly membership spreadsheet.

Michael thanked Sam for his great work on the membership portfolio given his busy schedule.

Publications

Roger reported (see his report for details) that there has been a very successful transition from Bill Glover to Pete Kikkert as general editor of TNM, with Bill providing his full support for the transition. Pete has been able to get content due to his connection with the Arctic research community. Roger noted that one really has to work at this to get such content and Pete has worked very hard with contributors. There were some quality control issues previously with the journal, but Pete has relied upon the editorial board to undertake a shared and systematic review of submissions to ensure good copy editing. Pete's eternal challenge is to recruit good peer reviewers who can deliver in a timely manner, but Pete remains keen. Roger has suggested that we go to a reduced number of issues to help Pete but Pete insists that we should keep the same number.

Discussion:

Michael noted that if you go to the digital journals you will see more issues (<https://tnm.journals.yorku.ca/index.php/default/issue/archive>). He is hoping that between the NASOH conference and the CNRS conference we will see more contributions. Michael also observed that the virtual session with the authors of 31/1 was very good but not well attended. Do council members have any ideas regarding how we can improve attendance?

Sam recommended that better coordination is needed, but that this is largely due to time constraints for a volunteer organization, notably coordinating via social media. We are not getting the awareness that we should. So we need to be better at getting information to Sam in a timely fashion. Michael noted that Sam is doing a lot for the CNRS and council needs to find ways to provide him with more support so that the load is more evenly distributed. He also noted that Pete is already using Twitter to promote the journal and sessions.

Sam suggested that we need a checklist to go by to ensure information goes out – i.e., Twitter re-tweets, redundancy on Facebook, the website, emailed monthly notices – to ensure they all go out on the right channels (Pete works on his own TNM Editor Twitter account, not on CNRS Twitter account, and Pete is not on Facebook). Michael agreed to work on this checklist. Sam also needs more help with CNRS communication and social media. There was one person outside of council who indicated interest but that person did not follow up despite council engagement. Sam suggested that we should try to engage with enthusiasts better. Kip indicated that he could help with Facebook but has no connection to Twitter. Meaghan suggested that she might be able to take on Twitter. Michael commented that he and Sam will first put together the checklist and then decide on responsibilities for council members.

There was a break from 1228 to 1245.

Conferences

Michael reported that the CFP for our virtual conference in August 2022 has gone out. Plans for the conference are well under way and details available online: https://www.cnrs-scrn.org/admin/conferences_e.html. There have already been two submissions and we expect more as the deadline approaches. There is a theme, but other topics are welcome, and we need to spread the word.

Regarding St. John's in 2023, the plan is to have it in-person. Meaghan reported that plans for the conference are in a preliminary stage but the broader theme will be how the sea shapes the communication of ideas, technology, and people.

Regarding St. Catharines in 2024, Michael reported on talks about having a joint conference with NASOH. The 200th anniversary of the construction of the Welland Canal will be commemorated and there will be good tie-ins with the St. Catharines museum and other local connections, including with NASOH members in the US. Margaret remarked that it would be difficult for Americans to get funding to be at the conference in Canada, so we may want to consider having the conference one day in Canada and one day in the United States.

Awards

Tom reported on proposed corrections to the awards descriptions. He noted that they are still missing the winners for certain years of Matthews awards and would appreciate this information if you have it. Rich echoed Tom's points and noted that there was a particular emphasis on consistency and clarity of wording.

Discussion:

Faye noted that one prize recipient missing is Muriel Gimblett, who was given a merit award for assisting with financial issues of the CNRS. Rich was not sure of the exact year – but suggested this might have been 1997-2003.

Margaret asked if the CNRS has put out a call for the Cartier award. Tom mentioned that he will send out the notice for the Cartier award soon. He also noted that he has sent out notices for the Matthews book award in October and January, and has some offerings in hand. Margaret noted that the deadlines for awards should be a part of the checklist that Michael and Sam will work on.

Michael asked regarding the Pritchard prize if only students enrolled in a Canadian institution were eligible. Rich agreed that this was a way to encourage Canadian students. Michael thinks it should be students in general, especially if we want to encourage NASOH members to publish in TNM – i.e., archaeology students in US universities. Margaret commented that the original intent should be for Canadians – topics, students and institutions, but is also open to broadening the award criteria to attract others. Rich suggested copying the Cartier Award criteria into the Pritchard Award. Sam commented that there should be absolute clarity for this award.

Michael commented on the criteria for the Panting award regarding the level of the need for financial assistance. In previous years the awarding of the Panting has been relatively ad hoc. Sam recommended that there not be a requirement for letters of reference for applicants. There was general consensus with this. Michael inquired whether or not the

requirement for the award to be decided by the mid-winter council meeting should be removed. There was consensus with this. Meaghan will include it in the call for papers for 2023 St. John's conference.

Michael commented regarding the Merit award also inquiring about the mid-winter council meeting requirement being removed and moved to just before the AGM; and also noted that it has mostly been CNRS council members who have won it, whether this award should be more outward-looking – i.e., museums, historical societies, etc. Should it be an Award of Excellence or something similar? There was consensus with this but also observing that this will require additional work for the awards committee. Isabel noted that there are also some risks – perhaps “excellence” is not the right word when we aren't doing a systematic search for nominations and assessment. We therefore may need wording that reflects the award better. Michael observed that there is consensus for change to broaden the award, but no clear direction. He suggested finding a name of a prominent Canadian mariner, and thus no need to include qualifiers like “excellence.” There was positive discussion of Isabel's idea of naming the award after Alec Douglas.

Tom moved, Faye seconded that the CNRS Merit Award be re-named the W.A.B. Douglas Award for contributions to Canadian maritime history. Carried.

Other Business

Nominating Committee

Rich asked council if everyone is willing to continue standing in their position. There will only be one council member position available for nomination. Isabel suggested that, in order to attract younger council members, there be positions with certain criteria (i.e., age ranges, young scholar, etc.). Rich agreed, but also observed that it is important to ensure we have seasoned mid-career council members to ensure the succession plan for CNRS leadership and in particular someone with experience of the society. Michael encouraged council members, especially younger ones, to speak to Rich as the Nominating Committee chair if they have intentions to take on executive positions in the future. He also suggested that the CNRS could capitalize on its institutional members for potential council members/future society leadership, observing that he came with a lot of governance experience with The Champlain Society and the Archives Association of Ontario. It would be especially important with museums who are institutional members – we can invite them to appoint one of their staff as a member of Council. It would help strengthen our ties with maritime museums. Faye is willing to pass on the book review editor position, but this requires an experienced person. Michael noted that the TNM book review section outperforms similar journals. Isabel asked who could we find who has such US and international connections? We need someone to apprentice with Faye.

There being no other business, Michael adjourned the meeting at 1354 hrs.

Respectfully submitted,
Richard Goette
Secretary

CNRS

Comparative Balance Sheet

	<u>As at 12/31/2021</u>	<u>As at 12/31/2020</u>	<u>Difference</u>
ASSET			
Current Assets			
BMO Operating Account	30,347.74	32,559.62	-2,211.88
Investments	7,803.32	8,014.14	-210.82
Accounts Receivable - <i>note 1</i>	2,648.20	0.00	2,648.20
	<u>40,799.26</u>	<u>40,573.76</u>	225.50
LIABILITY			
Liabilities			
Accounts Payable - <i>note 2</i>	3,828.27	777.64	3,050.63
Membership Fees Received in Advance	1,010.00	1,470.00	-460.00
	<u>4,838.27</u>	<u>2,247.64</u>	2,590.63
EQUITY			
Members' Equity			
Current Earnings	-2,154.31	831.07	-2,985.38
Retained Earnings	39,966.60	39,135.53	831.07
Unrealized Gain/Loss (OE)	-1,851.30	-1,640.48	-210.82
	<u>35,960.99</u>	<u>38,326.12</u>	-2,365.13
LIABILITIES AND EQUITY	<u>40,799.26</u>	<u>40,573.76</u>	225.50

NOTES:

Note1: Accounts Receivable

NASOH Invoice #	CNRS202103	\$ 1,340.20	Issued December 14,2021
	CNRS202104	\$ 1,308.00	Issued December 14,2021
		<u><u>\$ 2,648.20</u></u>	

Note1: Accounts Payable

cheques issued in January

Marquis Book Printing	\$ 2,453.48	
Bruno Legal -Editing/Translation	\$ 78.75	
Walter Lewis - software purchase	\$ 620.57	
Canada Post corporation	\$ 582.49	includes p.o. box renewal
Faye Kert -mailing expenses	\$ 92.98	
	<u><u>\$ 3,828.27</u></u>	

CNRS

Comparative Income Statement

	<u>Actual 01/01/2021 to 12/31/2021</u>	<u>Actual 01/01/2020 to 12/31/2020</u>	<u>Difference</u>
REVENUE			
Membership			
Individual -Cdn	3,990.00	4,110.00	-120.00
Individual -Intl	790.00	695.00	95.00
Student - Cdn	150.00	25.00	125.00
Student -Intl	0.00	25.00	-25.00
Institutional - Cdn	1,330.00	1,425.00	-95.00
Institutional -Intl	1,785.00	1,810.00	-25.00
Supporting	2,410.00	2,135.00	275.00
Individual-Digital	780.00	560.00	220.00
Early Career Researcher- Cdn	90.00	0.00	90.00
Early Career Researcher -Intl	0.00	0.00	0.00
NASOH- Digital	275.00	0.00	275.00
Total Membership Revenue	<u>11,600.00</u>	<u>10,785.00</u>	815.00
Publications			
TNM Sales and Royalties	423.33	603.61	-180.28
Total Publications Revenue	<u>423.33</u>	<u>603.61</u>	-180.28
Investments			
Investment-MFunds	173.10	175.60	-2.50
Total Investment Revenue	<u>173.10</u>	<u>175.60</u>	-2.50
Other Revenue			
Exchange Rate	707.09	2,475.61	-1,768.52
Total Other Revenue	<u>707.09</u>	<u>2,475.61</u>	-1,768.52
TOTAL REVENUE	<u>12,903.52</u>	<u>14,039.82</u>	-1,136.30

EXPENSE

Administrative Costs

Bank and Credit Card Charges	575.15	486.91	88.24
Prepaid Mailing and Distr. Expense	0.00	0.00	0.00
Total Administrative Costs	575.15	486.91	88.24

Publications Costs

Mailing & Distribution	4,299.69	3,469.12	830.57
Other Publication Expenses	1,000.00	319.94	680.06
Printing Expense -NM	9,543.05	11,573.86	-2,030.81
NASOH - reduction	-5,390.95	-6,452.55	1,061.60
Total Printing Expense	4,152.10	5,121.31	-969.21
Editing and Translation Expense	252.95	315.50	-62.55
Total Publications Costs	9,704.74	9,225.87	478.87

Prize Expenses

Prize Expenses	500.00	0.00	500.00
Total Prize Expenses	500.00	0.00	500.00

Other Expenses

Other Expenses	2,500.00	2,500.00	0.00 <i>Honorarium</i>
Digital	900.81	213.40	687.41 <i>Upgrade for accounting and Adobe software</i>
Total Other Expenses	3,400.81	2,713.40	687.41

Sales Tax Expense

GST/HST Paid	877.13	782.57	94.56
Total Sales Expense	877.13	782.57	94.56

TOTAL EXPENSE	15,057.83	13,208.75	1,849.08
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NET INCOME	-2,154.31	831.07	-2,985.38
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CNRS Membership Report:

2021 Numbers:

Domestic	86 members renewed for 2021 (18 in 2019-2020) Total 104
International	6 members renewed for 2021 (11 total)
NASOH	19 members renewed for 2021 (19 total)
Institutional	27 renewed for 2021 (37 total- 1 cancellation for 2022- TAMU)

Total: 137 total renewed in 2021 (total 171)

We make plans and COVID laughs at us. Specifically, it gets in the way of all the plans we've had for member events (like the Shickluna Shipyard) and made attracting student members more difficult. I do anticipate that we'll gain some members (even if temporary) through the conference membership requirement.

As always, getting more student members would be very good. You'll also notice the dramatic increase in the number of NASOH members- I've managed to sort things out with the NASOH membership secretary so he'll let me know when people renew as joint members. This removes a lot of question marks around that category. Further, 86 domestic members renewing is the highest number of my tenure - up from 78ish the first year.

Editorial Chair Report for Executive Council, March 2022

This report follows on from my update of May 2021 in preparation for the Annual General Meeting of June 2021.

The main development has been a very successful transition from Bill Glover's editorship to that of Peter Kikkert. Bill led the team in completing issues numbers 3 and 4 of volume 30 (2020), and Peter, since taking the helm, has brought out issues numbers 1 and 2 of volume 31 (2021). Issue number 3/31 will shortly be posted and go to the printer, and the articles are in hand for issue number 4/31, which will be the proceedings of the 2021 CNRS annual meeting, Canada's Pacific Gateway, Past Present, and Future.

Another successful transition has been the electronic publication through York University Digital Journals that got underway with issue number 1/31. Peter and the team have received exceptional support from Tomasz Mrozewski of York. Thanks to Tomasz's commitment of student assistants—at no cost to CNRS—issues back to volume 21, number 1 (January 2013) have now been posted.

We are awaiting results from the application for funding from the Social Sciences and Humanities Research Council Aid to Scholarly Journals program submitted in September 2021. Peter crafted an excellent 45-page submission on the basis of a superb team effort in searching out the data required by SSHRC.

Peter hosted the first Zoom "Author Q&A" event on 9 September 2021 for issue number 1/31. It was outstanding, both in the authors' presentations on their articles, and in the discussion that followed. Such was the high quality of the event that future editions should be publicized as widely as possible.

One of the keys to success in production of the journal has been special efforts to recruit papers, notably through personal approaches by members of the editorial team to presenters of promising papers at conferences. The editorial team at a recent meeting supported the revival of subsidies to assist members of the Editorial Board who have no institutional support in attending important conferences to represent CNRS.

Roger Sarty

Argonauta Guidelines for Prospective Authors

Argonauta aims to publish articles of interest to the wider community of maritime research enthusiasts. We are open to considering articles of any length and style, including research articles that fall outside the boundaries of conventional academic publishing (in terms of length or subject-matter), memoirs, humour, reviews of exhibits, descriptions of new archival acquisitions, and outstanding student papers. We also publish debates and discussions about changes in maritime history and its future. We encourage submissions in French and assure our authors that all French submissions will be edited for style by a well-qualified Francophone. Articles accepted for publication should be easily understood by interested non-experts.

For those producing specialized, original academic work, we direct your attention to *The Northern Mariner*, a peer-reviewed journal appropriate for longer, in-depth analytical works also managed by the Canadian Nautical Research Society.

Except with proper names or in quotations, we follow standard Canadian spelling. Thus, the Canadian Department of Defence and the American Department of Defense may both be correct in context.

For ship names, only the first letter of the names of Royal Canadian Navy ships and submarines is capitalized, and the name appears in italics. For example:

Her Majesty's Canadian Ship (HMCS) *Protecteur*
Her Majesty's Canadian Ship (HMCS) *Preserver*
Class of ship/submarine: *Victoria*-class submarines (not VICTORIA Class submarines)
Former HMCS *Fraser* rather than Ex-*Fraser*
Foreign ships and submarines:
 USS *Enterprise*
 HMS *Victory*
 HMAS *Canberra* 3

Following current industry standard, ships are considered gender-neutral.

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