

Notices

Men and Ships in the Canada Trade 1660-1760: A Biographical Dictionary. J.F. BOSHER. Ottawa: Environment Canada, Parks Service, National Historic Sites, 1992. 251 p. Studies in archaeology, architecture, and history. Issued also in French under the title: *Négociants et navires du commerce avec le Canada de 1660 à 1760*. ISBN 0-660-14449-2.

This meticulously researched biographical dictionary, in the words of its author, seeks to draw from the shadows a group of men and women who, while they were undoubtedly founders of New France, have been forgotten; the French merchants involved with the Canada trade. An ambitious project, researched and painstakingly pieced together from work performed in a host of archives, large, small, national, provincial, parish, provincial, public and private, on both sides of the Atlantic, the dictionary's avowed purpose is threefold: to provide researchers with a useful and accessible list of French merchants who plied their trade in New France and other New World ports during the period from the mid-seventeenth to the mid-eighteenth century, to contribute to the historiography of shipping and maritime history in general, and finally, to provide one more step towards the compilation of a master list of the men and women and ships involved in this historical activity. Lest one be tempted to trivialize the work, the effort, and the Lilliputian dimensions of the research task, we are reminded poignantly by the author that with each tantalizing glimpse of the ships and the lives of the people directing them, "the ground swell of human life is not to be ignored."

The body of the dictionary itself consists of two main parts. The first is an alphabetical list of merchants; as much biographical information as exists on the individual has been provided for each merchant, including date of birth, whom the merchants were married to, the names of their children, family linkages to other merchant families, details about their business activities, and the names of their ships. Similarly, there is an alphabetical listing for the ships identified in the Canada trade; information for each entry varies, of course, but details provided could include, for example, where the ship was built, its tonnage, and many details about its voyage(s) to Canada, its captain, its cargo, and dates of departure. Also included in the dictionary is a useful list of references, a separate index for both the

merchants and the ships, and a short introduction providing both the historiographic context for the monograph, and the research strategy adopted by the author.

Patrick K. Burden

National Archives of Canada

A Detailed Catalogue of the Second Archives of Bertrand Russell. KENNETH BLACKWELL and CARL SPADONI. Bristol, England: Thoemmes Press, 1992. xxvi, 433 p. ISBN 1-85506-162-7.

This book catalogues the contents of the second acquisition of the Bertrand Russell Papers by McMaster University. It is a very detailed description of 72,000 documents that centre on Lord Russell's political activities, especially his involvement with the "ban-the-bomb" movement, from 1960 until his death in 1970. The archives also includes further papers regarding his personal life and his philosophical endeavours. The collection is divided into numbered classes and further indexed so that each item is accounted for. While the cataloguing system is somewhat confusing at first, it is obvious that there is a wealth of material for the patient scholar who will also benefit from the separate index of 14,000 names, a brief chronology of Russell's life, a selected bibliography, as well as a partially completed computer retrieval system on site at McMaster Library.

Judith Roberts-Moore

National Archives of Canada

The Shipbuilding Industry: A Guide to Historical Records. L.A. RITCHIE, ed. Manchester: Manchester University Press, 1992. vii + 206. ISBN 0-7190-3805-7. Business Archives Council Studies in British Business Archives.

The great shipyards of the Clyde and the Tyne are no more. Britannia no longer rules the waves; gone with her battleships are the scruffy tramp steamers that were the real foundation of Britain's maritime power. The technological advance that produced the steam driven, metal (first iron then steel) hulled vessel doomed wooden shipbuilding and simultaneously created a vast industry. Before the Great War, British shipyards provided sixty per cent of the world's output of ships. This industry employed more than 300,000 men annually. Canadians purchased their share of this output; Canadian Pacific and Canadian Great Lakes shipowners, for example, were important customers of British shipbuilders. While such industrial dominance could not last, who in 1920 could have foreseen the complete collapse of shipbuilding in Great Britain? All but a mere handful of the great shipbuilders have disappeared. Only diminishing orders from the Royal Navy keep any yards alive. The industrial revolution fathered the British shipbuilding industry, the post-modern global economy buried it.

The Shipbuilding Industry begins with a concise history of the modern British shipbuilding industry by Anthony Slaven, professor of business history at the University of Glasgow and noted authority on the subject. He attributes the rise of British shipbuilding to the engineering advances of the industrial revolution. More controversial is his contention that the industry withered and died after 1960