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Nouvelles

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NEWS/NOUVELLES

ASSOCIATION NEWS

In the past, the various organizations devoted to the humanities and social sciences were able to obtain administrative grants from the Social Sciences and Humanities Research Council. This ad hoc system was recently replaced by a competition; if a society's application is successful, an administrative grant--based upon a formula and level of fees levied by the society--is provided for three years, funds permitting. The Executive of the CSTHA/AHSTC is pleased to announce that SSHRCC has agreed to provide a grant of approximately $750.00 per annum, beginning with the current fiscal year. These funds will help defray the costs of printing, postage, telephone, meetings, etc.

The tentative place and date of the Fourth Kingston Conference on the History of Canadian Science and Technology is the Donald Gordon Centre of Queen's University, Kingston, on the weekend of 1-3 November 1985. A preliminary call for papers will be issued by the organizing committee later this year. Members wishing to participate should begin planning now.

Beginning this year, the Association's annual *Directory/Annuaire* will be expanded beyond a list of members' names and addresses to include information about individual research projects, educational programmes in the history of Canadian science and technology, museums and archival holdings. Additional copies of the *Directory/Annuaire* will be available to non-members at a nominal cost. Members are asked to cooperate by promptly filling out the questionnaire and returning it to the Secretary.

The Secretary of State, the Hon Serge Joyal, recently announced a much-expanded programme of assistance for Canadian studies, singling out, amongst other areas, the history of Canadian science and technology. In addition, a programme established by the Department of Supply and Services and the Ministry of State for Science and Technology, aimed at increasing the profile of Canadian science and technology in the minds of the public, may be of interest to our members. The Executive of the CSTHA/AHSTC will be meeting in Ottawa in July with officials to ascertain whether these programmes may be of use to the Association and its individual members. A detailed report will follow.

CANADA'S NEW NATIONAL AVIATION MUSEUM

It would be difficult to find a nation that has had a greater dependency on the flying machine for the development of its natural resources and for its transportation needs than Canada. The railways successfully crossed the lower edge of this massive country of some 10,000,000 square kilometres by the late 19th century thereby putting in place a transportation system capable of carrying goods and people from the Atlantic to the Pacific. A quick glance at the Canadian map, however, will

reveal that the huge land masses to the north were relatively untouched by modern transportation at that time. The ancient canoe was still the principal transport in the summer as was the dog team in the winter. Aviation was to dramatically change all that as commercial bush flying began in the Canadian forests in 1919.

Military aviation in Canada also has a proud history that dates back to the first World War. The achievements of Canadians in times of conflict are a matter of history. What is less known are the accomplishments of the Canadian military flyers in peace time, particularly the Royal Canadian Air Force bush pilots of the 1920s and 1930s who flew alongside their civilian counterparts. The aerial mapping of large parts of Canada during the post-World War II years by RCAF Lancasters is another example of essentially civilian work done by the military. Canada is indeed an aviation country and it is fitting that Canada now has a collection of historic aircraft that has become recognized as one of the major aeronautical collections in the world. Its origins are interesting in that it was formed from three separate federal collections, the oldest being that of the Canadian War Museum which began with war trophy aircraft brought to Canada in 1919. The second oldest collection is that of the RCAF which began to preserve aircraft significant to that services's history shortly after World War II. In 1960, the third collection, the National Aviation Museum, opened at Uplands Airport in Ottawa and, for the first time, civilian aircraft were collected as well as significant military examples.

In 1964, RCAF historian Wing Commander Ralph Manning and Kenneth Molson, Curator of the National Aviation Museum, conceived the idea of bringing these three federal collections together to form what was known for almost twenty years as the National Aeronautical Collection. Wing Commander Manning also arranged to secure three temporary World War II hangars on the southern edge of Rockliffe Airport in order to display at least the major part of the combined collections numbering at that time some sixty-five aircraft. The collection was operated jointly by the three founding agencies for three and a half years and proved highly successful.

By early 1967, Dr David Baird, founding Director of the newly-formed National Museum of Science and Technology, which had absorbed the old National Aviation Museum as its Aviation and Space Division, was successful in his efforts to make the collection permanent and a part of his institution. It has remained part of the NMST to this day but in fact will likely reemerge within a few years to become a separate national museum. By 1983, the collection had grown to a total of 105 aircraft. Earlier in the year, the Board of Trustees of the National Museums of Canada agreed to change the name back to the National Aviation Museum.

The Rockliffe hangars in which the collection is presently housed were built in 1940 and were designed to last from eight to ten years. Although they do provide public access to the collection, it is fairly obvious that after forty-three years

of exposure to the harsh Canadian climate they are hardly adequate to house a collection of this significance. During recent years, aviation groups, historical societies and interested individuals have persistently approached the Canadian government applying pressure to provide a new home for this important collection. Within the last three years we have had a Board of Trustees who have been very determined to see this plan become a reality. By a stroke of good fortune we also have a federal minister who, for some time, has shown a particular interest in the safe housing of our national treasures. The Hon Francis Fox, Minister of Communications, to whom we report, was successful in getting cabinet approval for the sum of 18.4 million dollars to construct the first of three phases of a new National Aviation Museum based on our proposals that date back to 1972.

In the earlier proposals, Uplands Airport to the south of Ottawa was envisaged as the site, partly because the future of Rockliffe Airport was uncertain. Fortunately, the Department of National Defence has recently decided to vacate all the properties on the Rockliffe Air Base itself, again making this most desirable and historic site available. The National Capital Commission, in developing its Eastern Parkway Roadway, has taken this into account. The project now has received Treasury Board approval and is proceeding as quickly as possible. One of the three main runways on the air base is still used by the Rockliffe Flying Club and on occasion by high-priority government or military flights. Some years ago there was an experimental STOL service operating from Montreal to Rockliffe. The STOLport buildings that were constructed at the time will become part of Phase I of the museum's development.

The site has the added advantage of being able to received water-borne or land-borne aircraft into the collection. In addition, the museum has had for some twelve years a small flying programme which has enabledus to reach every province but Newfoundland and the Northwest Territories. In this way, we have been able to bring to Canadians in other parts of the country some exposure to the collection of which they are part owner. Flying demonstrations will, from time to time, take place on the Rockliffe site after the new museum is built.

Within the present facility an average of thirty-five of the 105 aircraft are displayed within two of the three hangars. The environment is one that the public seems to like and a hangar-like feel will be maintained within the new structure. The displays are as far as possible chronological within the limitations of the existing buildings.

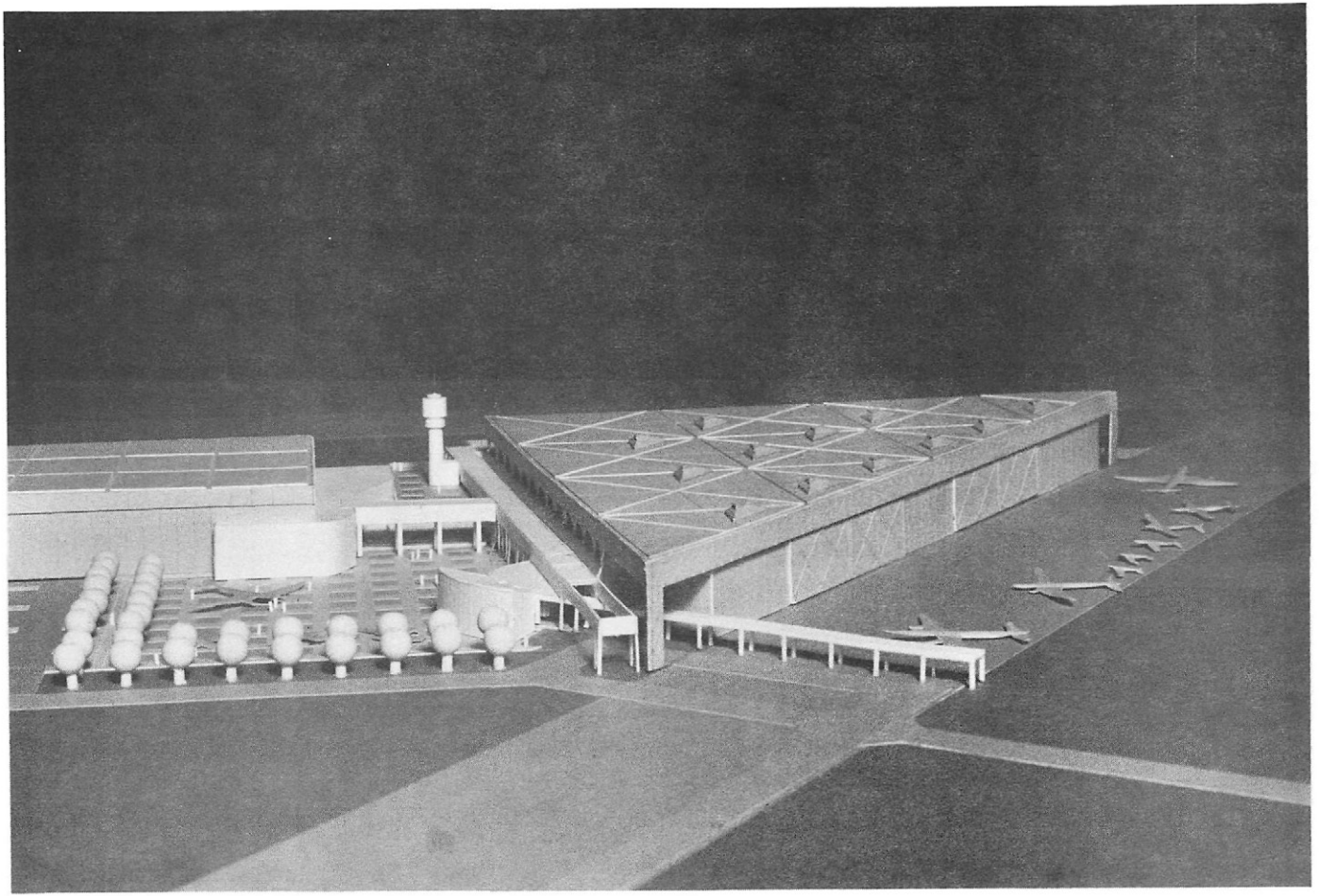
The third hangar presently accommodates the large number of aircraft that are disassembled and stored along with other aviation artifacts. Our problem here is common to almost all museums in that there is inadequate space and collections management is very difficult. The third hangar also contains the conservation/preservation facility which is literally 'shoe-horned' between the stored aircraft and the necessary shop machinery, again an inadequate situation considering the massive amount of restoration work to be done. As the Department

of Public Works and the National Museums of Canada continued their planning of the new museum, it became evident that in order to save large amounts of money it would be necessary to take advantage of an existing but unused north-east/south-west runway as a tarmac area suitable for the movement of aircraft between the workshops and the museum displays. At the same time, the Department of Public Works architect, Peter Zoubek, conceived the ideas that the museum building could adopt the fundamental shape of the triangular system of runways which was common to the British Commonwealth Air Training Plan airfields. With the display of almost all other forms of transportation,this would have been hopelessly impractical, but aircraft, by their very nature, are more varied in configuration and size than probably any vehicle invented by the human mind and can be easily displayed in such an unusual design.

The approaches to the museum would be visually quite attractive as the proposed Eastern Parkway curves around the southern end of the site and passes through the present location of the three museum hangars. The 12,780 square metres of Phase I will, when complete in 1985, allow something in the order of sixty-five aircraft to be displayed, the remainder being in storage within a segregated area at the back of the museum. Some idea of the size of this huge delta-shaped building might be gained by considering that the front wall containing the 45 metre hangar doors is some 180 metres long with the shorter walls being on the order of 126 metres in length. The building is 15 metres in height with an interior dimension from floor to the base of the space frame ceiling structure of 12 metres. The two massive hangar doors will accommodate even our largest aircraft, the Canadair Argus, with its 43 metre wingspan.

The highest priority requirement within the new National Aviation Museum building will be the maintaining of correct humidity and temperature conditions in order to ensure that no further deterioration of the aircraft occurs. It is hoped to be able to maintain as much as 40% relative humidity, a rather difficult task within the fabric of this huge structure. However, we have been assured that it can be done. The importance of achieving it can be perhaps realized when on considers that the present buildings will allow the relative humidity to drop to zero during the dry heating season of the winter and yet will rise out of control in the hot humid days of the summer. The effect on the aircraft structures and fabric covering over the years is not difficult to imagine.

The public facilities of Phase I will consist of a suitable foyer and entrance, boutique, cloakroom, washrooms, introductory displays and security offices. This is designed into a structure which is referred to as the 'spine'. Its purpose is to bring to a more human scale the entrance and introduction to this enormous building which the visitor might otherwise have difficulty in relating to. Quite close to the entrance of the museum and just beyond the introductory displays there will be a special area devoted to the Royal Canadian Air Force Memorial. This organization has been one of our greatest supporters in the development of the air museum over the last ten years and is most welcome in the design of the museum.



View of model of the National Aviation Museum's first and second phases. The triangular building is the first phase which will be built by Public Works Canada with the monies approved by Treasury Board.

Using their own funds they will commission a work of art within an enclosed area that we will provide. The RCAF Memorial will be a quiet place of reflection in which to remember the contributions of the men and women of this service and its founding air forces. Along the inside edge of the spine on the second level there will be a mezzanine walkway overviewing the collection. It will probably be extended to form an interconnecting bridge to the tall RCAF Memorial structure.

When adequate funds are available the construction of Phase II sometime in the future will greatly expand the storage and restoration facility freeing up the entire delta-shaped Phase I building for the display of aircraft and aviation artifacts. In addition, it will be able to contain a mezzanine display floor of considerable size within the right angle formed by the two short walls. Phase II will also provide an auditorium, a cafeteria and a control tower which will allow the public to view the activity of the airfield while enjoying exhibits illustrating the development of air traffic control systems. Although lighting within the museum will be for the most part artificial, the designers are trying to provide considerable natural light designed in such a way as to be filtered through membrane materials as it enters through the skylights, thereby preventing damage to the artifacts. In view of the severe weather conditions in Canada and the particularly high snow loads it was of concern to have a roof structure that would meet these needs. Wind tunnel tests on a model of the building have proved it to be quite capable of meeting both requirements.

Present plans call for the official opening of Canada's new National Aviation Museum early in 1986, providing at last an appropriate place to house and display the precious artifacts of our aviation heritage.

Robert W. Bradford

OSLER LIBRARY FELLOWSHIPS

The Osler Library announces a Fellowship Programme for historians, physicians and students conducting research in the history of medicine and for directors of medical libraries having budgetary responsibility for a history of medicine collection. The Fellowships are intended to serve scholars and librarians who need to establish temporary residence in Montreal in order to undertake research in the Osler Library.

For historians, physicians and students, applications will be judged on the merit of the applicant's previous research in the history of medicine, the cogency of the plan for the proposed rsearch to be undertaken in the Osler Library and the appropriateness of the holdings of the Osler Library to that research. For medical librarians, fellowships will be awarded on the cogency and relevance of research projects dealing with historical-medical librarianship.

Fellowships for historians and physicians may be held for one month between January and December 1985. Fellowships held by directors of medical libraries are also for a month but must be taken up in April of 1985 in order to coincide with the annual meeting of the Osler Library's Board of Curators. Stipends to a maximum of $1000 will be awarded to help defray expenses incurred while travelling to and living in Montreal.

The Osler Fellowships for 1985 are made possible by gifts from Dr Harold N. Segall, the Friends of the Osler Library and an anonymous donor.

Established in 1929 by McGill University upon the bequest of Sir William Osler, the Osler Library's manuscripts and 35,000 printed books relate to the study of the history of medicine in all its forms. Specific information about the holdings of the Library may be found in *Bibliotheca Osleriana* (1929), the *Osler Library Newsletter* (1969-), *The Osler Library* (1979), or by writing to the Osler Librarian.

Prospective applicants may contact Philip M. Teigen, Osler Librarian, 3655 Drummond Street, Montreal, Quebec H3G 1Y6, for applications which are due to be returned before 1 October 1984.

SHORTT RESIGNS AT QUEEN'S

Dr S.E.D. Shortt has resigned as Hannah Professor of the History of Medicine at Queen's University, Kingston, Ontario. Appointed in 1979, he concurrently held an associate professorship in the Departments of History and Family Medicine. During his five years at Queen's, he contributed many papers to scholarly journals, a number of which were presented to academic gatherings in Europe, the United States and Canada. He is the editor of *Medicine in Canadian Society* (1981) and *Psychiatric Illness in Physicians* (1982), and has completed a manuscript entitled *The Anatomy of Victorian Lunacy*. He is currently writing a series of historiographic essays under the title 'Clio and the Clinic.' Recently elected a Fellow of the Royal Society of Medicine, he will return to full-time medical practice.

LA SEMAINE DES SCIENCES 1984

Le conseil d'administration de la Semaine des sciences désire orienter la quatrième édition de l'événement vers une programmation d'activités réflétant la perspective historique en sciences et en technologie.

La possibilité de pouvoir retracer l'origine des diverses composantes de notre société permet de mieux appréhender notre environnement. La compréhension de l'état actuel des connaissances peut, d'une part se révéler plus aisément à la lumière de données historiques et d'autre part, permet d'aborder le futur mieux outillé. Cette approche peut également mettre en

relief les incidences des facteurs sociaux, politiques et économiques sur l'évolution de notre monde et de notre culture. Une démarche systématique permettra de rencontrer les objectifs fixés dans le cadre des activités qui se tiendront en novembre prochain.

It est tout à fait pertinent de faire revivre les débats et interrogations qui ont jalonné l'évolution des grands concepts scientifiques. Aujourd'hui encore, on assiste à de vives polémiques. Les remises en question, fondement d'une démarche scientifique, témoignent d'un cheminement sain. La Semaine des sciences, en ouvrant toutes grandes les portes de la vulgarisation et de l'information scientifique, veut briser l'isolement qui caractérise fréquemment le monde des sciences. C'est par une réappropriation du savoir qu'une société peut faire des choix axés sur une meilleure qualité de vie.

Les machines à vapeur de Watt préparènt la voie à la révolution industrielle, bouleversèrent les moyens de transport et de production et furent partiellement responsables de la transformation radicale de la société à cette époque. Vivant aux rythmes de la société informatisée et du virage technologique, il est important que les gens aient la possibilité de leir connaissance avec ces changements. La prise sur le réel s'en trouvera renforcée et stimulera l'implication de la population aux divers événements sociaux.

La diversité des interlocuteurs et l'auditoire dispersé auxquels s'adresse la Semaine des science impose une décentralisation marquée pour ce qui est des activités et un spectre d'interventions suffisamment large pour satisfaire les besoins et curiosités du public. Un même type d'activité pourra être nuancé selon que le public cible est d'âge adulte ou scolaire, initié ou non.

La thématique retenue permettra également de mesurer le chemin parcouru par le Québec en regard de ses acquis scientifiques. Le développement du territoire et du patrimoine québécois est tributaire de ses ressources humaines et physiques. Il sera alors intéressant de souligner nos réalisations et les gens qui y ont contribué.

C'est auprès de l'ensemble des acteurs du monde des sciences, sciences humaines incluses, et des technologies que nous sollicitons un appui, voire une participation à la prochaine Semaine des sciences. Les entreprises, les centres de recherche, le établissements d'enseignement et de santé et les groupes de loisirs scientifiques pourront planifier des activités à leur mesure et illustrer les domaines dans lesquels ils oeuvrent. A l'aide de moyens de vulgarisation appropriés, d'une approche interactive et dynamique et par des contacts à dimension humaine, il est pertinent de croire que les gens auront en tête une idée un peu plus claire de la réalité.

Les objectifs de démocratisation et d'accessibilité demeurant au centre de ses préoccupations, la Semaine des sciences sou-

haite que les intervenants concernés développent cette notion de culture scientifique et technique qui, de plus en plus, fait partie intégrante de la culture générale nécessaire à toute personne pour comprendre et agir sur les orientations d'une société en évolution constante.

Pour renseignements: La Semaine des sciences, 1415 est, rue Jarry, Montréal, Québec H2E 2Z7; téléphone: (514) 374-4700, poste 393.

Chantal Fortier

NEW REFERENCE WORKS

The Canada Institute for Scientific and Technical Information (CISTI) announces two publications that will be of use to historians:

-the 10th edition of the *Union List of Scientific Serials in Canadian Libraries/Catalogue collectif des publications scientifiques dans les bibliothèques canadiennes.*

This volume lists the historic as well as current journals in science, technology, engineering and medicine (some 65,000 titles). Hardcover, NRC 23028, $155; softcover, NRC 23029, $100, cheques payable to Receiver-General for Canada, credit NRC.

-Directory of Canadian Scientific and Technical Databases/Répertoire des bases de données scientifiques et techniques au Canada lists more than 100 databases of bibliographic or numeric data in Canada (and abroad if Canadian content is significant). NRC 23071, $10.00, cheques payable as above.

Both items can be ordered from the Publications Section, CISTI, National Research Council, Ottawa K1A 0S2.

UPPSALA NEWSLETTER

The editor has recently received Vol. I, No. 1 of the *Uppsala Newsletter: History of Science.* This handsomely-produced publication is edited by Tore Frängsmyr of Uppsala University for historians of science in Scandinavia and for those beyond with an interest in the activities of historians in northern Europe. The newsletter, assisted by the Swedish government, will appear twice annually in English. For those in Canada interested to see how our Scandinavian colleagues deal with some of the same problems we have (large area, small populations, several languages, few posts, etc.) may obtain the newsletter free by writing to: Tore Frängsmyr, Office for History of Science, Uppsala University, Box 256, S751 05 Uppsala, Sweden.

AT THE LEARNED SOCIETIES

Several papers of interest to our readers were read at the Learned Societies conference held at the University of Guelph. Please note that this journal cannot provide copies on the papers; readers wishing further information should contact the authors directly.

Canadian Historical Association:

R. Bruce Shepard (Regina), 'The Roar of Tractors and Combines: Canadian Plains Agriculture in the Twenties'

Katherine Arnup (OISE), 'The Anti-Vaccination League in Toronto, 1900-1920'

Canadian Sociological Association:

Caroline Sibley (Queen's), 'The Early History and Development of Gynaecology in Canada'

Canadian Society for History and Philosophy of Science:

J.E. Kennedy (Saskatchewan), 'Media Coverage of the 1860 Total Solar Eclipse Expedition to Northern Canada'

J. Rodney Millard (Western) 'The Engineers' War; Professionalism and Public Service in Canada, 1914-1918'

DISSERTATIONS/THESES

University of Western Ontario:

Cheryl Krasnick, 'The London Lunatic Asylum' (MA)

Diane C. Newell, 'Toward an Understanding of the Dynamic Process of Technological Change: A Case Study of Ontario's Mining Industry, 1842-1891' (PhD)

University of Toronto:

Donald MacLeod, 'Mining Technology in Nova Scotia between 1827 and 1910' (PhD)

R.A. Stoddart, 'The Evolution of the Educational Policies of the Canadian Manufacturers' Association, 1882-1911' (MA)

University of Alberta:

K.A. Riddell, 'Henry Marshall Tory: Biography of a Canadian Intellectual' (MA)