

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 facsimile in his works. Barbara Petchenik in the last chapter continues the theme in analyzing 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 archivists 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 without this volume.

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**Sternwheelers and Sidewheelers: The Romance of Steamdriven Paddleboats in Canada.** PETER CHARLEBOIS. Toronto: N.C. Press, 1978. 144 p. ill. ISBN 0 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 steamboating 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 followed 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 remarkably 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 JOHN 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 explanatory 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 forwarding 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 insurance 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.

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