made from reasonably useful maps and that it is difficult to form conclusions about
the role maps played in decision-making though they were not always used alone but
supplemented by guides and local knowledge.

Lawrence Towner’s article is a preliminary analysis of the historical mapping of the
Revolution in the nineteenth century, most of these were in books published around the
Civil War and were on the whole poor and badly referenced illustrations to the text. He
notes that three historians did go further in their use of maps and analysis of them in
relation to the Revolution: B.J. Lossing, H.B. Carrington and Justin Winsor. The
latter did cartobibliographical work on contemporary maps and produced some in fac-
simile in his works. Barbara Petchenik in the last chapter continues the theme in an-
alyzing twentieth century mapping of the American revolution and comments on the
inadequacies of the maps in the major periods of publishing. Most maps, as she notes,
were place name maps, maps indicating troop movements or battle plans. The latter
with their dashed lines, arrows and blocks of troops “are the maps that everyone
expects to see and that hardly anyone understands”. She summarizes what map archi-
vists and librarians have known for years that historians have not treated maps as valid
sources of data, or as more than illustrations for a text, with the result that they have
generally produced illegible and often useless maps. She goes further in discussing her
own research for the Atlas of Early American History (Princeton, University Press,
1976) and suggests that the earlier historians were not in fact mapping the real spatial
picture.

As a result for her atlas she established maps of the arenas of war and then a series
of time-sequence maps showing the events occurring at the same time in different
places which reflected the actual actions of the Revolution more satisfactorily than
isolated battle plans and confusing maps of troop movements.

The book is well printed but the use of illustrations reflects the varied nature of the
contents. The illustrations in the last chapter are well integrated with the text analysing
the 20th century maps. However, there are no illustrations for the chapter on 19th
century mapping; while those for the first 3 chapters are grouped together after chapter
one, and although roughly in the order of discussion, are seldom referred to in the text.

This is an important book mainly for its comments on eighteenth century manuscript
and printed military mapping of North America. The American Revolution stimulated
mapping in both the new United States and Canada and the maps prepared for the
Revolution influenced styles and content of mapping for the next several decades, thus
eastern Canadian map collections and archives particularly cannot afford to be with-
out this volume.

Joan Winearls
University of Toronto Library

Sternwheelers and Sidewheelers: The Romance of Steamdriven Paddleboats in
919600 73 5 bd $20.00 ISBN 0 919600 72 7 pa. $9.95.

Nostalgia surrounding the steamers that plied Canada’s network of inland and coastal
waters about a century ago has prompted a recent rash of publications, and corrects a
long neglected part of our transportation history. Sternwheelers & Sidewheelers is the
most ambitious publication to date, dealing with vessels from practically every region,
not just a specific one as other recent publications have done. Charlebois obviously
searched diligently in archival institutions for the right photographs to portray his
selection of some 200 steamers. The juxtaposition of these well reproduced photo-
graphs with the text has resulted in a handsome but modest book. The author and New
Canada Press deserve much credit.

Although the book has a pleasing effect overall, shortcomings appear quickly in the
text. A long and detailed preface on the development of the steam engine and steam-
boating is probably not necessary in a book on Canadian paddlewheelers. Chapter
introductions by region do not achieve the desired goal due to superficiality and poor
choice of subject material. For example, the chapter on the Atlantic provinces strays
from inland or coastal vessels to ocean steamers by going into unwarranted detail on
the ROYAL WILLIAM, the first vessel to cross the Atlantic by steam power. Once free
of prefaces and introductions, Charlebois' style overcomes most of these deficiencies.
More thought might usefully have been given to varying the pattern of describing each
vessel. Invariably, description begins with the vessels' size, weight, and ownership fol-
lowed by a newspaper quotation on its fate, accompanied by a photo illustration. As
most paddlewheelers met their end by fire, even the newspaper quotations are remark-
ably similar, stories of battling one spectacular blaze after another. Insurance rates for
these vessels and their cargo must have been astronomical.

Charlebois' use of photographic and newspaper records is commendable but grave
doubts surface about his use of registration records. The CITY OF SAINT JOHAN was
the only vessel chosen to compare the book's description with the information given in
the official shipping registers. The first registration entry (Register 146, entry 10 of
1870, microfilm reel C389) and subsequent transactions (Register 149, 46/1875, C390
and Register 351, pp. 87, 108 & 111, C3183) for the wooden paddlewheeler, CITY OF
SAINT JOHN, No. 59286, show that she was always 159.9 feet in length, not built at
151 feet in 1870 and lengthened to 160 feet in 1877. Secondly, Mr. Enoch Lunt (not
Lundt) was the original part owner, not sole owner as implied. Thirdly, she was sold to
the Yarmouth Steamship Company in 1887, not 1875, and then sold to the Dominion
Alliance Railway Company, a fact unmentioned by Charlebois. If these discrepancies
hold true for the remaining descriptions, then the book loses all reference value.

Charlebois' lack of knowledge of shipping registration sources is evident in his ex-
planatory note on this source and some detail is needed to correct the record. The
Public Archives of Canada has only a few examples of ship registrations to 1812, but in
that year customs officials in Canadian ports first began keeping registers and for-
warding registration forms to the "central" registry in Great Britain. Soon all our
ports began following this system which remained unchanged until the British
Merchant Shipping Act in 1854. This Act instituted many reforms that are in use
today, notably the assignment of an unique registration number. The major exception
to this method of registration was the issuance of provincial certificates to vessels of
Ontario ports and the Port of Montreal under the Act Respecting the Registration of
Inland Vessels (Consolidated Statutes of Canada 1859, c. 41). The registers recording
these provincial certificates date from the mid 1840's. This method was not abolished
until November 1873 and a truly universal system for British & colonial shipping was
established. Charlebois' note implies that the researcher should try to find old insur-
ance company records or port records because of their availability rather than the
official registration records. The reverse is probably more true, the researcher will find
it easier to use microfilmed shipping registers than to locate extremely scarce vessel
insurance or port records for the 19th century.

Sternwheelers & Sidewheelers is a very attractive addition to a growing library on
shipping and has popular appeal. Unfortunately, it cannot find a prime place amongst
the reference materials of the archivist or historian.

Brian Hallett
Public Archives of Canada