

Lardas breaks down the weapons used by the Japanese to defend against TF38, firing a barrage of information regarding guns, their calibre, the ammunition used, and how they compared to American weapons (28-30). On the same page, he refers to Japanese guns, cannons, and shore-based artillery pieces in millimetres. Halfway down the page, he switches to Japanese anti-aircraft artillery measured in centimetres, and then again in inches, all in one paragraph. The confusion and irritation caused by this issue was enough to make me put the text down and walk away from it several times in frustration.

I had two other concerns with this text. The first is the overwhelming amount of information regarding aircraft and their weapons as well as shore-based installations, such as anti-aircraft guns. Lardas goes into unnecessary detail when describing the technical aspects. Why it was important to know that the “5in./38cal gun ... had a shell weighing 55lbs of which 7.1-8.5lbs was the bursting charge. It could fire 15 rounds per minute and had a 37,200 ft ceiling and had a distance of roughly 8.5 miles” (19). Information such as this is strewn throughout so much of the text that it becomes less about TF 38 and instead, has become a quick but unnecessary reference of the military capabilities for both the American and Japanese forces. In such a short book, the amount of information is overwhelming, especially without any historical analysis.

Task Force 38's contribution to ending the war in the Pacific is a history that has extraordinarily little written about it and Lardas should be applauded for writing such a text where sources are extremely limited. Unfortunately, his fixation on technical minutia has severely restricted his examination of the true impact of TF38's efforts to retake the South China Sea.

Among the drawbacks to this text are the absence of a bibliography, the omission of citations, inconsistent nomenclature, and too much extraneous information that has no bearing on the study of TF38 and its importance to the war effort. Moreover, it lacks the kind of in-depth historical analysis that would be considered valuable to an academic study of TF38. I feel that Lardas' *South China Sea 1945* has missed the mark on what could have been a great resource for academics and general readers alike.

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Jean Leclerc. *Le Saint-Laurent et ses pilotes 1805-1860*. Ottawa, ON: Leméac, www.lemeac.com, Vol. 12, No. 2, 1990. 232 pp. illustrations, maps, tables, appendices. CDN \$32.95 paper; ISBN 2-7609-1934-x.

At more than 13,000 kilometers, Quebec has the third longest coastline,

after Newfoundland and Labrador and British Columbia, of all the Canadian provinces. In spite of significant stories to tell concerning resource development, transportation, marine safety, and other aspects of nautical history, Quebec and its relation to the sea has not been a major subject for historians. Further, what research and writing that has taken place is almost exclusively in French, so it is not surprising that so few volumes have come to the attention of Anglophone nautical historians. This is unfortunate as Quebec maritime history has great importance for the whole country, not just Quebec.

Central to this shared legacy is the St. Lawrence River, which was, and continues to be, the gateway to the continent with water connection deeply into the central and mid-western areas of both Canada and the United States. Donald Creighton's *Commercial Empire of the St. Lawrence* set the tone for economic history for more than a generation of historians.

The Gulf and estuary gave the appearance of safety for ships and passengers. During the golden age of passenger steamers, some lines would advertise that their ships from Britain to Quebec would spend only four days at sea. The other two days of the voyage were spent in the supposedly safe and sheltered Gulf and River Saint Lawrence. What that message concealed was that the last two or three hundred miles of the voyage would be spent in a dangerous river channel with tricky navigation, strong tides and currents, imperfect navigational aids and concerns with ice and fog. This area, the gateway to a marine route deep into the North American continent, is the subject of two related and important volumes which have, to great measure, been overlooked in the marine literature of North America.

The author, Jean Leclerc, was, until recently, a professor of history at Laval University in Quebec City and the two volumes represent an impressive grasp of the importance of the river below Quebec, but more specifically, how the mechanisms leading to the safe navigation of the river have developed between the first arrival of settler societies and the mid-twentieth century. A third volume by the same author covers the development of pilotage between Quebec and Montreal in the nineteenth century.

The first volume noted here, *Le Saint-Laurent et ses pilotes 1805-1860*, covers the period beginning with the establishment of Trinity House of Quebec, an establishment modeled on the similarly named British organization which provided safe navigation services in the British Isles. Trinity House Quebec regulated the traffic on the St. Lawrence, looked after light houses and other aids to navigation, served as a court for criminal matters on the river, and issued pilots licenses. The volume has excellent coverage of the development of these obligations but ends prior to 1886, when many of the responsibilities were re-assigned to the Quebec Harbour Commission and others assumed by the Dominion government. The treatment of the technological development

of light houses and improvements to other aids to navigation is a fine study of an important subject in its own right. The early to mid-century period under examination in this study is also one in which the port of Quebec made the transition from sail to steam and also developed as both a commercial and ship-building centre. The story of the physical evolution of the port underscores the importance of an approach from the perspective of historical geography which often characterizes the writing of history in Quebec and which is frequently overlooked in the rest of the country. The latter part of this volume, as the title suggests, concentrates on the development of pilotage on the river. Here Leclerc traces the evolution of pilotage from a loosely regulated collection of individual service providers to a professional organization. He minutely examines the establishment of “La Corporation des Pilotes pour le Harvre de Québe et au-dessous” which serves as the bookmark closing the volume. The story of the evolution to greater management and self-regulation of pilotage provides the core of Leclerc’s study and is a precursor to the second book.

The second volume, published almost a decade and a half after the first, expands the period covered to two centuries but reduces the scope of study to focus more on the development and management of pilotage, rather than a general overview of commerce and shipping. After a brief discussion of pilotage in the French period, the intensive analysis begins with the enactment of legislation in 1762 controlling pilotage. This concentration on the organizational history sets the theme for the rest of the 856-page volume. It is, however, far from a narrowly prescribed corporate history. Leclerc dives deeply into the lives of the pilots themselves, examining just how they did their work, the pilot stations from which they operated, the vessels they used, the training they received, and the waters on which they sailed. No detail, it seems, is too small to be included. As with the first of his volumes, *Les Pilotes du Saint-Laurent*, contains an impressive quantity of tables and appendices. At times, the detail seems to overwhelm the analysis and the book is intimidating in its specificity.

Although aged, the two books are not dated, nor has there been any significant research in this area since their publication which would supersede Leclerc’s work. A comparable volume might be Theodore Karamanski’s 2020 volume, *Mastering the Inland Seas*, which discusses some of the same historical developments with reference to navigation on the Great Lakes but pays lesser attention to the role played by pilots. Leclerc’s works remain the authoritative coverage of the link between the ocean and the river and the role pilots played in making Quebec and Montreal leading Canadian ports. The 2004 volume appears to still be in print but there are other modes of access. The two volumes reproduce, without significant alteration, the master’s and doctoral dissertations of the author and in fact the two are easily available

in their pre-publication format at the Canadian theses site of the Library and Archives Canada, [Theses Canada](https://theses.canada.ca/).

These volumes bring together an impressive compilation of information from primary sources, so impressive as to have use as reference works. One barrier to their use as such is the absence of an index in either volume. This lack is offset to a limited extent by the use of a very detailed outline / table of contents which eases the task of finding where a particular aspect might be found.

Overall, these two studies should be considered among the more important works published in any language on the maritime history of Quebec. Their rich detail enables the reader to use them to move far beyond the concentration on pilotage and they provide, as does the river St. Lawrence itself, a channel leading to a better understanding of the nautical history of the entire region.

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Frederick C. Leiner. *Prisoners of the Bashaw: The Nineteen-Month Captivity of American Sailors in Tripoli, 1803-1805*. Yardley, PA: Westholme Publishing, www.westholmepublishing.com, 2022. x+311 pp., illustrations, maps, notes, bibliography, index. US \$35.00, cloth; ISBN 978-1-59416-386-9.

For nineteen months between 1803 and 1805, over 300 American sailors and marines were held captive in Tripoli as a result of their frigate, the USS *Philadelphia*, running aground at the entrance to that port's harbour, and its eventual surrender, amid a conflict referred to as the Tripolitan War or First Barbary War. Though this long-forgotten struggle in America's early days as a naval power has attracted recent attention from scholars, the experiences of these captives have gone largely untold. Engagingly written and thoroughly researched, this book has much to offer. It vividly reconstructs the events leading up to the captain's momentous decision to give up his ship, its crew's lives in captivity, and their various outcomes, all within a broader consideration of the Barbary War and nineteenth-century American foreign policy and seaborne power.

A primary attraction of this study is its well-seasoned author, for Leiner demonstrates a clear command of the topic and source materials. His second study to focus on America's conflict with the Islamic Barbary powers, this latest contribution nicely complements his previous scholarly treatment of America's return to North Africa in 1815 in a successful campaign to end once and for all what had become a decades-long struggle. This examination provides additional context for the latter episode, while delving deeper into