

different. Libraries largely hold published materials; archives hold mainly original, unpublished documents. While the article on preservation management cannot be faulted for its concentration on libraries (which is stated clearly in its title), overall this book presents a vast bibliography of preservation resources but provides little actual information on preservation in archives.

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**Great Maritime Inventions, 1833–1950.** MARIO THERIAULT. Fredericton: Goose Lane Editions, 2001. 94 p. ISBN 0-86492-324-4.

Patents of invention both illustrate and document ingenuity, creativity, and technological expertise. Mario Theriault, a professional patent agent from Fredericton, New Brunswick, has demonstrated in *Great Maritime Inventions, 1833–1950* that there was no shortage of this technological expertise in Canada's three Maritime provinces. To this end, Theriault has carefully selected fifty-five inventions (of the more than 3,300 patents of invention granted to residents of the Maritimes for the period 1833–1950) that clearly attest to the creativity of Maritimers.

The book is divided into several components, beginning with a concise explanation of the patenting process and how it emerged in the Maritimes (prior to Confederation, each province had its own patent system). This is followed by five sections: Consumer Goods, Food; Consumer Goods, Conveniences; Engineering, Farming and Industry; Engineering, Transportation; and Engineering, Construction. Theriault presents descriptions, specifications, and drawings of such diverse inventions as the pipeless furnace, the odometer, sardine cans, the vortex-flushing toilet bowl, kerosene, and Alexander Graham Bell's "Electric Telephony."

Similar to the National Archives of Canada's recent acquisition of all patents by Canadian inventors from 1869 – beginning with patent number one, "Hamilton's Eureka Fluid Meter" (1869), and including Bell's "Electric Speaking Telephone" (1879) – Theriault places an emphasis on Maritime residency for purposes of his selection of inventions. With only about ten per cent (10%) of all patents of invention registered in Canada from 1869 onwards actually filed by Canadians, the National Archives has actively sought to acquire and organize these "Canadian" patents of invention within a discrete collection.

The NA's collection of Canadian patents of invention includes such notable entries as J.A. Bombardier's "véhicule à chenilles (snowmobile)," as well as several Bell patents. At the same time, there are countless other patents of

lesser significance. Similarly, while Theriault is quick to point out that not all patents of invention included in *Great Maritime Inventions* are spectacular, he quite rightly asserts that they are all memorable. In writing this fascinating account of Maritime ingenuity, Theriault has produced an informative, if cursory, introduction to technological innovation, and has ably illustrated the creative spirit of Maritimers.

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