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Comment

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From these records a detailed report was compiled which has enough information to plan a larger survey at the Provincial or preferably at the Federal level. The report analyses the whole project in detail and makes a strong plea for the adoption of such a program at the Federal level. Also included is a detailed estimate of an enlarged programme to complete the survey for all of Eastern Ontario.

It is my firm conviction that if the financial support can be found the programme can be implemented and we might yet develop a clear picture of how much technology has survived. This is absolutely essential if we are to gain some insight into the role of technology in Canadian Society.

- W. George Richardson
Queen's University

COMMENT

I wish there were a whole lot more George Richardsons in Canada! At the present time, the project he has described in his report will help to fill the gap between the demise of the Canadian Engineering Heritage Record and the work expected from the New Heritage Committee of the Engineering Institute of Canada, which is in the process of being set up.

As the Richardson report shows, the business of inventory-taking in industrial archaeology can be pursued quite efficiently using the summer help of University students and a technical consultant. The students themselves need not know a great deal about engineering. But the project director, doubling as the consultant, needs to know his way through the thickets of government financial support programs for summer jobs, and especially during times of spending restraints in the public sector.

The Americans have, once again, shown us the way as far as the actual inventorying is concerned. We need not feel badly about this. There will be things we can teach them when we have the necessary experience. And, in any case, one of the lessons of industrial history is that you should be wary about the re-invention of the wheel, unless you can design a very much better one.

As a mechanical engineer, I would like to see future projects of the kind described by Richardson take more time to seek out mechanical artifacts, and receive financial support for preservation - by the appropriate specialists - and the eventual display of them in the museums that are springing up in so many places these days.

The Dean of Applied Science at Queen's who supported the Pilot Project should be commended. Richardson does not name him. However, for the record, we should know that he was Dr. Robert J. Uffen. Not only do we need more Richardsons in Canada, we need more Uffens!

In his report, Richardson speaks of the problems involved in getting those knowledgeable about inventory items to tell their stories. He describes these problems sympathetically, not critically. Quite recently, I experienced at first hand the interview conducted by one of my family with the owners of a heritage house and the enthusiasm that built up as they described the 120-year development of the structure and its contents. Such enthusiasm is the result of attention being paid to heritage houses. I hope that the work of George Richardson and his 1979 team will help to foster a heritage-type of enthusiasm in more districts of Eastern Canada - and even in the West! Here, perhaps, is something the Engineering Institute Committee can do right away.

- Andrew H. Wilson
Ottawa

RECENT PUBLICATIONS RECENTES

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Graeme Wynn, "Late Eighteenth-century Agriculture on the Bay of Fundy Marshlands," Acadiensis 8:2 (Spring 1979), 80-9.

Aviation:

James Dow, The Arrow. Toronto: James Lorimer, 1979.

Larry Milberry. Aviation in Canada. Toronto: McGraw-Hill-Ryerson, 1979.

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