

machines

No. 2 — Summer/Été 1990

Newsletter of the Canadian Committee for TICCIH (The International Committee for the Conservation of Industrial Heritage)

Bulletin de liaison du Comité canadien de TICCIH (Le comité international pour la conservation du patrimoine industriel)

EDITORIAL

Louise Trottier

Pour saluer la parution de ce second numéro de *Machines*, j'aimerais souligner que le comité canadien de TICCIH s'est engagé, au cours des derniers mois, dans des activités fort diversifiées et qui laissent présager un futur optimiste.

Publié à 300 exemplaires, le premier numéro de notre bulletin de liaison a été fort apprécié puisqu'il nous a permis de recueillir, à ce jour, un peu plus de 50 adhésions (individus et organismes divers). En outre il a suscité l'intérêt de nombreux collègues si l'on en juge par les sollicitations et les articles qui nous ont été soumis à propos de projets reliés au patrimoine industriel dans différentes régions du pays. Des éloges nous sont aussi parvenus à travers le Bulletin du comité international.

Nous avons également organisé deux rencontres, dont l'une

s'est tenue en novembre 1989, dans le cadre de la conférence annuelle d'ICOMOS-Canada. Portant sur la valeur éducative du patrimoine industriel, un atelier a démontré comment l'utilisation de matériel filmique peut sensibiliser divers publics à la conservation et mise en valeur de ce patrimoine. Des extraits de films d'archives produits entre 1903 et 1920, ont été présentés et commentés par Jean-François Larose, alors que des vidéos portant sur l'architecture industrielle ont été soumis par Julie Harris.

D'autre part, une quinzaine de membres du comité canadien de TICCIH se sont réunis à Montréal en avril dernier. Organisée conjointement avec notre collègue Claire Mousseau du Service d'Habitation et de Développement urbain de la Ville de Montréal, cette rencontre avait pour but de faire le point sur la situation présente du comité et de définir certaines orientations, par exemple en ce qui touche les questions suivantes: élaboration de

règlements généraux;
financement et
promotion;

adhésions; production et distribution du bulletin de liaison; termes d'une affiliation avec ICOMOS-Canada; planification d'activités saisonnières.

Les discussions ont amené un consensus relativement à la formation d'un comité canadien sur le patrimoine industriel. Agissant de façon autonome, ce comité servira comme de point de référence pour les individus, groupes communautaires, sociétés savantes et professionnelles, institutions muséologiques et d'enseignement, entreprises privées et promoteurs dans tous les domaines se rattachant à l'étude, la préservation et la mise en valeur du patrimoine industriel canadien. Également ce comité appuiera les principes et les objectifs du comité international.

Dans cette perspective, des sous-

comités permanents ont été établis; adhésions et programmes d'activités; levée de fonds et promotion; bulletin de liaison; relations internationales. S'y ajoute la création de sous-comités responsables de questions ponctuelles: règlements généraux; conférence internationale de 1994; nomination de sites représentatifs du patrimoine industriel canadien devant être intégrés au patrimoine mondial de l'UNESCO. Après quelques mois d'existence, le comité canadien de TICCIH semble donc affirmer une vitalité croissante. Et nous ne saurions trop remercier tous ceux qui, à ce jour, nous ont manifesté leur collaboration. Pour que cette vitalité soit maintenue, nous invitons nos membres à partager les tâches, fort nombreuses, qui nous attendent. Il y a encore des places disponibles, pour exercer vos talents dans les comités sus-mentionnés; par ailleurs, nous apprécions toujours recevoir des informations concernant vos projets respectifs; et surtout, merci pour la publicité que vous pouvez faire parmi vos collègues qui partagent nos préoccupations.

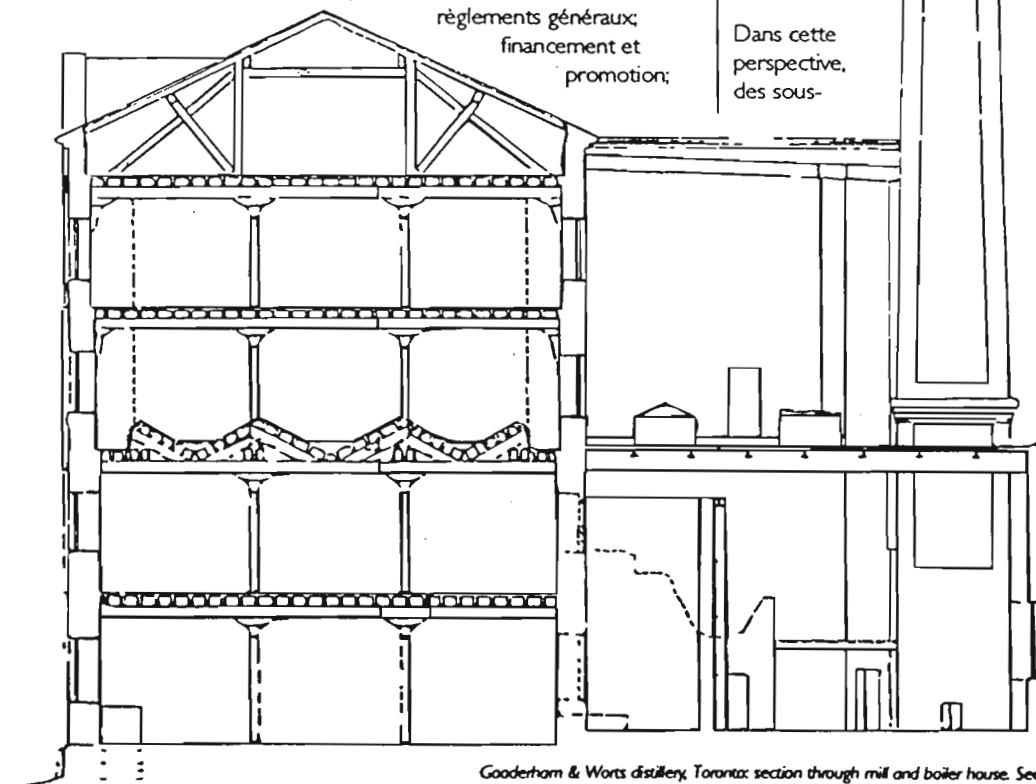
Au plaisir de recevoir de vos nouvelles sous peu. Heureuses vacances.

EDITORIAL

Louise Trottier

In this second issue of *Machines*, I should like to point out that the TICCIH Canadian committee has, over the past few months, been involved in a wide variety of activities which point to a bright future.

The 300 copies of the first issue of our liaison bulletin which were published were highly appreciated: so far, we have gained 50 new members as a result (individuals and various organizations). In addition, it aroused the interest of



Gooderham & Worts distillery, Toronto: section through mill and boiler house. See p. 6.

UNESCO WORLD INDUSTRIAL HERITAGE SITES

Chris Andrae & Robert Shipley

The Canadian committee has been requested by TICCIH to identify sites of national industrial heritage as part of UNESCO's program to commemorate world heritage sites. This list of sites will be in addition to the sites of natural or cultural significance already prepared for Canada.

No maximum number of sites has been established but probably five to ten sites will ultimately be chosen. Although no categories have been established, TICCIH hopes that there will be geographic coverage across Canada and that key industrial activities such as natural resource extraction, transportation and power generation will be represented.

At the present time there are no agreed upon international criteria for the evaluation of historic industrial sites. The following set of criteria were prepared by TICCIH Canada in the hope that they may be adopted internationally.

Sites will be evaluated by a three-stage process:

- 1 A list of possible sites will be prepared by asking individuals to submit to TICCIH Canada nominations and a very brief description of site significance.
- 2 A committee will be struck to evaluate each property in the "long" list and to prepare a "short" list of perhaps 20 sites. Additional data will be requested for these sites.
- 3 Based upon the additional data, the committee will select five to ten final sites worthy of listing.

This article is a request for nominations for sites to prepare the "long" list. We urge all of you to submit sites that you think would meet the criteria for inclusion in the World Heritage List. These criteria have been sent to interested individuals in order to prepare a list of significant Canadian sites.

many colleagues, judging by the requests and articles submitted to us regarding projects relating to industrial heritage in the various regions of Canada. Words of praise also came to us through the international committee's bulletin.

We have also organized two meetings, one of which was held in November 1989, within the framework of the annual ICOMOS-Canada conference. A workshop on the educational value of industrial heritage showed how the use of films can make the various publics more aware of the need to preserve and develop this heritage. Extracts from archived films produced between 1903 and 1920 were presented and commented on by Jean-François Larose, and videos on industrial architecture were submitted by Julie Harris.

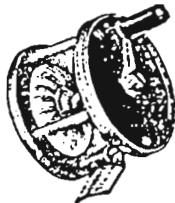
In addition, some fifteen members of the TICCIH Canadian committee met in Montreal in April. This meeting, which was organized jointly with our colleague Claire Mousseau of the housing and urban development service of the City of Montreal, was aimed at taking stock of the committee's present situation and defining some directions in which we should move - for example, with respect to development of bylaws, funding and promotion, memberships, production and distribution of the liaison bulletin, the terms of affiliation with ICOMOS-Canada, and planning of seasonal activities.

The discussions led to a consensus regarding the establishment of a Canadian committee on industrial heritage. Acting independently, this committee will serve as a focal point for individuals, community groups, learned and professional societies, museological and educational institutions, private-sector companies and promoters in all areas connected with the study, preservation and development of Canadian industrial heritage. This committee will also support the

principles and objectives of the international committee. Permanent subcommittees were established to deal with memberships and activity programs, fund-raising drives and promotion, the liaison bulletin, and international relations. Ad hoc subcommittees were also created to deal with bylaws, the 1994 international conference, and proposal of sites representative of Canadian industrial heritage for inclusion as UNESCO world-wide heritage sites.

After a few months of existence, the TICCIH Canadian committee therefore seems to be an increasingly dynamic organization. We are very grateful to all those who have worked with us thus far. In order to maintain the committee's vitality, we invite our members to help with the many tasks which remain to be done. There is still room for you to use your talents on the above-mentioned subcommittees. Moreover, we always appreciate receiving information about your projects. Above all, we ask you to please give us any publicity you can in your dealings with those of your colleagues who share our concerns.

We hope to hear from you soon and hope that you have a good summer vacation.



Criteria for designation of properties of industrial heritage significance

Industrial Heritage includes artifacts, processes and landscapes. Artifacts may be individual structures or machines. Processes may include modes of power production, manufacturing techniques and distribution systems. The artifacts and evidence of processes might be found in individual sites or as industrial landscapes comprised of complexes of sites or defined regions.

Industrial Heritage may include, but is not limited to, artifacts and processes representative of power production and transmission, resources extraction, industrial architecture, information processing, transportation, communication, food and agriculture, chemical engineering and related social history.

Each designated property should:

- 1 represent a unique technical or industrial achievement, a masterwork of innovative genius; or
- 2 represent a typical technical or industrial achievement that has exerted social and economic impacts of great influence, over a span of time or within an area of the world, and is reflected in the man-made landscape; or
- 3 be an exceptional example of a technology that is no longer practised; or
- 4 be an outstanding example of a technological evolution that has had a profound effect on history; or
- 5 be directly and tangibly associated with events, ideas and beliefs of universal significance for industrial heritage, and meet the test of authenticity in design, materials, workmanship or setting; or
- 6 be a rare survivor of an industrial achievement, or the last of its kind.

RECHERCHE EN COURS / WORK IN PROGRESS

THE HYDRO-ELECTRIC POWER HOUSE, SANDON, B.C.

Hal Wright

In the remote mountains of south eastern British Columbia, one of the world's largest silver mining booms occurred. The date was 1812 and boom towns sprang into existence throughout the area. Sandon was the centre of all this activity and became the show-piece of the entire region. In its heydays in the 1890s Sandon was a city with all the modern conveniences — theatres, stores, hotels, saloons, factories and mills. A large red light district thrived due to the predominance of men, and three churches did their best to bring morality to this wild boom town. Electricity was "state of the art" and Sandon became the first city in B.C. to be entirely electrified. With an abundance of water and steep mountains, Sandon was ideally suited to the generation of hydro-electric power. Altogether eight different generating systems were operated in Sandon over the years. These were all driven by Pelton wheel turbines and the earliest plants all provided D.C. power.

In the years after the boom, the mining has dwindled, Sandon has become a ghost town and all the other hydro-electric systems have become victims of the scrap yards. The lone remaining power plant is now a unique, operating remnant of the past in the fascinating historic town of Sandon.

The old plant, which is still operating today, was built for Silversmith Mines Ltd. in 1916. It was designed to provide all the electrical power for the mine and concentrator mill, as well as compressed air to run the underground machinery in the mine. The turbine and electrical generating equipment was purchased second hand from the City of Vernon (this was originally Vernon's original power plant). The turbine was built by Pelton-Doble and is the old-fashioned vertically mounted, single nozzle design. The governor which activates a

deflector to the nozzle was also built by the Pelton Water Wheel Company and is the oil pressure type driven by three separate belts from the main shaft. Bearings on the main shaft are of the babbitt type mounted on large pedestals.

The main alternator/generator of 200 KW capacity was built by Canadian Westinghouse as was the exciter unit which is driven by a large flat leather belt from pulleys. The main electrical panels and switchgear were also supplied by Canadian Westinghouse. On the main shaft there is a large pulley engaged by an electro-magnetic clutch which drives the air compressor unit by way of a wide flat leather belt. The compressor is a massive two-cylinder Ingersoll-Rand model capable of compressing 600 cu. ft. of air per minute. A large riveted steel receiver tank for storing compressed air is located outside the power house building and is fitted with a large air-steam whistle. The pipeline supplying water to the power house is made of steel for the first 300 feet (high pressure section) and from there on wood stave pipe of 18 inch diameter covers a distance of over 2 miles to the intakes. Water is collected from 2 intakes: one on Carpenter Creek and one on Cody Creek. These consist of a low dam structure, short sections of flume and settling tanks with screens. The water drops a total of 565 vertical feet from the intakes to the power house and at full capacity will generate about 500 hp.

The operating speed of the turbine is 450 rpm. Water discharged from the plant is returned to Carpenter Creek a short distance from the power house. In about 1920 a large 4-cylinder Fairbanks-Morse diesel engine and compressor were installed in the south end of the power house to supplement the water-driven compressor.

In 1952 a 4-cylinder Blackstone diesel engine and 150 kw generator generating unit were installed in

the north end of the building to give additional power output. This unit is fully synchronous with the hydro-electric system and has its own control panel alongside the original Westinghouse one. About the same time the Fairbanks-Morse engine, which had seized up, was scrapped and a 600-cfm Holman compressor, driven by a 6-cylinder GM diesel was installed in its place. Other than this change, the plant remains entirely intact and is completely original.

The hydro plant has run continuously since its installation in Sandon and, before, it operated for the City of Vernon from approximately 1905 to 1915, a total of close to 750,000 operating hours. This plant is believed to be the oldest operating plant in British Columbia and is a beautifully preserved operating example of the earliest AC generating plants complete with the obsolete design of vertical turbine and single nozzle.

About five years ago, Dickenson Mines, owner at that time, decided to stop using the plant for industrial purposes and had B.C. Hydro transmission lines built to their mill in Sandon. Since that time the old plant has continued operating but only supplies a small quantity of power for the few residences and cafe in Sandon. B.C. Hydro and various heritage agencies have recently shown a great interest in seeing the old power system restored and revitalized to provide power into the grid but also to become a living museum.

THE TAHRANE, ATLIN, B.C.

Kate Fisher

The Tahrane, built in Atlin in 1916-17, is a 78-foot gas-powered lake boat, with a round bilge and twin screws, unlike other northern boats (like the SS Klondike) that were flat-bottomed and propelled by a steam-driven paddle wheel. Until 1936, the Tahrane carried cargo passengers on Atlin Lake, the largest natural lake in British Columbia.

During the Klondike Gold Rush, travellers came north on coastal steamers and took the Chilkoot pass, or in later days the White Pass Railway, to Bennett. From there, they could choose a northern route to Whitehorse and Dawson or head east to Taku City. From there, they would take Canada's shortest railway, the Taku tram, to Scotia Bay and thence across Atlin Lake aboard the Tahrane to reach Atlin, the south eastern arm of the Klondike.

The Tahrane was also used as a tourist boat on Atlin Lake. By 1927, the traffic on the lake, had increased beyond her capacity; she was hauled out, cut in half and lengthened by 30 feet. Returned to the water, she was in her prime for the next eight years. However, major changes in the coastal steamer schedules make the Atlin side trip impractical and brought an end to its first tourism era.

The MV Tahrane is now owned by the Atlin Historical Society, which is involved in the conservation of relevant documents and photographs. The Society encouraged the creation of a task force in 1985 which is responsible for raising funds for a stabilization project. Its goals are to rebuild the cribbing beneath the vessel, re-weather-proof her exterior and, eventually, to have the dry-docked boat open to the public with the interior restored. So far the project has received grants from the British Columbia Heritage Trust and from the local community.

BRIDGES AND RAILWAYS IN NOVA SCOTIA

Robin H. Wyllie

In 1988-89, the Heritage Section of the Nova Scotia Department of Tourism and Culture undertook projects related to the conservation of the industrial heritage of the province, particularly in the field of road transportation. An inventory concerning all surviving pre-1914 stone and iron truss bridges and of all remaining bridge structures of potential heritage interest in the Province has been completed. It contains over 400 listings and provides enough information for a projected publication on the subject. It has already been credited with saving the facade of the 1826 Annapolis Iron Works Dam and Sluiceway, at Clementsport.

A heritage inventory of pre-1940 railway stations in Nova Scotia has also been completed. Its aim was to provide research materials, studies and recommendations to the Historic Sites and Monuments Board regarding the conservation of these structures and their evaluation under the Heritage Railway Stations Protection Act.

In all, thirty-five railway stations were found to have survived out of a total of more than 150 stations and 200 shelters. Each was recorded with architectural and historical notes, photographs and plans, if located. The inventory also contained introductory notes on the history of the railway stations in Nova Scotia and a coded source list to facilitate further research.

L'ÉOLIENNE DE CAP-CHAT (QUE.)

Martin Leclerc

Eole, la plus puissante éolienne à axe vertical au monde, est installée, depuis 1985, à Cap-Chat, un village côtier situé au nord de la péninsule gaspésienne au Québec. La pêche, l'agriculture, et l'exploitation forestière sont les principales activités qui ont participé au développement économique de cette communauté. Toutefois, la fermeture du moulin à scie de la compagnie Richardson en 1978, risquait d'en précipiter le déclin.

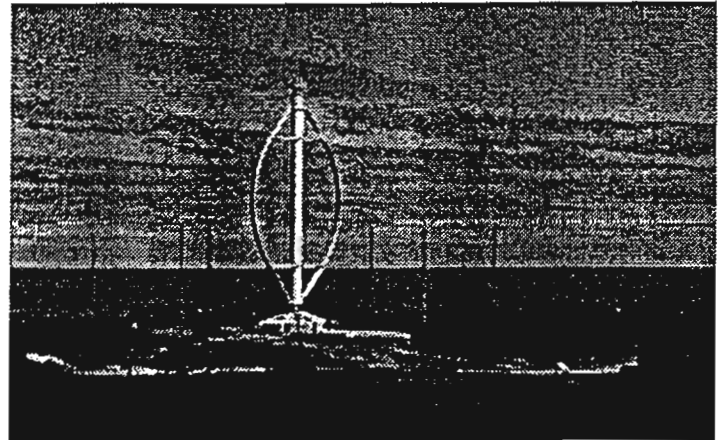
Dans ce contexte, l'émergence du projet Eole, reçut une approbation enthousiaste de la population locale. Celle-ci a travaillé intensément à la construction des installations et à l'aménagement du site.

La recherche dans le domaine de l'énergie des vents s'est considérablement développée au Canada depuis 1966, année où le Centre national de la recherche scientifique (CNRC) a mis au point l'éolienne Darrieus à pales courbes. Appartenant à ce type, l'aérogénérateur de Cap-Chat a été réalisée conjointement par le CNRC, Hydro-Québec, par l'entremise de son institut de recherche (IREQ), la société Experts conseils Shawinigan. Elle a été mise en exploitation en 1986 par Lavalintech.

L'éolienne transforme l'énergie du vent en énergie mécanique par la rotation d'une masse, puis en énergie électrique par la rotation d'une génératrice. Possédant un axe vertical de 110 mètres de hauteur, Eole est constituée de deux parties principales: 1) le rotor, qui comprend deux pales courbes reliées à une colonne verticale et qui est actionné par le vent à une vitesse maximale de 14.25 tours par minute; 2) la génératrice, qui, en récupérant cette énergie, peut produire de l'électricité d'une tension de 3,600 volts à une fréquence de 19.24 hertz. Un convertisseur modifie alors cette fréquence pour l'adapter à celle d'Hydro-Québec, qui est de 60 hertz. Le transformateur élèvera la tension jusqu'à 69,000 volts pour rejoindre celle du réseau provincial. De cette façon le cycle de production est complété.

L'éolienne de Cap-Chat représente un exemple significatif du recours aux technologies de remplacement à une époque où les problèmes environnementaux sont notoires. En même temps, elle illustre les orientations que pourrait prendre le patrimoine industriel canadien de la fin du XXe siècle. Pour tous ceux qui sont intéressés par cette forme d'énergie, des visites guidées ont lieu sur le site pendant la saison estivale.

Eolienne de Cap-Chat Photo, EMR Canada



THE DAVIE SHIPYARD, LEVIS, QUE.

Eileen Reid Marcil

The Davie shipyard at Levis is by far the oldest shipyard in Canada still in operation. The land on which it stands was bought by Captain Allison Davie in 1829 and 1830 "for the purpose of carrying out shipbuilding and ship repairing, and in particular setting up a Patent Slip" in partnership with his father-in-law, master shipbuilder George Taylor. A further lot between the high- and low-water marks, necessary for the Patent Slip, was granted to Davie in 1838. It was owned and operated by the Davie family until the death of Allison Cufaude Davie in 1957, and since then by others.

As the years went by, the Davie facilities were increased to include in the 1880s the engines house and machinery for the Patent Slip, a wooden workshop three storeys high and 93 feet long, with an adjoining hangar, an open wooden shed 14 by 135 feet, a steamhouse, a blacksmith's shop and shed, a brick stable, a 70-foot long shed for storing pumps, a 21-foot long shed and two wooden floating dry docks.

The shipyard has changed with the years, but today it still includes the original shipbuilder's home and office built in 1832, the Patent Slip, which was operated until quite recently, the remains of one of the wooden floating docks (180 by 45 feet), and a picturesque brick stable and companion structure from the turn of the century. The Levis City Council is interested in the eventual restoration of the shipyard to its condition of the 1880s and running it as a Maritime Museum, in which small boats could be built, but have insisted that the yard gain official historic site status first.

Because of the current drive to convert former industrial riverfront property to residential use, there is a danger that the shipyard, now operating at a reduced level and suffering from neglect, will

disappear altogether. Its loss would remove the only physical evidence we have of Québec's great shipbuilding past apart from the very few artifacts that have not been acquired by collectors and taken away.

Consultations with maritime museums in North America — the Nova Scotia and New Brunswick museums, the Museum of the Great Lakes at Kingston, and the Mystic, Mariners', Maine, and South Street Seaport museums in the USA — revealed that there are no places comparable to the Davie yard in existence. No other remains of floating docks have come to light in North America, making an archaeological survey of the surviving elements essential.

The author has been lobbying hard for recognition of the site, and recently the federal Minister of the Environment accepted the recommendation of the Historic Sites and Monuments Board of Canada that a plaque be erected at the site by the Canadian Parks Service.

THE GREAT LAKES HISTORIC SHIPS PROJECT

Garth Wilson

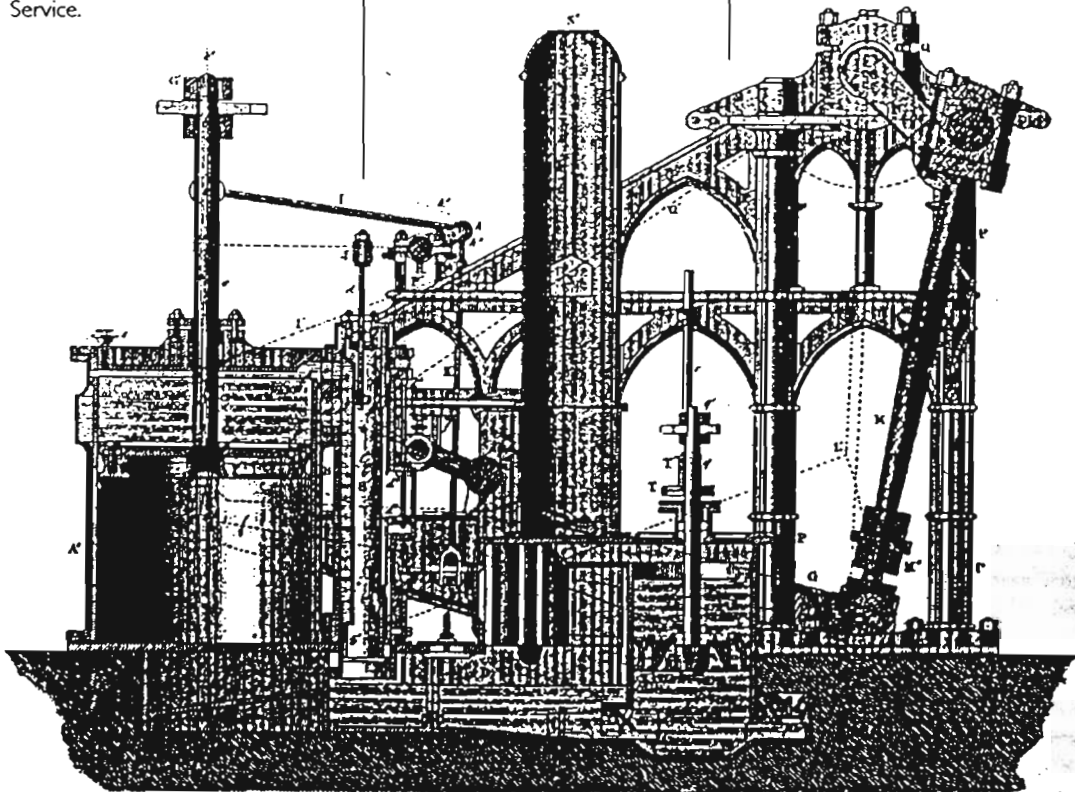
The GLHSRP involved the analysis of 19th-century hull design on the Great Lakes, using an advanced computer graphics system. The results of this research, undertaken at the Marine Museum of the Great Lakes in Kingston, Ontario and funded by both Federal and Provincial governments, were published in the *International Journal of Maritime History* (Dec. '89), and in *Great Lakes Historic Ships Research Project* . . . (see "Recent publications", page 8). Plans are in place to continue this research. For more information, please contact Garth Wilson, Curator of Maritime Transportation, National Museum of Science and Technology, P.O. Box 9724, Ottawa Terminal, Ottawa, Ont., Canada K1G 5A3; (613) 991-3087.

Bibliographic note by Alex Barbour

Garth Wilson's publication is an attempt to quantify the progress in ship design through the years 1800

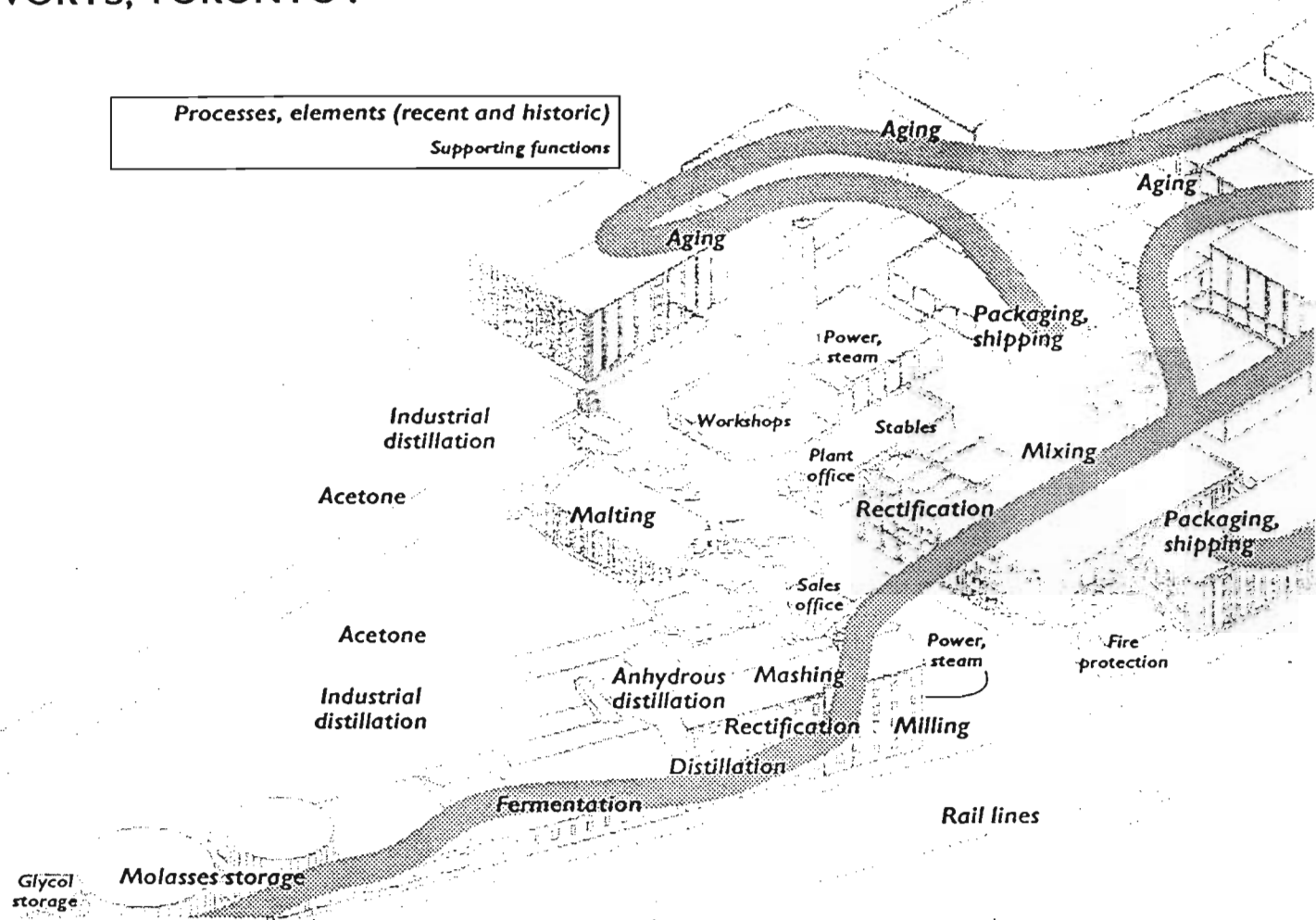
to 1905 on the Great Lakes. It spans the change from sail to steam, both paddlewheel- and propeller-driven.

Of its 111 pages, thirty-nine are fold-outs from the 8 1/2 x 11 format. Of these, twenty-four are devoted to computer plotted lines plans; these are extremely well done, clear and easy-to-understand visuals. The other 15 fold outs consist of the numerical definitions of the plotted hulls. These may not be that easy for the average layman, marine historian or even the amateur boat builder to follow. The saving grace of the book is the simple way the authors have concentrated the various hull parameters together to be left with only one comparison coefficient, which they use to explain hull form changes over the years in question. At \$30 the book does throw some new light on the subject and will save future students a power of mathematical work: a good reference text.



LAST CALL AT GOODERHAM & WORTS, TORONTO ?

Processes, elements (recent and historic)
Supporting functions



Joan Murray

We hear that production at the Gooderham & Worts distillery in Toronto will terminate on August 31, 1990. Founded in 1831, the distillery is a good example of the first modern industrial complexes. It used to be a family business which was acquired successively by the Hiram Walker and Harry Hatch firms in the 1920s, changing hands in 1986 to become part of Britain's Allied-Lyon consortium. The current plant has been built between 1859 and 1880 by Toronto architects David Roberts and Son.

In the past decade it has been confined to the distillation of rum from molasses and the marketing and distribution of industrial alcohols. Indeed the actual owners, Hiram Walker & Sons-Allied Lyons

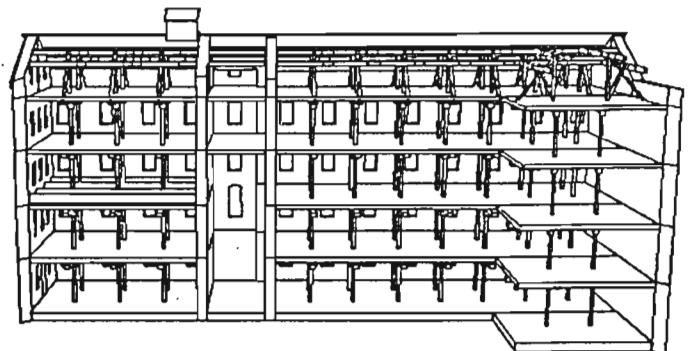
announced that the facilities and equipment are too obsolete, and no longer economically viable. This decision will affect about 30 employees. While all positions are being eliminated, early retirement programs and the possibility of relocation to other distilleries operated by the group will be offered to those who are eligible.

Plans for the future of the distillery have not yet been finalized pending discussions that are being held with reference to the redevelopment of the complete Gooderham & Worts site. It is unlikely that the outcome of these discussions will be known for some considerable time.

For more information please contact Ms. Joan Murray, Curator, Toronto's First Post Office, 260 Adelaide Street East, Toronto,

Ontario M5A 1N1, or address letters to Sir Derek Holden-Brown, President, Hiram Walker Allied Vintners Ltd, 24 Portland Place, London, UK, W1N 4B8.

Together with fellow TICCIH Canada members Chris Andree and Ian Woods, Mark Fram has recently completed a heritage assessment of G&W for the City of Toronto Planning and Development Department and the Toronto Historical Board, to be released shortly. The process diagram above, the cross-section of the stone mill/distillery building of 1859/1869 below, and the section on the front page are all outtakes from that project. More details soon.



ACQUISITIONS, NATIONAL ARCHIVES OF CANADA

Larry S. McNally

The manuscript division of the National Archives of Canada is now conserving two important collection of documents related to our industrial history:

The John Inglis Company and Toronto Iron Works. Boiler division, 1946-1972

These are project files relating to boilers built by John Inglis, 1946-1964 and Toronto Iron Works, 1969-1972. The projects range from boilers for small companies and stores to large steam plants for major institutions, railways, large industries and nuclear power plants. The files contain specifications, drawings, lists of parts, correspondence with customers and installation records. These files were sampled from a much larger series by selecting boxes containing major projects which also brought along files relating to smaller installations. There are also boiler operation and parts manuals for some Inglis and Toronto Iron Works projects, 1963-1972. Also included are correspondence and plans from Erie City Iron Works of Erie, Pa.

A listing of the major projects only is available from the Manuscript Division (Mg 29 III 111).

Shawinigan Chemicals Limited, 1896-1985

Shawinigan Chemicals (SCL) was formed in 1927 by Shawinigan Water and Power Co. from two subsidiaries it owned: Shawinigan Carbide Co. (est. 1901) and Electro Products Co. (est. 1915). These companies were established at Shawinigan Falls, Que. to take advantage of cheap hydro-electricity for the production of electrochemicals such as calcium carbide and acetylene. SCL was successful in the 1920s and 1930s, because it used research to develop new manufacturing processes and products. In an effort to enter the petrochemical

market after World War II BA-Shawinigan was created in 1951. BA and later Gulf Oil gradually bought control of SCL. The decline in traditional electrochemicals combined with the oil crisis in the early 1970s crippled Shawinigan Chemicals and the company was gradually wound up by Gulf Canada Resources.

The SCL papers contain administrative, financial, legal, research and product files. There are administrative records for the numerous small companies that became Shawinigan Chemicals. Contracts agreements and royalty files document the transfer of chemical technology. There are several extensive series of weekly, monthly and yearly research reports organized by lab, product and department. Other series cover technical manuals and catalogues, product files, visits to other chemical plants, the Varennes (Que.) facility, and Gulf Canada Resources.

An inventory describing the above series (MG28 III 108) and a detailed finding aid (No. 1726) are available from the Manuscript division.



Meetings/Conferences/Seminars Rencontres/Conferences/Seminaires

AHSTC / CSTHA

Deux de nos membres, Chris Andreae et David Neufeld, ont animé un atelier portant sur le patrimoine industriel lors de la conférence biennale de l'Association pour l'histoire de la science et de la technologie au Canada (Canadian Science and Technology Historical Association) tenue à Kingston en octobre dernier. Bruce Donaldson a mis en relief des projets en cours au Manitoba, alors que Robert Shipley a évoqué les activités de la Welland Canals Society.

L'AQPI et le patrimoine industriel de la Mauricie

Benoit Gauthier

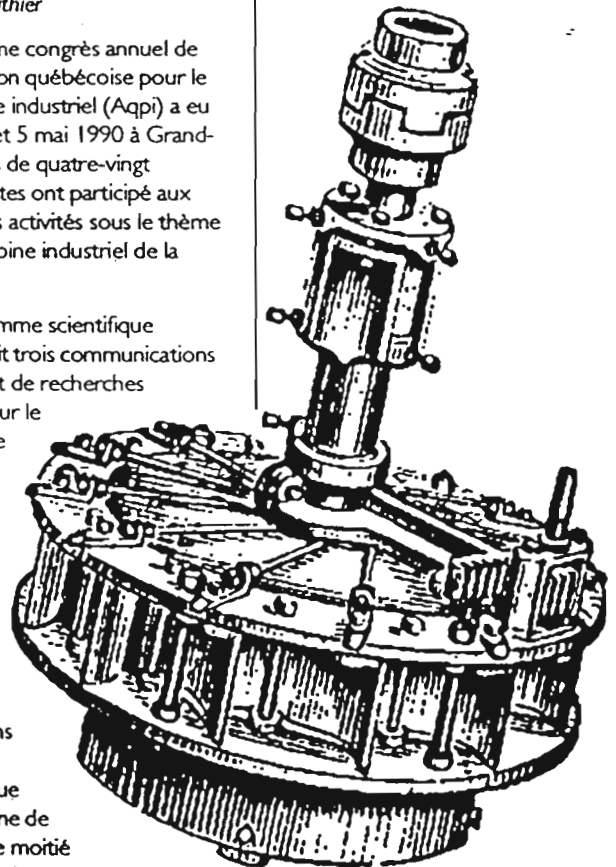
Le troisième congrès annuel de l'Association québécoise pour le patrimoine industriel (Aqpi) a eu lieu les 4 et 5 mai 1990 à Grand-Mère. Plus de quatre-vingt congressistes ont participé aux différentes activités sous le thème du patrimoine industriel de la Mauricie.

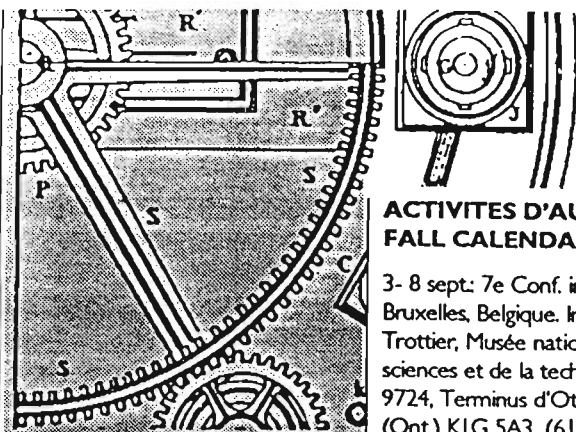
Le programme scientifique comportait trois communications faisant état de recherches récentes sur le patrimoine industriel de cette région. La première traitait des adaptations technologiques dans l'industrie sidérurgique mauricienne de la seconde moitié du 19^e siècle. La seconde abordait le rôle de Shawinigan Water and Power dans la structuration de l'espace urbain shawiniganais et la troisième soulignait le potentiel muséal de

l'usine à papier Laurentide de Grand-Mère.

Dans une autre séance, divers problèmes reliés à la mise en valeur du patrimoine industriel ont été examinés à la lumière d'expériences concrètes. Il a été question de la participation de l'entreprise privée au développement d'un musée portant sur l'industrie, de la restauration de bâtiments industriels anciens et de la mise sur pied d'un circuit récréo-touristique axé sur le patrimoine sidérurgique mauricien.

Le congrès s'est terminé par une excursion guidée de la ville et des installations hydro-électriques de Shawinigan.





ACTIVITES D'AUTOMNE / FALL CALENDAR

3- 8 sept: 7e Conf. int. de TICCIH, Bruxelles, Belgique. Info.: Louise Trottier, Musée national des sciences et de la technologie, C.P. 9724, Terminus d'Ottawa, Ottawa (Ont.) K1G 5A3. (613-991-6705) ou Guido Vanderhuist, TICCIH-Belgium, rue Ransfort, 27, B-1080 Bruxelles, Belgique.

3- 9 sept: Conf. ann., Association for Preservation Technology, Montréal. Info.: APT Montréal 1990, Héritage Montréal, 406 Notre-Dame E., Montréal, Qué., H2Y 1C8. (514-842-8678; FAX: 514-842-8670).

Oct. 5: 3rd Historic Bridges Conf., Columbus, Ohio. Info.: Ohio St. Univ. Dept. of Engineering, Hist. Bridges Conf., 470 Hitchcock Hall, 2070 Neil Ave., Columbus, OH 43210-1275. (614-292-7339).

Oct. 18-21: Annual Meeting, Society for the History of Technology, Cleveland, Ohio. Info.: Lindy Biggs, Dept of Hist., Auburn Univ., Auburn AL 36849;

RECENT PUBLICATIONS / PUBLICATIONS RÉCENTES

Barry, Romain et Georges Hamelin. *Le premier barrage de Saint-Narcisse (1897-1928)*. Trois-Rivières: les Éditions du Spectre, 1990.

Bélisle, Jean, et André Lépine. *Le projet Molson I, rapports des campagnes de fouilles du site de l'épave du Lady Sherbrooke*. Montréal: Comité d'histoire et d'archéologie subaquatique du Québec, 1985-1989. 6v.

Clark Sheppard, Mary (ed.). *Oil Sands Scientist. The Letters of Karl A. Clark 1920-1949*. Edmonton: The University of Alberta Press, 1989.

Earle, Michael. *Workers and the State in Twentieth Century Nova Scotia*. Fredericton: Acadiensis Press, 1989.

Production

□ Éditeur/Editor: Louise Trottier □ Conception graphique et mise en page/ Graphic design and production (DTP): Mark Fram □ Collaborateurs/Contributors: Christopher Andrae, Alex Barbour, Kate Fisher, Mark Fram, Benoît Gauthier, Martin Lederc, Larry McNally, Eileen Reid Marcil, Robert Shipley, Garth Wilson, Hal Wright, Robin Wylka.

□ Nous remercions la compagnie Ian K. Woods & Partners, le Musée national des sciences et de la technologie, et Polymath&Thaumaturge Inc. pour leur appui lors de la publication et diffusion de ce deuxième numéro de *Machines*. / We are especially grateful for the help of Ian K. Woods & Partners, the National Museum of Science and Technology, and Polymath&Thaumaturge Inc. in producing and distributing this second issue of *Machines*.

Ecomusée de la maison du fier monde. *Exposer son histoire. Manuel de recherche sur l'histoire de l'industrialisation et du travail*. Montréal: Ecomusée de la maison du fier monde et Université du Québec à Montréal, 1989.

Hardy, René et Benoît Gauthier. *La sidérurgie en Mauricie au 19e siècle: les villages industriels et leurs population*. Trois-Rivières: Centre de recherches en études québécoises, Université du Québec à Trois-Rivières, 1989.

Larose, Jean-François. *La pulperie des Chutes Wilson et l'industrie québécoise des pâtes et papiers. Une évaluation patrimoniale*. Document inédit. Montréal: Ministère des Affaires culturelles du Québec, Direction de Montréal, 1989.

Lavallée, Omer. *Canadian Pacific in the East*, vol. 2. Calgary, Alta: BRMNA, 1989.

Schneider, Ena. *Ribbons of Steel: The Story of the Northern Alberta Railway*. Calgary: Detselig Enterprises, 1989.

Stamp, Robert M. *Riding the radials: Toronto's Suburban Electric Streetcar Lines*. Erin: Boston Mills Press, 1989.

The Welland Canal Society. *Archaeological Survey of the Welland Canal Industrial Corridor in St. Catharines and Thorold*. St. Catharines, 1990.

Torrance, T. *Industry in Niagara*. St. Catharines, Ont.: Vanwell Publishing, 1990.

Vallières, Marc. *Des Mines et des Hommes. Histoire de l'industrie minière québécoise des origines au début des années 1980*. Québec: Ministère des Communications, 1989.

Weir, Gail. *Miners of Wabana. Canada's Atlantic Folklore Folk-Life*. St. John's, Nfld.: Breakwater Books, 1989.

Wilson, Garth S. *Great Lakes Historic Ships Research Project: The Documentation and Analysis of 19th-century Great Lakes Wooden Hull Design*. Kingston: Marine Museum of the Great Lakes at Kingston, 1989.

SÉQUENCES / CLIPS

Wanted (dead or alive): scrap wrought-iron

TICCIH member is presently in the market for scrap wrought iron for reworking in the restoration of historic machinery and structures.

Premium prices paid will depend on quality, quantity and location; but in no case will they be lower than scrap steel price.

Current requirement is for five ton (5 Ton) in central location.

Should you have wrought iron to dispose of please notify the treasurer, Alex Barbour at 15 Thatcher Ave., Nepean, Ontario, K2G 1S6.

Nouveau membre / New member

Born on June 26 1990 to Jack Gilmer and Julie Harris, a daughter, Louise Yvonne Harris Gilmer. TICCIH Canada takes this opportunity to congratulate the parents, and in honour of Julie's efforts as a founding member, hosting meetings, printing mailing lists, writing articles etc etc etc we take pleasure in granting baby Louise a one year free membership in TICCIH Canada.

AVIS IMPORTANT

Les membres en règle du comité canadien de TICCIH sont invités à une assemblée générale qui aura lieu vendredi le 26 octobre 1990 à l'auditorium de l'Institut canadien de conservation, au 1030 Innes Road, Ottawa, à partir de 9.30 a.m. Le but de cette rencontre est de faire le point sur les activités tenues à ce jour par notre comité, d'adopter des règlements généraux et de procéder à l'élection d'un conseil d'administration. Un programme détaillé de cette rencontre vous sera envoyé au cours du mois d'août. Nous comptons sur participation afin que le comité canadien de TICCIH puisse continuer ses activités de façon dynamique. S'il vous plaît, veuillez confirmer votre présence auprès d'Alex Barbour, secrétaire, au (613) 997-4983 au plus tard le 15 octobre 1990.

IMPORTANT NOTICE

Members in good standing of the TICCIH Canadian Committee are invited to a general conference on October 26, 1990 at the Canadian Conservation Institute (CCI), 1030 Innes Road, Ottawa, beginning at 9:30 a.m. The meeting is to review what our committee has accomplished to date, and to adopt formal by-laws and elect a board of directors. A detailed program will be sent out shortly. We're counting on your participation to help push forward TICCIH Canada's activities.

Please contact Alex Barbour, committee secretary, at (613) 997-4023 before October 15 if you'll be attending.

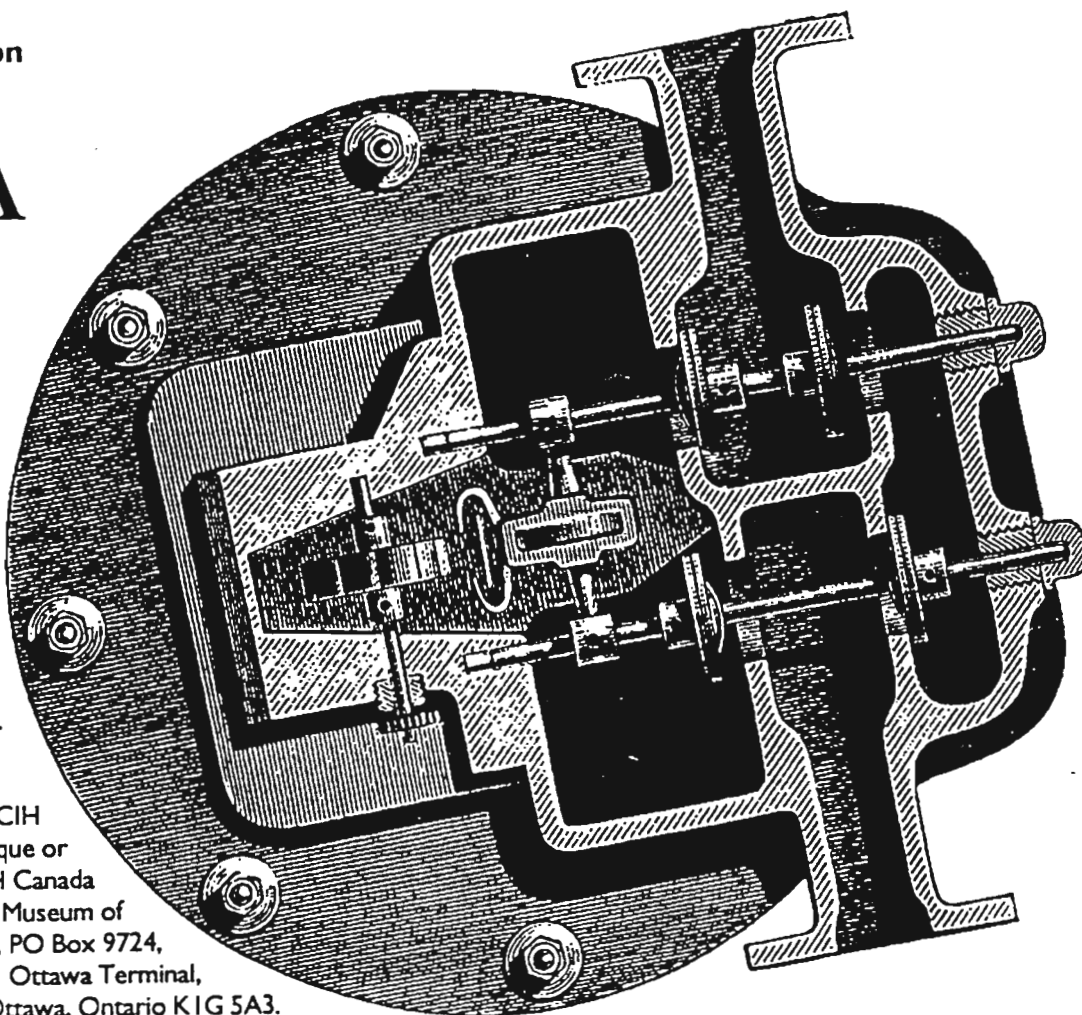
Formulaire d'inscription

TICCIH CANADA

Registration form

Pour devenir membre de TICCIH Canada, s'il vous plaît faites parvenir votre cotisation sous forme de chèque ou de mandat postal à: TICCIH Canada, a/s Louise Trotter, Musée national des Sciences et de la Technologie, CP 9724, Terminus d'Ottawa, Ottawa, Ontario K1G 5A3.

To become a member of TICCIH Canada, please send a cheque or money order to: TICCIH Canada c/o Louise Trotter, National Museum of Science and Technology, PO Box 9724, Ottawa Terminal, Ottawa, Ontario K1G 5A3.



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