

(dup)

PRESENT  
PAST        FUTURE

# the trident

CENTRE FOR N.F.L.B. STUDIES  
JUL 1 1998  
UNIVERSITY OF NEWFOUNDLAND

The Newsletter of the Newfoundland Historic Trust

Spring Edition 1998

**In this issue:**

<b>Greetings from the President</b>	<b>page 1</b>
<b>The Year in Review</b>	<b>page 1</b>
<b>The Newfoundland Outport</b>	<b>page 2</b>
<b>Heritage Day Celebrations</b>	<b>page 4</b>
<b>The Old General Hospital</b>	<b>page 5</b>
<b>Harbour Grace Walking Tour</b>	<b>page 7</b>
<b>Newfoundland on the Web</b>	<b>page 7</b>

**Year in Review: Past President's Report**

**Kerry Gosse, Past President, NF Historic Trust**

In 1966 a small group of people wanted to save a tiny church in Quidi Vidi from demolition. They were successful and that was the beginning of the Newfoundland Historic Trust. By the 1970's the Trust had broadened its aim and began lobbying Government for heritage legislation and giving public lectures. The seventies also brought the publication of a "A Gift of Heritage" and "Ten Historic Towns". The Soutcott Awards were established in 1983 and the Heritage Foundation of Newfoundland and Labrador in 1984. The nineties began with projects in the education area such as the Heritage Brochure and the Time Capsule project.

This past year, 1997, we hosted the 17th Annual Southcott Award Ceremony and produced a special issue of the Trident to highlight the awards. We are still working toward a reprint of "A Gift of Heritage", and have approximately 200 copies remaining from the last printing of "Ten Historic Towns", presently on sale. This year the Trust became involved in a project similar to that tiny church project, thirty one years ago. In July of 1996, the Trust began talks with the provincial government with the hope of acquiring the badly neglected Newman Vault building on Water St. It was our intent to restore the building for the interpretation of the pre-1843 Vaults, and as a home for the Trust. In April of 1997, the provincial government gave permission to start, and through the kind support of a number of agencies the Trust was financially ready to begin restoration this past June. At the end of one year we have stabilized the building. We estimate that this project will take three years to complete.

We are sorry to say the one of the founding members of the Trust, Kay McCallum, passed away in the past year. She was instrumental in the establishment of the Trust with it's original goal to save Christ Church in Quidi Vidi. She remained an active member of the Trust throughout the years and will be sadly missed.

**Greetings from the President**

**George Courage, President NF Historic Trust**

In the coming year, the Newfoundland Historic Trust is involved in a number of events and activities which members will be invited to attend. The first will be on Heritage Day, Monday, February 16th, when the Heritage Foundation of Newfoundland and Labrador will be having a ceremony to plaque a number of buildings which they have designated. This will be an opportunity to see pictures of some of the fine heritage buildings in the Province. There is further information on this event in this issue of the Trident.

A port tasting will be held in conjunction with the Opimian Society this Spring. It will be held either in the Newman vaults or close by, with a tour of the vaults. As we have for the past fourteen years, the Trust will present Southcott Awards, to persons who have restored heritage properties, on the St. John's Day weekend. So I would encourage you to renew your membership if you did not do so in the fall because our invitations will be based on our current membership list.

In order to keep you informed on heritage activities it is planned to publish at least three issues of the Trident this year. If you have any information or articles you would like to see included please contact Dale Jarvis, Trident Editor, at 739-1892, or at the address given in this issue.

## The Newfoundland outpost: the unsaleable tourism product

Gregory J. Ashworth, Professor of Heritage Planning, University of Groningen, Netherlands

The world-wide growth in heritage tourism presents destinations with three main issues: the resource identification, the product commodification and the market multi-selling problem. The first poses questions about the nature, characteristics and recognition of a heritage resource; the second examines how such a resource is activated and assembled in resource combinations to produce tourism products; the third accepts that tourism is only one use among many and thus the same resources may be used in different products and the same products sold on different markets.

Since the late nineteenth century Newfoundland has offered two main tourism products one derived from the physical geography of indented rocky coast and barren interior, the other from the economic, settlement and cultural geography. The first has been commodified as 'wilderness' providing health and spiritual advantages: the second was the self-conscious reinvention of the Newfoundland tradition of simple fisherfolk. Neither are Newfoundland inventions although few places have become so dependent upon the idea, as both an export product and, even more important, for the shaping of local own identities. Both 'wilderness' constructed from nature, and 'folk' constructed from culture can be traced to nostalgic romantic reactions to nineteenth century industrialisation and urbanisation as well as the rise of ethnic nationalism which needed the identification of ethnicity as a basic prerequisite.

The two are combined and expressed in the single powerful idea of the outpost. Prosaically this is just a settlement adaption to a physical environment and to an economic function which resulted in settlements with distinctive physical forms, a fishing dependent economy, and a cohesive local society whose isolation nurtured and then preserved 'folk' characteristics of language, custom and music. This association between a concept of culture and a particular settlement form has grown into such a

potent symbol of 'authentic' Newfoundland for both residents and tourists that for both, 'the "real" Newfoundland is the outports and their people' (Overton, 1980:106). For the former its continued existence is a reminder of the resilience of the 'fighting Newfoundlander' in the face of climatic, economic and political hardship. To the tourist the romance of the outpost is a combination of the visibly picturesque and the socially quaint. The world-wide success of the novel, 'The Shipping News' (Proulx, 1993) is just the most recent projection of this romance (generating a 'Proulx tourism') and follows earlier biographies (Mowat, 1972; 1989; Macfarlane, 1991) describing 'the last stronghold of non-industrial values'.



The demand for this tourism product clearly exists and for most visitors the experience of the outpost is an essential component of the visit without which the 'real' Newfoundland has just not been experienced. The problem facing the tourism industry, however, is that this product is effectively unsaleable. The difficulty lies not in the untenability of, 'the idea that Newfoundland culture is out there in the outports and that it has certain essential characteristics once and for all' (Overton, 1996:

17) nor the intrinsic deception of 'staged authenticity' (Cohen, 1979). It is that the 'authenticity of the experience' has to be preserved by a voluntary suspension of disbelief on the part of the consumer and an extreme skill and sensitivity on the part of the tourism producers and promoters.

The defining characteristic of an outpost is physical isolation while the activation of a resource for tourism depends on physical access for the tourist. The presence of the tourist is not only a threat to the continuing existence of the resource, it is a sign that the resource, sensu stricto, no longer exists. Of course in practice such a position can be modified and outports classified according to their type or degree of accessibility. Public transport is scarce, neglected by the provincial government and ignored in tourism information, resulting in a tourist

dependence on the motor-car, either brought on the Marine Atlantic ferry (accounting for around one-third of visitors) or hired on the island, both of which are expensive, raising the costs of the outport as tourism product. Most tourist accommodation is found either in the towns (dominantly in St John's) or in motels along the major highways which have been constructed largely through the uninhabited interior of the island rather than through the coastal settlements. Thus even if tourists can be brought to the outports, they have only limited possibilities for remaining over-night. The provincial government has encouraged 'hospitality home' development and O'Dea (1984) has made a plea for the establishment of a chain of outport 'Heritage Inns'. However outport accommodation marketing is generally not through the official tourism channels.

There are four main solutions to the problem of commodifying the outport for tourism.

#### 1) The souvenir outport.

The outport's cultural resources can be consumed as either folkcraft or nightlife, elsewhere. In St. John's this tourism experience is spatially concentrated into the well-defined area of central Water Street and Duckworth Street, including the restored 'Murray Premises' speciality shopping Mall, and the interconnecting passages between the two. This area is now almost exclusively occupied by souvenir/craft retailing and food and drink facilities. In such retailing the production process and even the producer is as much on display as the product itself. The food and drink establishments stress combinations of elements drawn from the British 'pub', the waterfront seaman's tavern, the 'celtic caile' and a newly discovered Newfoundland gastronomy (cod's tongues, seal flipper pie, moose stew, cod 'n brewis etc). All are simply marketing variations on the theme of the outport, its people, music, crafts, food, drink and visual image. The tourist can thus buy the product without the inconvenience of physical transport.

2) **The urban outport.** St John's has expanded to incorporate former outports which retain their physical forms which are now scrupulously preserved. The 'Battery' and Quidi Vidi village provide the physical experience of the outport, although gentrification of these desirable properties excludes the social dimension of what otherwise is a virtual outport experience within strolling distance of

the major hotels.

#### 3) The outport heritage trail.

The recognition that a single outport is unlikely to detain the visitor longer than an hour, that accommodation is likely to be elsewhere and that the car is the favoured means of transport, has led to the promotion of 'heritage-tourism routes' linking sets of outports sometimes with the addition of an historic, scenic or ethnic appellation ('The Captain Cook Drive', 'Marine Drive', 'The French Islands Drive', 'The Irish Loop Drive' and the like). One fundamental difficulty of the 'heritage routes' is that being road oriented, they contradict the basic patterns of geographical accessibility that they are endeavouring to exploit. Traditional regionalisation, being water oriented, focused upon the bays but the heritage regions being created focus instead upon the peninsulas. The three most developed of these are all relatively close to St John's and the eastern end of the island. The Avalon Peninsula, indented into what amounts to four separate peninsulas, is

the most accessible and developed offering a

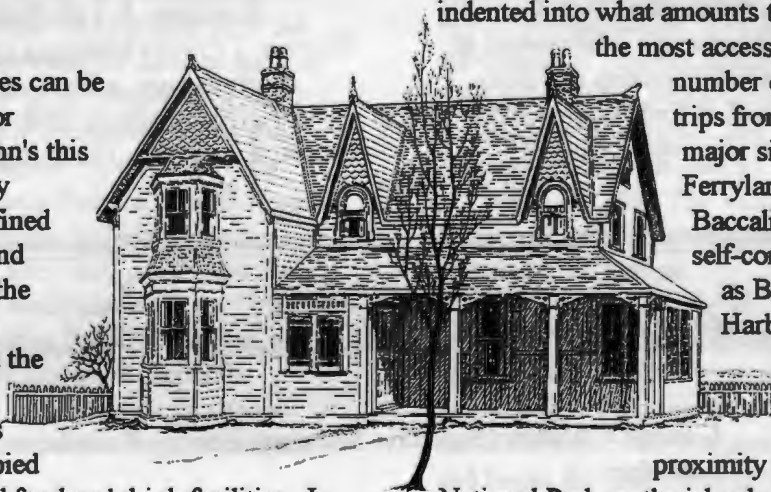
number of circuits for day or weekend trips from St John's that includes the major sites of Argentia, Placentia, Ferryland and Trepassy. The Baccalieu contains some of the most self-consciously pretty villages such as Brigus, Cupids, Carbonear or Harbour Grace. The Bonavista Peninsula is less accessible but has the notable towns of Trinity and Bonavista and

proximity to the most accessible

National Park on the island selling a combination of maritime history, whales and scenic interiors. The Burin Peninsula is the least accessible and frequented despite the potential attractions of Grand Bank, the south shore ferry at Bay L'Argent and the ferry for the French islands at Fortune.

#### 4) The developed outport.

St. Pierre has a similar physical setting and settlement history to other outports with the exception of the single distinguishing characteristic of being the last political remnant of French North America. This alone has determined that its development is quite unique. The concentration of national government investment, together with its gallic characteristics has resulted in few of the outport attributes remaining extant. It has three main tourism products: the excursion potential of the 'island off an island' phenomenon, the attraction to 'collectors' of countries, and most important the selling of a 'little bit of France' in the New World to neighbouring markets,



combining foreign exoticism with proximity and North American cultural familiarity. Such a development path is just not an option for the rest.

The above inventory of the marketed heritage outports includes only a small percentage of the total, neglecting almost completely the Great Northern Peninsula and the Western Shore, the South Shore between Port aux Basques and Harbour Breton and the highly indented North Shore. However the outports here sold to tourists tend either be ancillary to scenic drives or are served, if at all, by provincial spurs off the Trans-Canada Highway.

The outport is thus a highly flexible product range which can be sold to both residents, legitimating their place identities and to visitors as a defined brand-image, an on-site experience and portable souvenir. It is, in these respects, a relatively problem free tourism product range in Newfoundland. The difficulties lie mostly in rendering accessible what is by its nature inaccessible. This is compounded by the inability to finance the development of a supporting infrastructure of sufficient quality to sustain and expand the possibilities as well as find the exploitable markets in competition with spatially better favoured

areas. In other words the tourism industry echoes so much of the history of Newfoundland in general, namely a richness in the resource base is unlikely to be transformed into rich economic gains for the inhabitants.

#### References

- Cohen, E. (1979) A phenomenology of tourist experiences Sociology 13 pp179-209
- Macfarlane, D. (1991) Coming from away Macfarlane, Walter and Ross, Toronto
- Mowat, F (1972) A whale for the killing McClelland and Stewart, Toronto
- Mowat, F (1989) The New Founde Land McClelland and Stewart, Toronto
- O'Dea, S. (1984) Architectural heritage of the Newfoundland outport: a preservation development strategy based on tourism
- Overton, J. (1980a) Promoting the real Newfoundland: culture as tourist commodity Studies in Political Economy 4 115-37 106
- Overton, J. (1996) Making a world of a difference: essays on tourism, culture and development in Newfoundland ISER, MUN St. John's
- Proulx, E.A (1993) The shipping news Touchstone, New York

---

---

## *Heritage Day Celebrations: Monday, February 16th, 1998*



**George Chalker**, Executive Secretary, Heritage Foundation of Newfoundland and Labrador

Heritage Day Celebrations will take place February 16th, 2-4 pm at the EB Foran Room, City Hall, City of St. John's. For the first time since its creation by Heritage Canada in 1974, Heritage Day will see eight heritage organizations come together at City Hall to celebrate.

This year the Heritage Foundation of Newfoundland and Labrador decided to initiate festivities on Heritage Day that directly reflected on the City of St. John's and the mandate of the Foundation: to stimulate an understanding of and an appreciation for the architectural heritage of the province and to support by way of grants the preservation of those structures. Commemorative plaques will be presented to over 20 owners of Registered Heritage Structures within the City of St. John's.

Heritage Canada will also participate by presenting their 1998 Heritage Day Poster. The chair of Heritage Canada, Shane O'Dea, will be in Yellowknife, and in his absence, Ruth Canning, previous vice chair of Heritage Canada will do the honours.

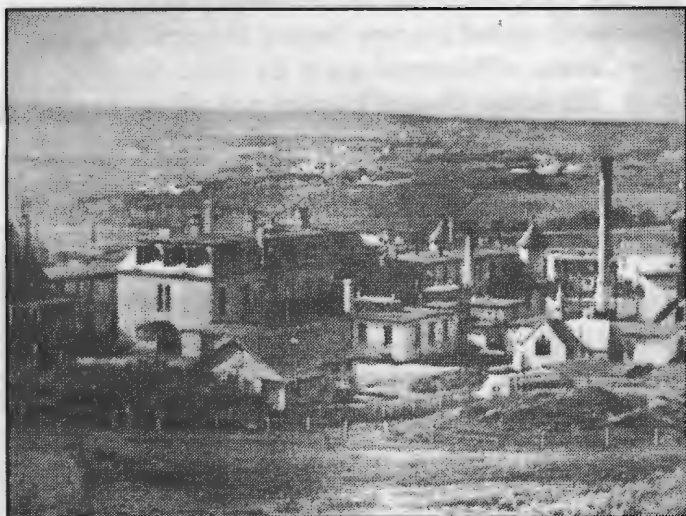
The Newfoundland Historic Trust, Parks Canada, the Newfoundland Historical Society, Newfoundland Historic Parks Association, the Newfoundland Museum, and the Newfoundland and Labrador Genealogical Society are all expected to participate and have displays on their various organizations. An invitation is extended to all members of the Newfoundland Historic Trust to come celebrate Heritage Day, 1998.

## Heritage Buildings Report: The General Hospital, St. John's

Janet Story, Lillian Stevenson Nursing Archives/Museum

The foundations on which the General Hospital were laid go back to well over 150 years. The need for a General hospital was first raised in 1808, but it was not until 1813 that a building was erected under the chairmanship of Doctor William Carson. The Riverhead Hospital as it was known was used until 1888 when it had become uninhabitable and a menace, so that it was burnt under the direction of the Fire Brigade. In 1870 when the battalions were withdrawn from St. John's the military hospital was turned over to the Government. It was fit only for temporary use so the Riverhead hospital continued to be used.

The military hospital built in 1851 is one of the oldest buildings left standing in St. John's. It is of heavy stone construction and was built by the workers who built the Anglican Cathedral, the Roman Catholic Basilica and the Colonial Building. From 1871 to 1874 renovations and additions were carried out and it became known as the Forest Road or Quidi Vidi Hospital. In the 1880's the name was changed to the General Hospital. Patients were admitted in 1874. The renovations included a hot air furnace, installation of toilets, a kitchen, pantry and linen rooms. There were still many inadequacies in the Hospital and in his 1879 report Dr. Charles Crowdy, the first Resident Medical Superintendent requested "separate surgical wards so that doctors could operate in a proper operating room, rather than in a ward with other patients and behind a baize screen."



The Old General Hospital



Agnes Cowan

In 1893 Agnes Cowan died. She had been Matron of the Riverhead Hospital from 1861 and had moved to the General Hospital in 1871. After her death a group of her friends founded the Cowan Mission. They raised funds for a suitable memorial to her in the General Protestant Cemetery. The Cowan Mission Ladies were promoters of the General

Hospital and they proposed that as a mark of Queen Victoria's Jubilee a woman's ward in the hospital would be an appropriate memorial. The Cowan Mission was successful in raising enough money by public subscription and private donations to cover the cost of a ward. From the women of Newfoundland came \$4715.81; Mrs. R.G. Reid gave \$5000; \$4000 from the estate of Miss Isabella Alexander of Bonavista; and \$5000 from the government. The cornerstone was laid on June 24th 1897 and opened in August of 1898. The Victoria Wing has two wards, Victoria for the Queen and Alexander for Miss Alexander's donation.

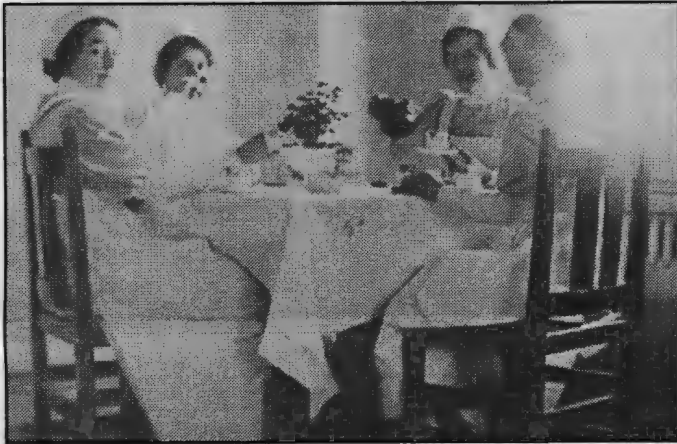
In 1903 Miss Mary Southcott was appointed Superintendent of Nurses and one of her first priorities was to start a Training School for nurses. Consequently she chose two of the Hospital staff and two from outside and began the first Training School in Newfoundland. The first graduates completed their training in 1906. Miss Southcott knew that a residence was an essential part of the training, and at the time the nurses were housed on the Alexander Ward in less than ideal conditions. Miss Southcott had graduated from the London Hospital in 1901 and had the privilege of meeting with Florence Nightingale, so she was a firm believer in Miss Nightingale's method of training nurses.

Recommendations for a residence finally came in 1911 when the corner stone was laid and the following year it was opened



Mary Southcott

and named The King Edward VII Residence. There was accommodation for 42 nurses. The Sisters or Head Nurses occupied the first floor while the nurses (students) had rooms on the second and third floors. There was a sitting room and a dining room complete with white linens for the tables.



Tea Break - Nurses Dining Room c.1915

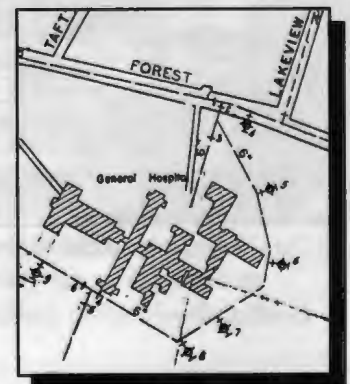
In 1909 four wards were opened. The increase in demand for hospital care and advances in surgery and anaesthesia put heavy demands on the existing building. The Victoria Wing had a small operating room but it could only be used when conditions were suitable and recommendations for a proper operating room had been made time and again. The new building had a proper Operating Room, a surgeon's change room, a sterilizing room and a room for anaesthetics. The surgical patients were on the same floor as the Operating Room so that clean and septic cases could be separated. These wards, four of them were named for Agnes Cowan and three doctors who were prominent in the hospital, Dr. William Carson, Dr. Charles Crowdy and Dr. Henry Shea. Following the move of the General Hospital to the Health Sciences Centre in 1978 the old wards were no longer used for patients but from 1981 to 1997 Cowan Ward housed the Lillian Stevenson Archives/Museum, a project of the School of Nursing Alumni begun in 1981 to commemorate the 75th Anniversary of the School of Nursing. Lillian Stevenson of Harbour Grace graduated from the School in 1921 and worked in the hospital for many years during which she collected papers reports and artifacts, which became the nucleus for Archives/Museum. Unfortunately, despite efforts to save the old historic wards they were demolished in the fall of 1997 to make space for a new heating plant for the L.A. Miller Centre.

There were no new buildings at the General until 1939-1940, when a new nurses residence was opened. In addition to rooms for the graduates and students, it had the

first proper school. The basement had a classroom, demonstration room, library, diet kitchen and a recreation room. The first instructor was appointed in 1935. Miss Mona Smith a graduate of the school taught nursing, while as had been the practice over the years the doctors taught medicine, surgery, obstetrics and other subjects needed. The nurses were supervised on the wards by the Head Nurses. This system of training nurses continued until the 1950's when Newfoundland became part of Canada and there were opportunities to observe methods of nurses training in Canada.

Despite no new buildings the General offered Surgical and medical care in 128 beds. In 1921 the first artificial limb department was set up in the basement of Carson Ward. Two veterans of the First World War, Richard Tilley and Richard Walsh were sent off to learn how to make prostheses. The next new building for the hospital was opened in 1947 and brought the bed capacity to 350. The new wing had an Operating Room Suite, a new cafeteria, kitchen, laboratory, physiotherapy and X Ray departments and a Central Supply Room opened to sterilize surgical trays for use on the Wards. Following Confederation, a number of additions and improvements were made to the General. The Canadian Navy Hospital on Forest Road was given over to the General for use for Orthopaedic patients. The Fever Hospital became part of the General in the 1960's. A Veterans Wing was added in the early 60's and a newer diagnostic and treatment wing came in 1961. At its peak the General had close to 600 beds. In 1967, with the Medical School beginning at Memorial University of Newfoundland, there was a need for a dedicated Teaching Hospital. Discussions between Memorial, the Government and the General Hospital Corporation resulted in a new General Hospital being built on the Campus of Memorial and in the Health Sciences Centre. The former General Hospital was named the Dr. L.A. Miller Centre for convalescent, rehabilitation and the Veterans Wing recently renamed the Caribou Pavilion. The older buildings are vacant and await other uses to preserve their antiquity.

The General Hospital is now part of the Health Care Corporation of St. John's. The School of Nursing will graduate the last class in June of 1998. The history of both are intertwined and preserved in the Lillian Stevenson Nursing Archives/Museum in pictures and records.

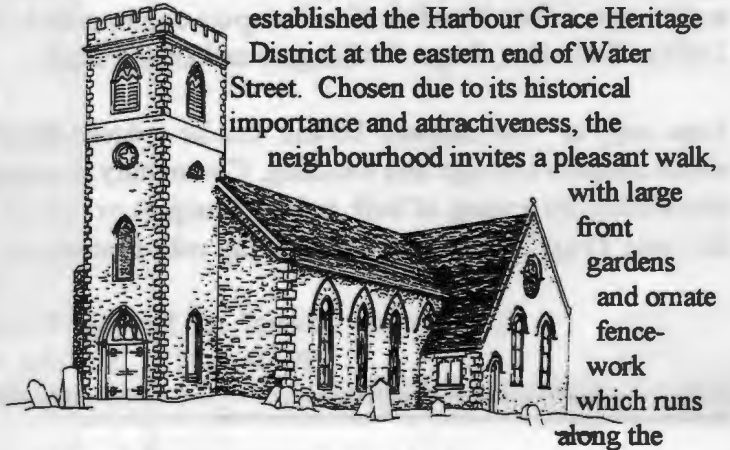


### Old General Hospital Timeline

- 1851- Military Hospital built on Forest Road
- 1852- Patients from Old Garrison Hospital transferred to Military Hospital
- 1871- Hospital transferred to local government
- 1874- Reconstruction of existing building with accommodations for staff (3 wards with 20 beds). New wing added with 2 large ward of 15 beds and 2 small isolation wards
- 1876- New wing added. 1874 wing taken over for administration and women's ward
- 1877- Morgue constructed
- 1879- Ice house constructed
- 1886- New wing added
- 1897- Queen Victoria Wing added, with Victoria and Alexander wards, and operating ward
- 1903- Nursing school started
- 1906- Fever Hospital constructed - First nursing class graduates
- 1909- Carson, Crowdy, Shea, and Cowan wards added
- 1912- Nursing Home constructed
- 1938- Nurses Home extension constructed
- 1997- Carson, Crowdy, Shea, and Cowan wards demolished.
- 1998?- Military Hospital, Victoria Wing, and Nurses Residences slated for demolition...

### Harbour Grace Walking Tour

In 1992 the Heritage Foundation of Newfoundland and Labrador, and the Town of Harbour Grace, established the Harbour Grace Heritage District at the eastern end of Water Street. Chosen due to its historical importance and attractiveness, the neighbourhood invites a pleasant walk,



with large front gardens and ornate fence-work which runs along the front of the properties. To enable visitors to Harbour Grace to take full advantage of the beauty and history of the District, the Heritage Foundation of Newfoundland and Labrador has put together "The Harbour Grace Registered Heritage District Historic Walking Tour". The self-guided tour, prepared with the financial assistance of the Dr. Helen Creighton Foundation, is in the form of a brochure, and provides the walker with historical info about the various heritage buildings within the District, including St. Paul's Church, pictured above. The brochure will be made available at various locations in Harbour Grace, including the B&B's within the District and the Conception Bay Museum. Interested people may also contact the Foundation at (709)-739-1892.

### Newfoundland on the World Wide Web

<http://www.avalon.nf.ca/heritage/trust.htm>

#### The Newfoundland Historic Trust

To start this issue's listing, this is the current home of the Newfoundland Historic Trust in cyberspace. Look here for updates on Trust events, press releases, notices, and submission deadlines for the Trident. This page has been set up through the Heritage Foundation of Newfoundland and Labrador, and includes a link to their site.

<http://www.delweb.com/nfmuseum>

#### The Newfoundland Museum

The homepage of the Newfoundland Museum has information on the Museum's different branches, information on tours, notification of special events, hours of operation, publications, and current and new displays and exhibits. Currently on display at the Newfoundland Museum is a life jacket from the Titanic, along with a new underwater archaeology exhibit.

If you have Newfoundland heritage internet site that you think would be of interest to readers of the Trident, E-mail the editor at [heritage@avalon.nf.ca](mailto:heritage@avalon.nf.ca)

**For Sale: Ten Historic Towns**

The Newfoundland Historic Trust, in cooperation with the Heritage Foundation of Newfoundland and Labrador, is offering for sale its remaining copies of "Ten Historic Towns". This soft cover publication features the drawings of artist Jean M. Ball and introduction and text by Shane O'Dea. The book highlights the heritage architecture of ten Newfoundland outport communities: Ferryland, Placentia, Brigus, Harbour Grace, Carbonear, Trinity, Bonavista, Fogo, Twillingate and Grand Bank.

Your copy of "Ten Historic Towns" can be ordered directly from the Heritage Foundation for a cost of \$17.00, which includes postage and handling. Community museums or gift shops should contact the office for information on pricing of bulk orders. Cheques or money orders should be made out to "Newfoundland Historic Trust". Send your order along with payment to:

"Ten Historic Towns" c/o Heritage Foundation of Newfoundland and Labrador  
PO Box 5171, St. John's, NF Canada A1C 5V5

THE TRIDENT. SPRING EDITION 1998.  
EDITOR: DALE GILBERT JARVIS

*The Trident* is the newsletter of the Newfoundland Historic Trust, an organization dedicated to the preservation of the built heritage of Newfoundland and Labrador through research, advocacy and education. *The Trident* and its contents are copyrighted by the Trust and may not be copied or reproduced without permission. The opinions contained in articles in *The Trident* are those of their authors and are not necessarily those of the Newfoundland Historic Trust. Correspondence and submissions may be addressed to:

Dale G. Jarvis, Editor, *The Trident*, PO Box 5171, St. John's, NF, A1C 5V5

The Newfoundland Historic Trust  
P.O. Box 2403  
St. John's, NF A1C 6E7

Deadline for Submissions for next issue: April 1st, 1998

**Membership Form**

Fees are \$10 per person, \$20 per family and \$35 for groups, institutions and organizations. Please clip and complete the following form and mail with cheque for membership payable to "The Newfoundland Historic Trust" to The Newfoundland Historic Trust, PO Box 2403, St. John's, NF A1C 6E7

Name: \_\_\_\_\_ Occupation: \_\_\_\_\_

Address: \_\_\_\_\_

Town/City: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Telephone: (h) \_\_\_\_\_ (w) \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Internet Home Page Address: \_\_\_\_\_

Are you interested in serving on any of the Trust's committees (Board of Directors, Southcott, Publications, Public Relations)?  
If so, please indicate: \_\_\_\_\_