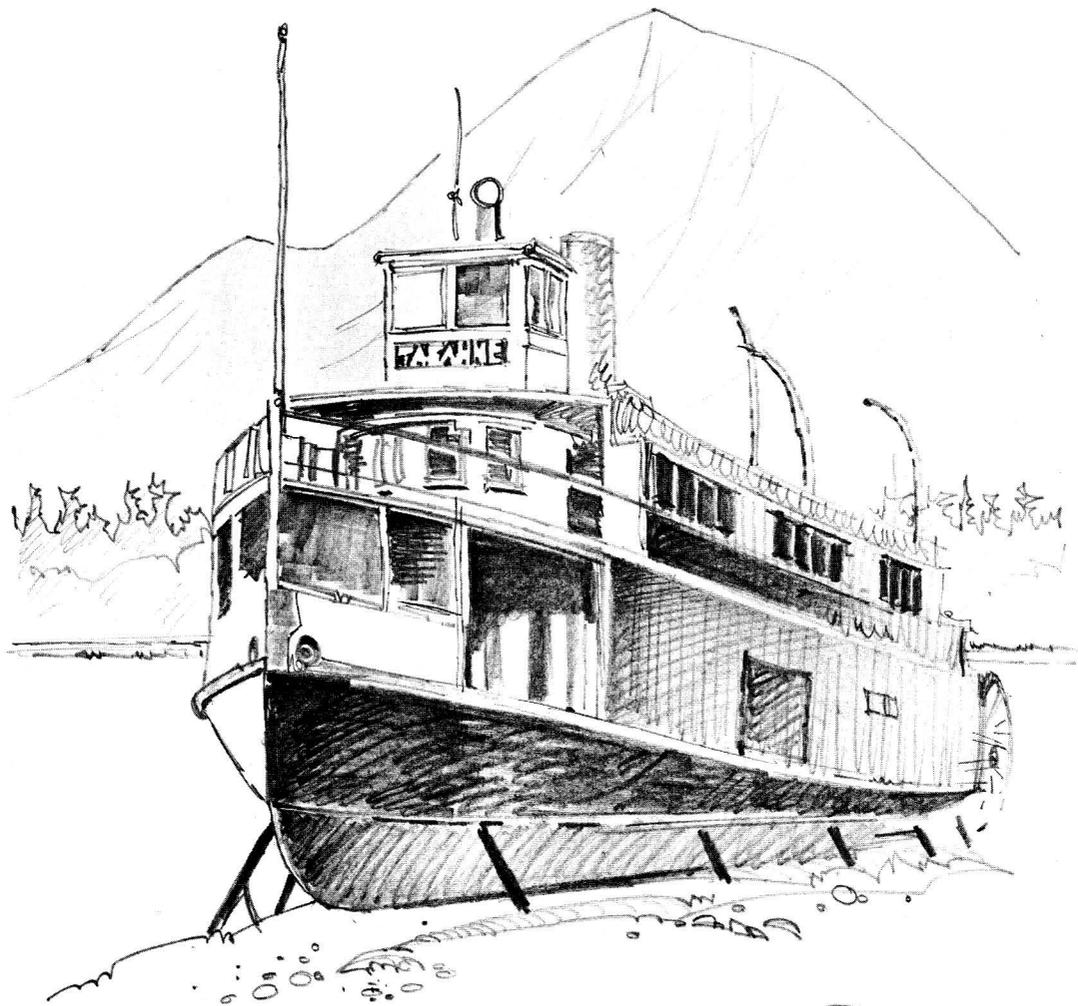


B.C. historical NEWS

APRIL 1974



ATLIN B.C.

Robert Jones

BRITISH COLUMBIA HISTORICAL NEWS

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N.B. DEADLINES FOR SUBMISSIONS: The 10th Day of Month of Issue.

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***** B.C.H.A. CONVENTION, CRANBROOK - REGISTRATION FORM	Back cover

The cover series for Volume 7, drawn by Robert Genn, is focused on the newest affiliates of our Association. This issue salutes Atlin with a picture of an old sternwheeler. Would any of the Atlin members like to identify it?

EDITORIAL

In a space of just six days the Vancouver Sun has come up with the following headlines:- "Old City Museum faces threat" - April 3rd; "Rathie dealt wharf plan 'death blow', says Pendakur" - April 6th; "Buildings worthless" - April 8th; "Fisherman's wharfsite 'fire-trap', says 1973 report made by fire chief" - April 9th.

Now all this journalistic effort regarding the fate of some of Vancouver's historic buildings points out the need for some kind of united effort on the part of the various levels of Government. The April 3rd headline regarding the old Carnegie Library building at Main and Hastings indicates that the Vancouver City Council wants to now demolish a building covered by the Historic Sites Protection Act of 1972, on which they had voted a year ago to spend \$697,000 for renovation. They now think it would be better to tear it down and put up another more utilitarian building at a cost of \$900,000. This, of course, is only an estimate and estimates are usually doubled to arrive at actual construction costs. Some bright individual on the city board of administration says "The building cannot be regarded as an architectural gem". He no doubt considers the two new monstrosities at Granville and Georgia to be "architectural gems". The last and most appalling suggestion is that they ask Provincial Secretary Ernie Hall to grant a demolition permit. How can a body display so much incompetence and then ask one man to be a sacrificial lamb for them?

The next three headlines concern the demolition of buildings on a docksite at the foot of Columbia Street, and within the confines of Gastown, which have been ordered to be demolished by the National Harbours Board, a Federal Government agency. A few years ago Gastown was declared a Historic Site and all its buildings were protected by the Historic Sites Protection Act. Now it appears that the buildings to be demolished had been considered as a possible site for use as a proposed fishermen's wharf by Alderman Pendakur, head of the City's Waterfront Committee. There is neither space nor time to go into all the 'sordid and tragic details' contained in this affair, but it did involve the Federal Government, through the jurisdiction of the National Harbours Board, the civic government of the City of Vancouver through Alderman Pendakur, and the Provincial Government indirectly through a report made by the B.C. Research Council on February 11th 1972, and a report by A.T. Walker, an inspector with the office of the Fire Marshal, Dept. of the Attorney General.

It is unbelievable that so much time and effort is wasted because there has been an absolute lack of any communication between these various Heads of Government, and also a complete divergence of opinion with regard to this property. How then can we poor unfortunates in the B.C. Historical Association from all over this province, hope to save anything of our heritage unless we keep ourselves well informed of what is worth keeping, whether it be in Atlin, the Kootenays, or the far reaches of Vancouver Island? It is imperative that we keep ourselves fully informed at all times and make the proper authorities aware of our opinions when they indulge in such capricious acts against our best interests. It is only by this means that we as an Association can fully discharge our responsibilities.

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SOCIETY NOTES AND COMMENTS

Note: Society's Secretaries are reminded that the deadline for submissions is the 10th of the month of issue of the News.

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GULF ISLANDS At the first meeting of the year which was held on Saturna Island on March 10th, Mrs Beth Hill gave a lecture on petroglyphs, a rock art carried on by B.C. Indians on the west coast and in the interior. Areas where the petroglyphs have been found are Bella Coola, Port Neville, Jump across Creek, Jack Point at Nanaimo, West Coast Trails, Sooke, Thetis Island, Georgeson Bay and Helen's Point on Mayne Island. Mrs Hill has written, with the help of her husband, a book on petroglyphs which will be called "Spirit in Stone", which should be in the bookstores in the near future.

WEST KOOTENAY The February meeting took the form of an "Old Time" meeting, at which students from J. Lloyd Crowe Senior Secondary School and Trail Junior Secondary School recorded the stories on tape. Storytellers of the evening included Mrs J.H. Young who came to Trail in 1895, Miss D. L. Schofield whose family arrived in 1899, and Mrs A.R. McCarthy who was born and raised in Trail. At the Annual General Meeting in March the following officers were elected: Mr A.K. Macleod, Pres.; Mr M.R. Landucci, Vice-Pres; Mrs Ralph Cook, Sec. Treas.; Miss Vivian Swanson Programme Chairman; Miss Erica Johnson, Phoning Committee. The speaker of the evening was David J. Williams, Chairman of Aviation Technology at Selkirk College. He showed slides and spoke of his experiences as a commercial bush pilot in North-western British Columbia, the Yukon and Alaska.

NANAIMO Mr Ken Baxter, Instructor in Anthropology at Malaspino College, spoke at the February meeting on the customs and culture of the Coastal Salish Indians. In March the Vice-President, Mr Len Nicholls, spoke on his visit to South America last year when he visited sites both ancient and modern in Brazil and Peru. He illustrated his talk with slides showing the fascinating and colourful village and town scenes, the ancient church architecture and the excavated Inca sites high in the Andes. At this meeting, which was the Annual General Meeting, Miss E. Norcross was reelected President, Mr Len Nicholls and Mrs Isabel Rowe Vice-Presidents, Mrs Pamela Mar Secretary, Mr Harold Haworth Treasurer.

The Society is sad to report the death last month of Mr R. Edwards, a former President of the Society.

PORT ALBERNI In February the Society was addressed by Mr Bud Frost, former member of the B.C. Provincial Police and now Conservation Officer. His father had been policeman and Indian agent in Alberni in the early 1900's. Mr Frost told of the men who policed this area up to the time of amalgamation of the Twin Cities, and reminded his audience that the Provincial Police were organized 15 years before the R.C.M.P. As Conservationist he had penetrated many rarely visited areas of the Island, and his slides were of wild life and land endangered by the encroachment of industry. In March Col. G.S. Andrews and Major George Nicholson gave a talk entitled "Cassiar Commentary", which was a distillation of trips made into this little known corner of the province from before World War II to the present.

VANCOUVER On February 27th an address was given by Deryck Holdsworth, a graduate student at U.B.C., who spoke on "California Bungalows and the Architecture of Vancouver" to a joint meeting of the Vancouver and Burnaby

Societies. On March 27th Vic Waters spoke on "Vancouver Radio in the 20's". This was followed by the Annual General Meeting at which 60 new members were reported to have joined. New executive includes: Robert Watt, President; Angela Thacker, Vice-Pres.; Charles Maier, Treas.; Sheelagh Draper, Sec. On April 6th the Incorporation Day Dinner was held at the Stanley Park Pavilion, attended by over 80 people. The Society presented its first award of merit to the University Women's Club of Vancouver for their contribution to historic preservation in Hycroft. The banquet speaker was Mr J.D. Herbert, Director of the Centennial Museum.

The Society notes with regret the death of Mr Frank Edwards, a long-time member of the Vancouver Historical Society, and a former President of the World Ship Society of Western Canada.

VICTORIA Member James McCook entertained the Victoria Branch at their February meeting by a recount of his research on the eating habits of early fur traders and travellers in the great Northwest, under the title, "High Living on Western Trails". Professor Sydney G. Pettit of the History Dept., University of Victoria, speaker at the March meeting, presented an interesting review of the activities of Captain Edward Langford during his tenure as Bailiff of the Hudson's Bay Company farm at Esquimalt, usually referred to as Colwood Farm.

* * * * *

B.C. BOOKS OF INTEREST, by Frances Woodward

- ABRAHAM, Dorothy. Hoots from a brown owl. Victoria, 1973. 16 pp.
- ADAMS, John W. The Gitskan potlatch: population flux, resource ownership and reciprocity. Toronto, Holt, Rinehart & Winston, 1973. 132 p. \$2.95.
- AFFLECK, Edward L. A history of the Institute of Chartered Accountants of B.C. Vancouver, E.L. Affleck, 1973. 36 (14) pp. illus. \$2.00
- ATKINSON, Kathy, and others. As it was - Mission City and district. Tsawwassen, Simple Thoughts Press, 1973. 105 pp. illus.
- CHANCE, David H. Influences of the Hudson's Bay Company on the cultures of the Colville District. Moscow, Idaho, Northwest Anthropological Research Notes, 1973. 166 pp. illus. (Memoir No. 2)
- CRAMOND, Mike. A bear behind; illus. by Helmut Hirnschell. Vancouver, Trendex Publications, 1973. 209 pp. illus. \$5.95.
- CZOLOWSKI, Ted. B.C. calling; N.Van., Tad Pub. 1973. 144 pp. illus. \$5.95.
- Vancouver calling; N.Van., Tad Pub., 1972. 96 pp. illus. \$4.95.
- Victoria calling; N.Van., Tad Pub., 1973. 94 pp. illus. \$4.95.
- DAVIS, Chuck. Chuck Davis' guide to Vancouver. Vancouver, J.J. Douglas, 1973. 226 pp. illus. \$2.95,
- GEOLOGICAL ASSOC. OF CANADA. Cordilleran Sect. Vancouver geology; a short guide.... prepared by Dr Gerhard H. Eisbacher. Van. 1973. 56 pp. illus. \$1.00.
- LAZEO, Laurence Andrew. Lost treasure in B.C.: a history of lost mines & buried or sunken treasure... Burnaby, Western Heritage, 1973. 48 pp. illus. \$1.00.
- LIDSTER, Norman. No time for why. Vancouver, Versatile Pub. 1972. 235 pp. \$4.45.
- McLOUGHLIN, John. John McLoughlin's business correspondence, 1847-48; edited by Wm R. Sampson. Seattle, U. of Wash. Press, 1973. 256 pp. illus. \$12.50.
- McNAUGHTON, Margaret. Overland to Cariboo.... introduction by Victor Hopwood. Vancouver, J.J. Douglas, 1973. 176 pp. illus. \$6.95.
- NORTH, George. A ripple, a wave: the story of union organization in the B.C. fishing industry. Van., Fisherman Pub. Soc., 1974. 57 pp. illus. \$5.
- PATERSON, T.W. Murder: brutal, bizarre and unsolved mysteries of the Northwest. Victoria, Solitaire Pubns., 1973. 72 pp. illus. \$1.95.
- PAUL, Virginia. This was cattle ranching yesterday and today. Seattle, Superior Pub., 1973. 192 pp. illus. \$13.95.

- OBERG, Kalervo. The social economy of the Tlingit Indians; foreword by Wilson Duff. Seattle, U. of Wash Press, 1973. 144 pp. illus. \$8.50.
- SCOTT, Jack. Sweat and struggle: working class struggles in Canada, Vol. 1, 1789-1899. Vancouver, New Star Books, 1974. 209 pp. illus. \$6.00.
- TAPPAGE, Margy Augusta. The days of Augusta. Vancouver, J.J. Douglas, 1973. 79 pp. illus. \$6.95.
- VENTRESS, Cora. Peacemakers of the North Peace. Fort St. John, 1974.

* * * * *

JOTTINGS

From the Vancouver Sun, April 8th in Letters to the Editor was a letter from Dr G.P.V. Akrigg, "I was saddened to read of the decision to change the name of Kinbasket Lake to McNaughton Lake". Dr Akrigg gives the history of the naming of Kinbasket Lake by Walter Moberly more than a century ago, for an Indian Chief of the Shuswaps, whom he encountered shortly after crossing the Columbia River. In Moberly's account of the episode, "We ran many rapids . . . then came to a lake which I named Kinbasket Lake, much to the old chief's delight". Dr Akrigg says "Fortunately there is a simple solution - Let it (Mica Creek Dam) be renamed McNaughton Dam and let old Chief Kinbasket keep his lake". - - - - - How do you feel about this Golden? Do you think Dr Akrigg's suggestion is a good one and are you as a Society going to do anything about it? (Ed.)

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In Vol. 3 No. 2, February 1970 the News published an article by Michael Robinson entitled "Rose Skuki", which was her account of her life in the Lytton district. At that time all that was known of her birth was that she was born in the 1870's. It is with regret that the News notes her passing at the age of 95, in a private hospital in Surrey. She died on March 22nd and is survived by a grandson, Corby, and a granddaughter, Mrs Mary Williams, and three greatgrandchildren. Internment took place in the Indian Cemetery at Lytton.

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From Vancouver member John Raybould comes a News Release from the Dept. of Recreation and Conservation - "Cole Island to become part of Fort Rodd Hill National Historic Park". Cole Island, one of the few remaining historic sites of Esquimalt Harbour still accessible to the public, is a rocky outcrop, 150 yards by 75 yards. It served as a naval power and munitions magazine from 1860 to 1938. It could be shelled only from within the harbour and was far enough from centres of activity that little damage would result from accident or sabotage. Also included in the park is the Fisgard Lighthouse.

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A letter from Toronto asks "Could you tell me how to find one or two owners of former one-room school houses in B.C. that are being used as dwellings, community halls, stores, or whatever? We are not looking for schools that have been professionally restored for museums." Please write to the Editor of the News if you have any information.

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BOOK REVIEWS

MAPLE RIDGE, a history of settlement, edited by Sheila Nickols, et al. Produced and published by Maple Ridge BRAnch, Canadian Federation of University Women; available by mail order from Municipal Hall, Maple Ridge, B.C. 120 pp. 1972. \$3.50.

Time rolls its ceaseless course. The race of yore,
That danced our infancy upon their knee,
And told our marvelling boyhood legends store,
Of their strange ventures happ'd by land or sea,
How are they blotted from the things that be!¹

It is true that the various B.C. anniversaries of recent years have witnessed the publication of several local histories, but one can only wish there were more before it is too late. Of the first settlers along the banks of the lower Fraser not one remains, and the second generation who remember them are dwindling fast.

One splendid example of what could be done is the work of the ladies of the Maple Ridge Branch of the Canadian Federation of University Women. Fourteen of them, all resident in the area, have done an excellent job of inquiry and research into the settlement and development of their municipality, interviewing over a hundred long-time residents, reading some twenty books of local and provincial history, studying all the local memoirs and manuscripts they could find (amazingly, it was more than a dozen), and examining minutely local and other newspaper files, Council, School Board, Agricultural Association and Consumers' Cooperative minute books, church and school records, directories, tax rolls and land registries. Local resources were supplemented by others found in New Westminster, at the University of British Columbia, in the Provincial Archives and even the Devon County Library in England.

From the materials thus harvested, six of the women, Sheila Nickols, Ed., Violet Bokstrom, Isabelle MacDonald, Grace Mussallem, Daphne Sleigh and Margaret Smith, have written a logically arranged and highly readable "history of settlement". The book opens with a chapter on the beginnings of settlement, down to the mid-'eighties and the coming of the railway. From there to recent times there is a separate chapter for each of the seven communities which make up the municipal district: Haney, Hammond, Albion, Whonnock, Ruskin, Yennadon and Webster's Corners. The ninth chapter seems at first glance almost out-of-place: "The Finnish People of Webster's Corners". It was written in English by Violet Bokstrom, but based on a Finnish work of a year or so earlier, written by Minda Katainen in response to local urging that this early Twentieth Century social experiment - it was an offshoot of the idealistic Sointula community of the 1890's on Malcolm Island in the Queen Charlotte Strait - should be recorded while some of those who had participated in it from its beginning in 1905 and of whom only four now survived were still there with their memories. It was Mrs Bokstrom's presentation of this essay, a complete entity in itself, that inspired her fellow University Women to undertake the larger project. The remaining three chapters return to the municipality as a whole in specialized treatment of Schools, the Abernethy and Laugheed Logging Company, and Municipal Affairs.

There are two further items one could wish to have had included, both suggested by that chapter on the Finnish community. Its ethnic character reminds

¹. Scott: The Lady of the Lake, Canto Third, opening lines.

one that there were numerous Japanese farmers in Maple Ridge, especially in the inter-war decades; its socio-economic aspect recalls an earlier similar, but decidedly English, community, Ruskin, named after the English essayist, John Ruskin, art and social critic. But why ask for the moon? The Japanese community could only be done from Japanese sources, and the people concerned left no records and in the early 'forties were forcibly scattered far and wide. The ladies have done the best they could in the circumstances. Practically all that is locally known about the Ruskin experiment is included in the chapter by that name, and it is doubtful whether anywhere, even in England, any further record will now be found.²

Slips, of course, were bound to occur. It is too bad, for example, that William Henry Newton, whose widow, Mrs Mohun, was a partner in the Hammond real-estate "development", was not mentioned along with the other Hudson's Bay Company people who were the very first to take up agriculture in what was to become Maple Ridge. Primarily an agriculturist, he began his successful farm at Keatsie while still in charge at Fort Langley, where he was credited with bringing the company's agriculture to its maximum development just on the eve of the Fraser River Gold Rush and consequent settlement. Both he and his wife do figure elsewhere later in the book.

"Wife" brings us back to the fact that this is a work of women, excepting only the maps - a most valuable feature! - which are mainly the work of Francis Sleigh, M.R.A.I.C., and the printing (lithograph) and binding done by the Fraser Valley Record of Mission City. Printing errors are rare and the pictures - another valuable feature - are clear and well placed. The feminine touch is most gratifying in that it gives more than the usual cursory attention to home and social life, the interests of children, and the importance of pioneer women who, as one of them wrote in her memoirs, "left more comfortable conditions . . . and came with husbands and families into the forests, lived in little cabins that were not even weather-proof, did without, . . . lived far from each other, tried to keep the children fit . . . far from a doctor, . . . helped clear away the brush and plant some domesticated tree or bush, walked long distances to church, . . . were kind and hospitable . . . They held the fort, stayed on the place, and made new homes".³

2. I could, however, add one small note from personal experience. In 1912 or 1913 I and my younger brother explored, as boys will, a tall timber industrial structure on the abandoned Ruskin site. It was only about eight feet square, the equivalent of four or five storeys high with a series of stairways winding to a platform at the top. The central space, four feet square, was clear from a hole in the top platform to a lined cistern at the bottom. After discussing it with our father we concluded that it was most likely a shot tower. From what I have seen and learned of shot towers since, though they were all of masonry, I have no doubt we were right. When and why was it built? How much was it used and when abandoned? I have never seen or heard any mention of it since.

3. Quoted from the memoirs of Mrs Alex Stevenson at p.8.

John Gibbard.

Mr Gibbard is a member of the Vancouver Historical Society.

MISSION ON THE FRASER: Patterns of a small city's progress, by John Cherrington. Vancouver, Mitchell Press, 1974. 214 pp. illus. \$4.25.

For several reasons I could hardly wait to read John Cherrington's Mission on the Fraser. I wrote my 1969 U.B.C. graduating essay on the history of Roman Catholic Missionary Effort and Indian acculturation in the Lower Fraser Valley between 1860 and 1910. I became fascinated with the story of the Stalo peoples, Saint Mary's Mission and the district and city which grew up there in the late 19th century. As a teacher of local history at Douglas College, I naturally welcomed Cherrington's book. I hoped it would be a resource for my own research, for student essays, for student and amateur history field trips and projects. Mission on the Fraser destroyed each of these expectations. So deeply did this book disappoint me that, as I read it over, I asked myself why I had ever or could ever have entertained such hopes of a local history. Probably it was because Mission on the Fraser sits on my bookshelves next to Maple Ridge: a History of Settlement, a history which is serving as a cornerstone for community-wide involvement in Maple Ridge's centennial year celebrations. I have strong doubts as a student, teacher and lover of Mission local history that Cherrington's Mission on the Fraser could ever serve such purposes.

Any student of Mission area history would be frustrated reading this book, which lacks maps, footnotes and bibliography to explain and support its text. Cherrington might have easily included photocopies of old Mission area maps or even a modern road map. As a U.B.C. history graduate he should not easily have excluded references or a source list from a history book, even a popular one. Perhaps Mitchell Press's neglect of the editorial responsibilities of publishing lies behind these omissions and helps to account for those in proofreading and indexing. Errors in spelling and typography abound in Mission on the Fraser, e.g. Premier "Davey" on p.41 and "Davis" on p.48 for Premier Theodore Davie; Solon "Law" for Solon Low on p.166; "that it" for that is, on p.206. The index omits reference to Cherrington's comments on berry farmer Shook employing Doukhobors from the Kootenays as pickers during World War I (p.83); Japanese and "Hindu" families moving into the region in the 1890's (pp. 70, 73, 157, 158); the government's establishing of a special hospital camp for transients with venereal disease at Deroche during the 1930's (p.136); or Halford Wilson's propaganda against the Japanese in 1942 (p.159). The photographs lack sources and the caption for two pictures is inaccurate, "Early views of Mission City (about 1907)". Actually the top photograph was taken after 1912, which is why it shows John Gibbard's boyhood home in the foreground. However, according to Professor Gibbard the picture was printed backwards. Why was Gibbard not hired as publisher's reader by Mitchell Press for this work? If these technical criticisms are too minor to justify Mitchell Press's hiring publisher's readers for popular local history books, other major criticisms of Cherrington's book centre on his selection and use of source material.

Personally, though I may find it flattering that Cherrington lifts so much from my U.B.C. graduating essay on Roman Catholic missionary effort and Indian acculturation in the the Fraser Valley for his first chapter on the history of Saint Mary's Mission, it is painful to find an interpretation arrived at after long research and discussion with Father G. Forbes, o.m.i., garbled to such an extent. Cherrington incorrectly implies that Oblate missionaries opposed agricultural and industrial training for Indian youth at Saint Mary's Mission School (p.7), and incorrectly states that the school was as "crowded as ever" in the 1900's (p.73). He does not mention the

Sisters of Saint Ann whose work at the mission schools was crucial to their limited success. He overlooks the early Methodist competitors of the Roman Catholic missionaries in the valley and the persistence of Stalo or Lower Fraser Valley Indians' social and religious ways, particularly winter dancing, as factors which worked against the Catholicization and assimilation of Fraser Valley Indians.

Cherrington's selective interpretation of Indian and missionary history in his first chapter is a good overture to the rest of his book, its sources and biases. Although the title and introduction announce its contents as "patterns of a small city's progress", Cherrington writes a traditional chronicle of Mission district's past rather than an objective social history. Why? He seems to have based his work on a few standard printed sources, some unacknowledged selections from theses, his university lecture notes, a little reading of the Mission City newspaper and discussions with a small number of "pioneer" citizens. He does not seem to have even wanted to consult the rich variety of sources available to the modern local history researcher, especially the university trained one with access to archives, libraries, etc. John Cherrington would have written a different, a better history of Mission had he studied maps of the district, oral history, and photograph collections, the Weekly Columbian, cemetery headstones; or had he conferred with those studying the ethnic and architectural heritage of Fraser Valley communities.

If Cherrington had read more widely, his history would be a more objective interpretation of Mission's past and would promote community wide understanding of that past. He only hints at the Chinese, Japanese, East Indian, French Canadian, or Russian pioneer contribution to the development of Mission, for example the importance of East Indians in forest industries. He consistently employs but does not explain terms like "Jap" and "Hindu". He does not clarify why a Chinatown existed in Mission City or why the Japanese were evacuated from the area in 1942. Members of Mission's Liberal, Social Credit and New Democratic party organizations will find his discussion of their predecessors' destructive role in local political history no less mystifying and no less discomfitting. On page 134 Cherrington lumps together "Russian Communism", "Social Credit" and the C.C.F. as some of the radical solutions advocated by "political activists" for the "militant" unemployed during the 1930's. Cherrington treats the activities of "feminists and hippies" (p.187), women and youths even more rudely than he does those of ethnic groups or non-Conservative political groups. Women are frequently objects of his jokes and young people the objects of his sermonizing asides on the moral decline of contemporary society. His narrow political interpretation of Mission area history implies that its progress from wilderness to suburban city came mainly from the efforts of "rugged individualists", White Anglo-Saxon Protestant and Conservative males. He thus slights the contributions made to that progress by Indian or European wives and juvenile relatives, Oriental labourers, and non-Conservative politicians.

Some parts of Cherrington's narrative do indicate the contribution he could make to a rounded interpretation of the history of Mission and district. He does discuss the history of municipal administration and graphically describes what the Depression and the 1948 flood meant to city fathers and the whole community. However, his bias leads him to neglect aspects of Mission history which make it an interesting contrast with that of neighbouring municipalities in the Valley, for example, the importance of women in municipal politics. One would think such aspects should have been discussed in a local history written by a university history graduate who has been a candidate for political office himself. Even if Cherrington's political preferences kept him from discussing these kinds of questions he might, for the sake of scholarly and

popular audiences, have listed further readings on Mission history which do discuss them.

Other students wanting to study Mission area history, teachers wanting to explain it to their classes, and amateurs wanting to get involved in history field trips or preservation projects will find this book a disappointing interpretation of, and a frustrating source on the growth of Mission City and district. It is local history in its older, smaller style, political chronicle. Perhaps it will provoke a more modern, a more generous and useful interpretation of Mission's history in the context of Fraser Valley history and social history in general.

Jacqueline Gresko.

Mrs Gresko is Vice-President of the Vancouver Historical Society.

* * * * *

THE OVERLANDERS AND OTHER NORTH THOMPSON TRAVELLERS, by Mary Balf. Kamloops Museum, 207 Seymour St., Kamloops V2C 2E7, 1973. 15 pp. illus. \$1.00 + postage.
 THE MIGHTY COMPANY: KAMLOOPS AND THE H.B.C., by Mary Balf. Kamloops Museum, 1973. 15 pp. \$1.00 + postage.
 SHIP AHOY! PADDLEWHEELERS OF THE THOMPSON WATERWAY, by Mary Balf. Kamloops Museum, 12 pp. 1973. \$1.00 + postage.

The Kamloops Museum Association had a difficult task ahead of them when they decided to choose three topics on which to publish informative booklets available to Museum visitors. Mary Balf, their very active curator had these published in the summer of '73.

"The Mighty Company": J.J. Astor's Pacific Fur Company was bought out by the North West Company in 1813, one year after both had set up rival trading posts at the site of present Kamloops. In 1821, the Hudson Bay Company and the Nor-Westers amalgamated, retaining the former name and all employees. Murder of one Chief Trader, the 'accidental' killing of another, and a near Indian uprising all added to the excitement of this interior trading post. We are told of the men who served there, their lives through the time of fur trading, the New Caledonia brigade trail days, the Gold Rush days, and the surveying of the C.P.R., until "the glamour of the fur-trade yielded to the efficiency of a modern establishment".

"The Overlanders" The North Thompson River route from Kamloops going north and east to the pass through the Rockies known as Tete Jaune Cache was first used by the Indians. Mary Balf tells us of the white men who have used this route. First came the fur traders, followed by the miners in the '60's, then the Overlanders. This is an excellent overall view of the diversity of that long journey. A small hunting party following in 1863, found they were hunting out of necessity, not pleasure. The choice of the Roger's Pass for the C.P.R. meant rejection of the Yellowhead. It was not until 1915 that this route became known for comfortable travelling, not until the Canadian Northern Railway adopted the route.

"Ship Ahoy" This tells the story of the best available form of transport for passengers, mail, provisions, coal and timber, before the C.P.R. took over the task. "In 1885 steamer transport was at the height of its glory on the Thompson waterways." This romantic form of travel appealed to Governor-General and Lady Dufferin; Van Horne, Onderdonk and Trutch; Bishop and Mrs Sillitoe. From the Marten to the Spallumcheen, Lady Dufferin to the Peerless, Mrs Balf describes the lives of these steamers including at times the sad obituaries. Most of the paddlewheelers were primarily designed for passengers but they were "doomed to extinction". Talking of the Thompson, built in 1895, Mary Balf

says, "... she had to swallow her pride and turn to logging," and this was the way with many of Thompson's sisters.

Mrs Balf gives us a feel for the times, plenty of detail and amusing anecdotes. The presentation is pleasing, the coffee-coloured covers providing an antique background for two excellent photographs and the reprint of an old map. A more detailed map might have provided more interest but the lack of it is more than certainly due to the limited resources with which these booklets were published at all. They add favourably to the growing libraries of British Columbia.

Nina G. Woolliams

Mrs Woolliams, of Douglas Lake, is a member of the Mamloops Museum Association.

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NEW WESTMINSTER: THE EARLY YEARS 1858-1898, by Alan Woodland. New Westminster, Nunaga Pub. Co. 1973. 72 pp. illus. \$3.95.

Alan Woodland's book is the latest 'look' and I mean 'look' at the short and colourful past of the Royal City. Being largely visual, it has none of the tedium one often associates with the history studies of early youth. Brevity is the keynote. In this age of the quick acting capsule approach to life it is indeed a capsule history giving almost instant relief to those with a history deficiency.

The reviewer would have liked some small additions. The inclusion of more and clearer maps so that present day New Westminster might be superimposed thereon and the current backdrop of concrete jungle rolled up, if only in the mind's eye, to reveal the exact location of this or that building.

We all forget so quickly. Some of us remember the old gaol as it was. (See fig. 102). The wooden bridges on Clarkeson Street that spanned the ravines that in the beginning ran down to the river, are only memories. We are no longer certain where they really were, or if they really were, or are they but dreams? A map or two would brighten the fading memory, but then perhaps there are none.

The work consists of 72 pages with 118 illustrations. Key links have been skillfully lifted from the chain of events that resulted in the New Westminster of 1898. The political manouvering and controversy that developed between the colonies of B.C. and Vancouver Island is covered in the brief text, often with humour. The rivalry was frequently demonstrated in the press of the day, as is shown in many quotes. As there was no gaol prior to 1861, all prisoners were housed in Victoria, which gave the Columbian a chance to make reference to "a small island on the Pacific coast, lying to the West of us, which we heretofore used as a penal colony".

Pictures, which make up 80% of the book, emphasize people. The hardships, the hopes, the ambitions, the pleasures are all here. The efforts to create a social order in the wilderness are illustrated in fine old photos of ox logging at Fraser Mills, of the cricket team, of an early May Day, of soldiers, steam boat captains, of community picnics and finally the tragedy and disaster of the great fire with its example of courage and fortitude in the rebuilding.

This book not only merits a place on the shelves of the public libraries, the schools and the lay historian, but should also find a place in the barber shops, the doctor's and dentist's offices, among the tattered remnants of Playboy, Time and 1968 Reader's Digest, so that the laziest, the most apathetic and even the downright disinterested might glean at a glance, enough to at least appear to know something of our fascinating and colourful history.

Mr Street is Vice-Pres. of the B.C. Historical Assoc.

Frank B. Street.

THE CAPE SCOTT STORY, by Lester R. Peterson. Vancouver, Mitchell Press, 1974. 125 pp. illus. \$3.95.

The Cape Scott area, scene of a little-known and long-forgotten episode in the settlement of B.C. has recently been created a Class A Provincial Park. Cape Scott pokes a fingertip of land into the fierce storms of the Pacific at the northern end of Vancouver Island. It is rated as one of the most scenic and naturally diverse regions of British Columbia's west coast.

This little book is a worthwhile addition to the list of regional histories which have been written in recent years. It is a charming story of pioneers for the casual reader and a valuable reference guide for the serious student of local history.

This is a very personal history. Peterson's family were among the original settlers at the Cape. His parents were the first and only couple to be married in the San Josef church in 1916. He spent his boyhood there and later ran a trapline and paddled the lonely lakes with his partners.

Peterson's family arrived with a group of Danish settlers in 1896. This was during a period at the turn of the century when the federal and provincial governments, desperate for settlers, encouraged groups of settlers to form small colonies on the rugged west coast. The Norwegian settlement at Bella Coola and the Finnish settlement at Sointula remain as evidence of this policy. All suffered from bureaucratic neglect, and though Bella Coola and Sointula survived, the Danish colony at Cape Scott withered and died.

Much of the book chronicles the gradual decline of the colony, despite the herculean efforts of the Danes to keep it alive. The story is rife with broken promises by government officials and politicians. Promised roads, schools, and steamship connections, the Danes had to depend upon an arduous pack trail hacked through forest and muskeg and their own small vessel for supplies. Repeated requests for assistance were ignored. After a dozen years of struggle, the settlers began to move off to more accessible areas around Holberg and Quatsino.

By the 1930's, virtually all the original settlers had left the north end, abandoning many years of work. They had built a dyke to create pasture land, cleared the forest for fields, built houses, a church and a school. Because the government did not build the promised road, the region remained undeveloped, and gradually reverted to its original state. The only relics remaining are the ruined cabins and the flowers that have seeded themselves from the settlers' gardens.

The book has been assembled from archival sources, Peterson's own memories, and recollections of surviving members of the colony. It reflects its piecemeal origin. Often the chronology is vague and confusing. Names and facts seem to appear simply because the author knew of them, and not because they were worthy of record in themselves. Nevertheless, it is a conscientious and painstaking effort to record the fast disappearing pioneer heritage of our province.

R.C.R. Tweed.

Mr Tweed is a member of the Campbell River Historical Society.

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BIRKS' CLOCK

by Doreen Imredy

"If you want to know the time, ask a policeman," runs an old saying. These words are meaningless to-day but in November 1905 they were the first words in a news story announcing that Vancouver would soon have a public clock.

We take public clocks for granted, they are there when we need them. They are placed everywhere for the convenience of the public. We seldom think about the clock when we look, mentally we note the time - we are early or late - we stand waiting at Birks' clock noting the hands moving steadily forward.

A bit of Victoriana in a modern city, an anachronism, even so Birks' clock is one of the few objects which give character to Vancouver.

We will go back to the beginning, when life was much simpler and Vancouver was waiting for the clock to be erected.

George E. Trorey had a flourishing jewellery store in Vancouver. In 1893 he first located at 102 East Cordova, then with the westward move away from Gastown, in 1900 he started another store at the corner of Granville and Hastings where the Royal Bank is located to-day.

For one year he operated the two stores. When business prospered in his new shop, he closed the Cordova Street store. Although he carried a wide range of stock, clocks and watches were his biggest interest. He was the official C.P.R. watch inspector and had as many as ten watchmakers working for him.

As his fifth year in the new location approached and always mindful of good advertising, the idea of a public clock to stand on Trorey's corner was an inspiration. He did not own the building where his store was located, therefore to have the clock separate from the shop was necessary.

Mr Trorey was familiar with the E. Howard and Company of Boston, U.S.A. They were noted not only for their clocks and watches but also for time and combination locks. Whatever they manufactured was of the highest quality.

The city fathers had to give permission for the clock to stand on the curb. This they cheerfully granted and allowed the clock to be placed in such a position as to be seen from either Granville or Hastings Streets. Travellers using the C.P.R. station and docks at the foot of Granville had the added convenience of being able to check the time when approaching the terminals.

Mr Hadden, owner of the building, was making alterations in the basement of the store. The clock would not be placed in position until these were completed at the end of January, 1906.

The clock was manufactured especially for Mr Trorey by the Boston firm. The structure was of ornamental iron work and about twenty feet high, and its four dials were approximately three feet in diameter. The total cost, which seems like a bargain today, was between one and two thousand dollars.

The makers guaranteed the clock would keep exact time to within two seconds per day and it still does so to-day. Although the clock is a manual one, (it is wound with a key), it was fitted with a time light automatically turning off the lamp which lights the faces, at dawn. Also incorporated is a small heating element used during cold weather to offset any dampness that may occur.

The clock originally had the name Trorey on the face. Within a year of the clock being erected, George E. Trorey amalgamated with Henry Birks and Son of Montreal. The Birks company was older than Trorey's by fourteen years although Mr Trorey had a store in Toronto in the 1880's.

In 1909 Birks bought the property on the southeast corner of Granville and Georgia. In the fall of 1912 construction started on the ten storey, million dollar building. When Birks were putting their finishing touches to the new building, they wanted to have the clock, - their local trademark, - moved along to the new store. It must have been a great shock when in May, 1913, permission to move the clock to the new location was refused. In September, of the same year, the city relented, and permission was granted to move the clock. This happened in good time for the opening of the new store on Monday, November 10, 1913.

For several years the two stores were in operation and Mr Trorey stayed on as manager into 1914. The clock by then had become a landmark in downtown Vancouver. Meantime other clocks were erected. The post office clock at Granville and Hastings in 1909 was installed by Birks. 1912 saw the erection of the Vancouver Block timepiece. Although all of these are more visible and impressive as to size, it is Birks' clock which has the affection of Vancouver citizens.

During the Second World War, November 1943, when the fifth war loan was being publicized, the faces of all public clocks in Vancouver were covered with signs, 'Time to buy an extra bond!' It was the photo of Birks' clock which appeared in the paper for the publicity.

Allen Fotheringham, while at U.B.C. in 1952, was kidnapped and chained to the clock when he wrote an article arousing the ire of the engineers.

The clock was still not destined to stand in peace. In 1957 the city works department started to widen Georgia Street. On May 20th the works of the clock were removed to guard them against damage while the blasting was being done in that block. Three and a half months later when the work was completed and the pillar moved six feet nearer the store, the clock was back in operation. People could once more say 'Meet me at Birks' clock'.

Tender, loving care is given Birks' clock as is fitting for an unique 68-year old piece of history. Once a week Birks' watchmaker winds it. Every eighteen months a thorough cleaning of the works is done. Still faithful to the guarantee of the maker, it keeps accurate time.

An early newspaper, the Vancouver World, said in its Saturday, November 25, 1905 issue, "The enterprise of the firm in providing at such cost an addition to what must be properly termed the public convenience of the city is to be highly commended". A sentiment acknowledged to-day by all who check the time by Birks' clock.

This type of clock belongs to a vanishing species. Other cities have legislated them out of existence. The majority of street or sidewalk clocks,

still around, are on the west coast of this continent. Maybe we are lucky here on the coast that we fell behind in modernizing our cities. Some of the buildings and objects which give this city a character are spared the demolition squad. Through the foresight of the sentimental agitators our descendents will be able to meet under Birks' clock.

Mrs Imredy is a member of the Vancouver Historical Society

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BRITISH COLUMBIA'S AIR SURVEY STORY

Part III

by G.S. Andrews.

The year 1936 was historic because it marked the beginning of provincial air photo flying. It happened suddenly, and was not anticipated. The operation was infantile in size, and was by no means pleasing to the eye, but it was destined to take firm root and grow. Late September, an urgent demand for forest cover information of a logged over tract near Nanaimo was passed down the line of command, from high level. No air photo cover existed for it, and I was asked what could be done. I replied that if we could get an aircraft, a camera, some film, and a day or two for installation, we would give it a try. Word of this got to the ear of E.C.W. ("Ted") Dobbin, pilot for the Air Travel & Transport Co. of Vancouver, who combined some skilful lobbying with having an ingenious brother, Frank, who scrounged an old War I air camera and installed it in the company's Waco aircraft, on floats (CF-AZN). For a view finder, I adapted my 9x12 cm Zeiss-Ikon plate camera, frosted glass for the image, with the lens wide open at f4.5. This aimed vertically downward through a small hole in the floor and gave an image of the ground, moving slowly across the plate, as we flew along. It served to show what was being photographed in the large camera, and with a stop-watch, indicated the proper interval between exposures. It also indicated "crab" effect from cross winds. The old air camera operated with an inertia hand-crank device, interval between exposures being governed by how fast the crank was turned. It also had a "suction" back to hold the film flat against the focal plane, vacuum being derived from a venturi tube out in the slip stream. It didn't work too well, so most of the photos were not in sharp focus. However, the overlaps and exposures were mostly O.K. Though horrible in my opinion, the photos did the job, and the urgency was "contained". As I remember, we based the aircraft at Rose Bay in Esquimalt, and it required several flights, with some gaps to be flown later. To and from our base, I used my old Franklin (air-cooled) sedan, and remember how quietly it seemed to purr, returning to town after the sustained roar of the aircraft in flight. This job demonstrated that we could obtain air photos when and where required, and that good results depended on good equipment. The "divine right" of the R.C.A.F. as sole and sacred source of (government) air photos had been challenged, if ever so humbly.

In January 1937, thanks to a small residue from the C.L. Pack bursary, accompanied by my old friend, Frank C. Swannell, B.C.L.S., I attended the annual Forestry meeting in Ottawa, where air survey contacts were renewed and extended. Then at Windsor, I took delivery of a brand new little Ford V-8 "60" sedan, in which we crossed to Detroit, and headed south. At Chattanooga we stopped to see the Zeiss Multiplex stereoplotter in operation at offices of the Tennessee Valley Authority, under direction of Russel K. Bean. Similar contacts were made at New Orleans, San Diego, Los Angeles, San Francisco and Sacramento. The U.S. Geological Survey had a productive air .

survey office at Sacramento under direction of George S. Druhot. Finally at Portland, Oregon, we had another session with Vic Flach and Lage Wernstedt. At this time, Lage was perfecting his new stereoplotter for vertical air photos, ingeniously simple, with provision for tilt and scale adjustments. The mathematics governing his machine were almost identical with those for my plotter, but the mechanics were quite different. Wernstedt and Swannell were close in age and compatible in spirit. A warm friendship with Wernstedt and his family, germinating at this time, was to grow and bear rich fruits in the years following.

On the premise that we could obtain air photos as, and when required, demonstrated in 1936, I submitted a strong and detailed recommendation, 20 March, 1937, that the Forest Branch purchase a modern "Eagle III" air camera outfit, available at modest cost in England. The low cost was partly due to small camera size, taking 5 x 5 inch negatives on rollfilm 55 feet long (115 exposures). It was electrically (and/or windmill) driven, and activated by an intervalometer control unit (E.C.B.), in circuit, which could be set for any exposure interval from, say, 5 to 60 seconds. Photos would be enlarged to 8 x 8 inch (later 9 x 9 inch) prints, comparable with the 7 x 9 inch contact format from American cameras, four times the bulk and weight, and more than twice the cost. The quote for the "Eagle III" outfit was \$1,768, compared to \$3,925 for the Fairchild "K3B" outfit, both f.o.b. factory. With Mulholland's support, the order was duly placed with the Williamson Mfg. Co. in London, who advised delivery could not be expected before late June.

In top priority for the Forest Surveys programme, 1937, were the Queen Charlotte Islands, home of the giant Sitka spruce forests. In 1933-34 the R.C.A.F. had photographed the west coast, from Cape St. James north to Ingham Bay, on Graham Island, including Moresby and associated islands north to Selwyn Inlet. The balance, some 2,200 square miles, about half the total area, was to be our programme, with the new camera equipment, feasible if the equipment was not unduly delayed. The early field season was spent on forest look-out photography, already described, in the East Kootenays, results of the previous year being fully satisfactory. I was glad to have Doug Macdougall again to assist with this interesting work, which lasted till the camera equipment arrived from England, early July. Meanwhile a contract with Air Travel & Transport Co. of Vancouver, for the flying was arranged, with Ted Dobbin to pilot the same little Waco on floats, "CF-AZN".

On arrival of the new camera equipment, early July, the company in Vancouver was alerted to prepare for immediate installation. Here we turn to my Field Diary⁴⁴:

18-VII-37 to 13: VICTORIA - Preparations for QC Project - Check Camera Shipment - Test Electric Drive - Filters not yet arrived from Williamson - Film not yet arrived from Booth.

14-VII-37 WEDNESDAY: Left Victoria for Vanc'r via Sidney-Steveston with car + camera equipment. Lunch Airport.

15-VII-37 THURSDAY: To Airport - Coates Ltd (Cecil Coates) with Camera Eq't. Commence installation in plane.

16-VII-37 FRIDAY: Ilford films arrived Victoria - To airport consulting on installation - Long dist. to Tait (W.R. Tait, Property Clerk, Dept. Lands, Victoria).

⁴⁴. Andrews, G.S. "Air Sur Field - 1937" (Diary), Author's private papers.

17-VII-37 SATURDAY: 2 Rolls Ilford film arr. from Victoria. Purchased K2 and Wratten #12 light filters for 5-inch + 8-inch lenses. To airport - installation continues. Fitted Wratten # 12 gelatin filters into camera, both lenses - seems satisfactory.

18-VII-37 SUNDAY:

19-VII-37 MONDAY: Camera installation proceeding. Plane overhaul not yet complete. Bought Log forms.

20-VII-37 TUESDAY: Airplane ready 3.30 p.m. Rented storage battery. Test-Flight completed 5.30. Leave midnight boat for Victoria. Wired Hodgins about supply of 12-volt Batteries in Pr Rupert. Wired McAllister to prepare for develop. of test film.

21-VII-37 WEDNESDAY: Victoria. Test film developed am. Wire from Hodgins no batteries available in Rupert. Requisition(ed) 3 Continental 12-volt Batteries. Left midnight boat for Vancouver. Test film OK.

22-VII-37 THURSDAY: Left Van'cr 11 am by plane - Dobbin - Mrs D - Barney D - Terry D + GSA with camera, film etc. Weather fine. Lunch Alert Bay - Refuel at Bella Bella. Weather overcast Bella Bella to Prince Rupert. Arrive Pr Rup about 6 pm - Flying time 5 hrs 10 min."

Thus the "QCI" project was launched. I was somewhat taken aback when Dobbin crowded his "Mrs" and the two teen-age boys into the small Waco, along with the impedimenta and myself, perhaps overloading and necessitating the stop at Bella Bella to refuel. At least, the family should contribute to morale, which they did. However, this little trick was typical of Ted's attitude throughout the job ahead. We should be ever grateful for his lobbying skill, tipping support at high level in our favour at a critical time, - and without question he was one of the most skilful "bush" pilots in my experience. He was quite the "glamour boy", I believe he got his "Wings" at the close of the First War, but was too young to go overseas. Our exacting work suffered appreciably from this trait. We had much to learn about air survey flying contracts. This one, beyond the rate per flying hour, was vague in the extreme. Such was my concern for the project's success, however, that I grimly "took it on the chin" to some extent.

Prince Rupert hospitality, extending into the "wee small hours" each morning, was new to me, but "old hat" for Ted who took to it like a duck to water, literally in the liquid sense. This, with notorious Prince Rupert weather, providing excuses not to fly, rather prolonged our stay there. Conditions were good enough the day after arrival to make a "recce" flight over the Charlottes, and the next day to do our first photo-flight over cottonwood stands up the Skeena valley from Telegraph Point to Kitsilas Canyon. My Diary⁴⁴ is descriptive:

"24-VII-37 SATURDAY: Pr Rupert. Ceiling apparent 10,000 ft at Rupert. Weather report from Terrace light cloud at 10,000. Took off 11.42 with Sawyer Hope E.C.W. + G.S.A. for Skeena photography. Flew at 10,000 - light cloud at 12,000. Commenced photo operations at 12.45 . . . Electric control for camera jammed twice on return trips over Terrace - second time could not get it going so operated by wind power + hand release for rest of flight. Possibly one gap on up trip at film change and 2 gaps on down flight when E.C.B. jammed. Should be ample lateral overlap. Camera worked fine in other respects, Light conditions variable . . . Windmill froze again on return trip. On water at Rupert - 15 o'clock.

Opened E.C.B. and got it working again. Apparently a jam in the timing switch. Tested drain on battery with Ammeter - using windmill the E.C.B. drains less than 2 amps, and at shutter release 5 amps for an instant only. Windmill lever free again. Hodgins left 7 pm via C.N.R. Steamer for Van'cr + Victoria. Took Roll # 10 and # 12 with. Plan starting for Pt Clements tomorrow."

After another day's delay we flew across Hecate Strait, with full load, to land at Port Clements in Masset Inlet, Graham Island, about noon, Monday 26 September. The aircraft was moored to a float anchored behind a small breakwater, with room to swing with the wind in a full circle, but requiring a dingy to reach it. Ample accommodation was rented from A.R. Mallory, J.P., Postmaster and Road Foreman, in a separate building on his premises nearby. The Dobbins, en famille, took the upper floor while I had a work room and bunk on ground level. It was only a couple of minutes walk to the B.C. cafe at the foot of the wharf, and operated by a fine old Chinaman, Mah Wing with his huge dog, Billie.

Next day Dobbin was advised by telegram that he and his aircraft were to be temporarily requisitioned to service the Governor General's trip with a large party, into the Tweedsmuir Park area. This was a bitter pill for me to swallow, having strong political astringency. He took off on 5 August and was away till the 29th. Weather was such that during the 25-day interlude we lost only two good photographic days, and possibly three partial days, but we could ill afford even this loss. It was an unforgivable transgression in the sacred air survey credo which was to govern our operations in later years. Meanwhile, I kept busy familiarising myself with the intricacies of the new camera equipment, finalised a detail flight plan for the project, and getting round the countryside, asopportunity. I managed a 10-day visit with Bill Hall and his forest survey party on the M.V. "B.C. Forester" working south of Queen Charlotte City. There I was able to see something of the magnificent Sitka Spruce forests and Allison's logging operations at Cumshewa, all of which was to good effect for subsequent interpretation of the air photos we hoped to obtain.

Immediately after Dobbin's return, we had a succession of six photographic days, but only three were utilized, two being too windy for take-off and one lost by Ted's failure to return from an overnight party at Tlell. I was learning the hard way. A typical diary record follows:

"31-VIII-37 TUESDAY: Another photographic day - ready to start at 7.30 am, with intention of making 2 flights + try to pick up Hall at Cumshewa. Plane not ready to go up till 8.30 am. No evident reason for delay . . . Very strong cross-wind from N.W. interfered with navigating on E-W strips.

Completed strip 6 and camera jammed again on strip 7. Found it to be reduction gear drive; so put in the hand drive . . . winding by hand for remainder of flight. Looped around to get the gap on strip 6. Exposure tally on film magazine functioned improperly causing difficulty checking amount of film used. Electric Control exposure tally also gave trouble by jumping 2 or more counts on each exposure. This added to difficulty of operations. Occasionally the E.C.B. stopped, but by vigilant watching and tapping kept it going throughout. Further trouble by stop-watch refusing to start sometimes. Also noticed that film seems to be winding too loosely on take-up spool. Landed back at Port Clements at 12.30 noon. Dobbin says too rough to take off again.

In pm started to repair camera - working till midnight, and finally traced the trouble with the reduction gear drive to the pawl catch failing to take the load.

Further found that grease on the switch drum of the main drive in the camera body was causing multiple connections to the counter in the E.C.B., causing the jump tallies. This was easily remedied by cleaning. The lever operating the magazine pressure plate release and dashpot was also riding down on the switch drum, causing grease and dirt to accumulate on the drum. The reason for this is that the roller attached to the lever + riding on the main gear cam seems to be worn, allowing the lever to ride too low at the bottom of the cam pit.

Launch "Wallondra" in port with Falconer on board, this morning.

"Lilliam D" with Jack Scott + Smith(engineer) came in about 3 pm.

Wind increasing from NW in afternoon, blowing up a stiff sea, too bad for another attempt to take off with plane . . . difficulty in keeping it moored to the float. About 5 pm plane broke loose + Dobbin had to drive it ashore to avoid crack-up. Finally moored it to the breakwater with 5 lines."

Mid September we had another succession of four good photo-days, all utilized, then two weeks of cloud, rain and storm, till another break of two fairly good days, 1 and 2 October, which completed the essentials of the job. Next day we packed up and, after quite touching farewells from the good citizens of Port Clements, flew back to Prince Rupert, the shortest crossing of Hecate Strait. Had we not lost the precious days in August, the job would have terminated mid-September, and in better light. In our northern latitudes, light intensity and duration fall off rapidly after mid-September. The prime ingredient of any photography is ample light, and air photography demands short exposures to offset vibration and movement in flight. Where the vertical element of ground character is significant, such as in B.C.'s forests and mountains, in late September, the low sun, even at noon, accentuates shadows, which obscure important detail.

The time waiting for photo weather was not idle. Many hours, often into midnight and later were spent diagnosing obscure mechanical and electrical troubles with the camera equipment. After each photo flight, in addition to servicing the instruments, exposed film had to be removed and packaged for shipment, and fresh film loaded in the magazines. Detail film reports of light and exposure variations, and ground covered had to be completed. Exposed film was shipped on the old C.N. steamer "Prince Charles" which docked at Port Clements fortnightly. All possible preparations were made for hoped-for photo flights "tomorrow". There are no Sundays or holidays if the weather is benign. The various photo strips, fully or partially completed must be plotted on the operation map, with notes for re-flying gaps caused by camera troubles or slight deviations from course. Weather vigilance was a constant preoccupation, getting weather reports by phone directly to Tlell, Dead Tree and Queen Charlotte City to the south and west, and indirectly by radio from Masset, Langara, and Prince Rupert. Constant scanning of the sky in all directions from Port Clements developed a chronic crink in my neck. An innocent subterfuge was contrived with Bill Hall when his vessel was docked at Queen Charlotte City overnight, for about ten days. Sharp at 7 a.m. I would lift the receiver of our phone without winding the bell crank, and say "Bill, are you there?" Most days he would answer, giving me a weather synopsis there. This saved waking the operator, whose work day began at 8 a.m., and of course the toll charge, an example of civil servants, in the field, saving provincial expenditures but reducing federal revenues.

Bill Hall contrived to spend a few days with me at Port Clements, when I was able to give him a recce flight over his territory to the south, on a non-photo day. He reciprocated by giving expert help in diagnosis and remedy of camera troubles, with talents no doubt inherited from his father (also)

William Hall, well known watchmaker in Victoria for many years.

Friendships made with the kind folk in this remote settlement, happily endure to this day. Some have passed on, including our nearest neighbours, "Curly" Rice and "Cougar" Leyden, retired loggers who kept bachelors' hall across the road, like two wellweathered pieces of driftwood washed up on the beach. To supplement their modest pension it was alleged they trafficked in "legitimate" goods, imported from the government liquor vendor in Prince Rupert, and at one time complained to the local magistrate that "illegitimate" moonshine was being peddled by a competitor down the plank road. At interludes, they would do a bit of "profit taking" on the premises. One morning I met Cougar with a livid bruised face, and he explained that "last night that g--- d--- road came right up and hit me in the face". Short, broad and muscular, his sepulchral voice seemed to originate from the ground below his feet. When we were finally ready to leave, and packing up, there was at least one case of empty gin bottles stacked outside our premises, which the Dobbins had accumulated, and when Ted asked Cougar if they were of any value to him, he replied in the affirmative. I came along as he was carrying the cases across the road, and he remarked "If these D-- bottles were full, they wouldn't be half as heavy!"

Port Clements was the girlhood home of Mrs Kathleen E. Dalzell, author of two encyclopaedic books on the Queen Charlotte Islands^{45,46}. Her father, Trevor L. Williams first came to the Islands in 1908. He became known as "T.L." Williams when forest ranger at Burns Lake. "T.L." is also the abbreviation for "timber limit". He later returned to settle and raise his family at Port Clements. He and his wife were gracious hosts to the air survey detachment in 1937. On my last visit to the Charlottes in 1964, I was pleased to find "T.L." Williams hale and hearty in his 85th year, and learned recently from Mrs Dalzell that her father, now well into his nineties, still rides his bicycle for his mail and groceries.

After arriving in Prince Rupert from Port Clements on 3 October, local weather and hospitality again combined to delay our departure for the south. Finally, on the evening of the 6th, I took passage on the C.P.S.S. "Princess Louise", southbound from Skagway to Vancouver, arriving in the morning of the 8th, in time for the day boat for Victoria, complete with baggage, exposed film, records, etc. Dobbin finally flew down to Vancouver on the 13th. On the "Louise" I had the pleasure to meet S.G. Gamble and A.C. Tuttle of the Canadian Geological Survey, en route to Ottawa, after a season in the Yukon. These fine gentlemen were to become prominently associated in my professional life to follow.

The Queen Charlotte job was a good breaking-in to this type of operation, with valuable lessons learned the hard way, and perhaps the best, by experience. From the photo-altitude of 10,000 feet, just about the operational ceiling of the Waco, with 5-inch lens, negative scale was 1/24,000 and the 8 x 8 inch enlarged prints were 1/15,000, a reasonable compromise between economy and detail interpretation, for timber types and topography. At that altitude, oxygen for aircrew was not really necessary, but would have been if higher. The mountainous Moresby Island area was shockingly rugged for a novice, but in event of engine failure, sufficient water expanse was always within gliding distance for a forced landing, which fortunately did not occur. In spite of its reputation in some quarters, the 5-cylinder radial

45. Dalzell, Kathleen E. "The Queen Charlotte Islands - 1774-1966", C.M.

Adams, Terrace, B.C., 1968.

46. --- "The Queen Charlotte Islands, Book 2, Place Names" 1973.

Jacobs engine gave no trouble. The old 1927 provincial map of the islands, at 4 miles per inch had sufficient reliable detail in the coastline of inlets and many islands, to serve well as a flight map for the photo-strips, except on one or two days when low fog lying along the coast obscured this valuable information. Detail in the interior of the maps was vague or nonexistent. They were also vague along the west coast of both Moresby and Graham Islands, but there we were able to plot manuscript detail from newly compiled hydrographic charts based on the earlier R.C.A.F. air photos. We learned that to have no spare units and parts for the camera equipment was false economy. It was evident that the aircrew should be three instead of two. The third man, acting as observer-navigator would allow the pilot to concentrate on keeping the aircraft level, and at a constant altitude without having to check landmarks, poorly visible from his position, with the map, for corrections to course. The camera operator could give all his attention to camera operation, exposure interval, light variations, drift angle, film magazine changes, as well as the all important flight log. Full technical and procedural details for this specialized work are given in my official report for the season.⁴⁷

Processing of the 1937 air photography, some 25 rolls of film, and 2700 8 x 8 inch prints (covering a net total of 2400 square miles), was done by Messrs Carey and McAllister, photographers, in Victoria. There were teething troubles, with home-made equipment, contrived for the purpose. Money was not available for expensive imported apparatus. For the film, an enormous cylindrical reel was built, to rotate over a trough fitted below containing the chemical solutions, developer, stop bath, fixer and wash, in succession. The film was wound on the reel, spirally, and processed in total darkness. For sufficient space, at first, the reel was installed and light proofed, in the attic of Carey's recently built home, the pride of his newly acquired bride. In spite of precautions, the liquid elements defied control, and vivid seepage patterns spread over the ceiling of the elegant dining-room below. Poignant strain on marital harmony was mitigated by moving the whole show to the basement, where light-proofing had to be repeated. Later a compact box tank, in which the film was wound back and forth on two spools, in the solutions, proved more convenient, and the reel served only for drying the film. To this day, I am still reminded by these gentlemen how fastidious and demanding I was for the utmost in photo quality. Their successors in later years sustained the same hard scrutiny, but results fully justified it.

Plotting of some 2,700 new air photos in the office called for moderately augmented staff, who had to be initiated. Orderly procedures and meticulous attention to detail were the byword. Recruits were carefully selected and trained, with gratifying results. A.C. Kinnear and John H. Benton were taken on as charter members of the new Air Survey Section. Another need was space, so the Section was installed in several rooms rented on the top floor of the Belmont Building in Victoria. Kinnear reminded me recently that some of the longer air photo radial plots had to be oriented through doorways from room to room, for preliminary lay-down. More stereoscopes of our own design were made in the D.P.W. carpenter shop by a superb craftsman, Mr. "Len" Ball.

47. Andrews, G.S. "Report, Air Survey Operations, 1937" Forest Br. Vict. 1937. AUTHOR'S COMMENT: "The foregoing is subject to revision for which the author reserves copyright. He takes this opportunity to thank the Editors of the News for publication of the first three instalments, but is reluctant to impose on them for additional space to cover the remainder of "B.C.'s Air Survey Story", now in course of preparation, which could run to several instalments. Perhaps the whole Story, revised and with illustrations, appendices and a map or two, may appear under one cover, in the not too distant future."

STOP PRESS

The following announcement of a new publication by the Golden Historical Society has just been received by the Editor.

SHERIFF REDGRAVE/NAKIMU CAVES. Two in one booklet. 30 pp. illus. \$1.00. Published by Golden and District Historical Society, Box 992, Golden, B.C.

The first section of this booklet presents a delightful, short historical sketch of the travels and life of Stephen Redgrave, Sheriff of Kootenay. The author, Margaret Woods, former schoolteacher of Golden, mentions briefly Redgrave's early adventures with the C.P.R. and Overland trek but deals mainly with his later duties as Sheriff of Kootenay at Donald, B.C. from 1884 to 1903. There are interesting anecdotes and much local flavour of the Golden-Donald area in this account of the "Munchausen of the Rockies".

Dr John Marsh of Trent University, Ontario gives us an accurate account of the discovery, development and later closure of the Nakimu Caves, situated in the Rogers Pass near the old Glacier House. From 1904 when they were first discovered by Charles Deutschman and described as a "mammoth cave find" until the peak year of 1918, a great deal of time and money was spent by the Dominion Government, and Deutschman was appointed caretaker to develop them for the benefit of tourists and naturalists. However, from 1919 on, economic conditions did not appear to warrant proper upkeep of the caves and they began to deteriorate until they were finally closed in 1933. Unfortunately for cave-lovers, the entrances were sealed by the Parks Branch in 1960 and entry is now illegal.

Mrs Noel Thompson, Golden Historical Society

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List of Societies Affiliated with the B.C. Historical Association

Alberni & District. Mrs H. Ford, 203 - 19 Johnston Rd., Port Alberni.
Atlin. Mrs T. O. Connolly, Box 111, Atlin, B.C.
Burnaby. Mrs F. Street, 6176 Walker Ave., Burnaby, B.C.
Campbell River. Mrs T.S. Barnett, P.O. Box 101, Campbell River V9W 4Z9.
Creston. Mrs Marg. Gidluck, P.O. Box 1123, Creston, B.C. V0B 1G0.
Golden. Mrs Jean L. Dakin, Box 992, Golden, B.C.
Gulf Islands. Mrs Clare MaAllister, R.R.1, Galiano Island, B.C. V0N 1P0.
East Kootenay. Mr D. Kay, 921 S. 4th St., Cranbrook, B.C. V1C 1H6.
West Kootenay. Mrs Ralph Cook, 1362 Birch Ave., Trail, B.C.
Nanaimo. Mrs J. Mar, 242 Cilaire Drive, Nanaimo, B.C.
Vancouver. Mrs Sheelagh Draper, Box 3071, Vancouver, B.C.
Victoria. Mr A.G. Slocomb, 1564 Oakcrest Drive, Victoria, B.C.
Windermere. Mrs B.G. Walker, Box 354, Invermere, B.C.

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1974 BRITISH COLUMBIA HISTORICAL ASSOCIATION CONVENTION 1974

CRANBROOK, B.C. May 23rd - 25th, 1974

PROGRAMME

President: Mr Henry Mayberry

Secretary: Mr David Kay

THURSDAY, 23rd May

- 8.00 a.m. LIBBY DAM BUS TRIP - Departure, to visit the Kootenay - Flathead Indian country of David Thompson, Sinclairs, Phillipps, MacDonald, DeSmet, Findlay, Morijeau, and the old Missoula-Kalispell trail.
- 9.00 a.m. Breakfast with the Sinclairs and the good people of Grasmere on the old frontier.
- 10.30 a.m. Meet our hosts and American friends at Roosville on the U.S. border, and visit the grave of Michael Phillipps.
- 11.00 a.m. After crossing the border a short stop will be made at Eureka to visit the Pioneer Village on the old Missoula Trail before continuing on.
- 12.00 noon LIBBY DAM where we are due to stop to rest and view the Dam and all that it entails.
- 1.00 p.m. Arrive at Libby City where we will be hosted by our good American friends to lunch and enjoy their hospitality.
- 2.30 p.m. Depart for Kingsgate via Idaho, which is a beautiful drive.
- 5.30 p.m. Due back at Cranbrook.
- NOTE: This is a most rewarding trip and everything should be done to include it with this conference.
- 7.00 p.m. Registration and wine and cheese social gathering at The Towne and Country Inn.

FRIDAY, 24th May

- 9.00 a.m. Meeting of the Old Council, and registration at The Towne & Country Inn.
- 10.00 a.m. ANNUAL GENERAL MEETING - Col. G.S. Andrews presiding.
- 12.00 noon Meeting concludes.
- 12.15 p., m. Departure for Fort Steele where there will be a box lunch provided at the Opera House building.
- 1.00 p.m. Welcome by Mr Struan Robertson, Park Supervisor, and outline of Park functions, etc., explained.
- 1.30 p.m. President's Address - Col. G.S. Andrews.
- 2.15 p.m. Random tours and visit to the Museum Park area. Choice of tours and hikes to Wild Horse, Fisherville, Toneyville, and gold fields. (Riding horses available for hire.)

5.00 p.m. Return to Cranbrook.

NOTE - No dinner arrangements, and this is late shopping hours in Cranbrook.

7.30 p.m. Address by Mrs Winifred Weir on Father De Smet's visit and trip from St. Mary's Mission in Montana, up the David Thompson route and Blaeberry Pass to Rocky Mountain House in 1845.

This is to be followed by a presentation and commentary of coloured slides by Mrs Marjean Noble on the David Thompson trek over the Rocky Mountain pass in 1807.

Social hour and refreshments follow.

SATURDAY, 25th May

9.00 a.m. Departure for the Bavarian City of Kimberley, highest city in Canada. Our hosts will be the Kimberley and Marysville section of the East Kootenay Historical Association. There will be many points of interest to visit, such as: the North Star Alpine and Ski area, with probably a ride on chair lift, the Bavarian Village; tour of the concentrator, steel plant and fertilizer area, etc. Along the way we will be treated to an appetizing lunch. This is going to be a day to remember.

4.00 p.m. Return to Cranbrook.

6.00 p.m. Meeting of New Council at Towne & Country Inn.

6.30 p.m. No-host Social Hour at Towne & Country Inn.

8.00 p.m. ANNUAL DINNER - M.C., Col. G.S. Andrews, President.

Guest speaker - Mr David Turner of Heritage Park, Calgary.

***** TRAVELLING TO CRANBROOK *****

Jill Rowland, Treasurer, has made enquiries from Pacific Western Airlines regarding group air travel. A letter has gone out to the secretaries of all societies, with complete details. Briefly they are:

Any group of 15 or more can have a group fare. The group must leave together but may return individually within seven days of travel.

Pacific Western Airlines flies daily into Cranbrook. The group fare, Vancouver-Cranbrook and return is \$66 per person. The group fare, Victoria-Cranbrook and return is \$70 per person.

PWA flights: Vancouver - Cranbrook 7.45 a.m. arr. Cranbrook 10.15 a.m.
or 5.15 p.m. arr. Cranbrook 7.50 p.m.

(on Sunday) Cranbrook - Vancouver 8.05 a.m. arr. Vancouver 8.35 a.m.
or 6.50 p.m. arr. Vancouver 7.20 p.m.

a PWA flight from Victoria which would hook up with the 5.15 p.m. flight from Vancouver is flight 695 Victoria - Vancouver 3.30 p.m. arr. Van 3.55 p.m.

These flights are changeable but will give an idea of the time involved.

Please get in touch with your Secretary if you wish to arrange a group air flight, or bus or car pool. (i.e. Secretary of your local Society)

BRITISH COLUMBIA HISTORICAL ASSOCIATION

1974 ANNUAL CONVENTION, CRANBROOK, B.C. MAY 23-25, 1974.

Please mail ALL REGISTRATIONS, together with covering cheque to:

Mr Allan W. Hunter, Committee Chairman,
P.O. Box 22, Cranbrook, B.C. V1C 4H6. Phone 426-2455.

Deadline for registration is May 14th, please.

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REGISTRATION AND RESERVATION FORM

NAME (print)

ADDRESS (print)

BRANCH ASSOCIATION DATE

REGISTRATION FEE (All participants) \$2.00 _____ \$ _____

RECOMMENDED ACCOMMODATIONS

	Towne & Country Inn . . .	\$15.00	single	
		\$18.00	double	
		\$20.00	double and cot	
OR	<input type="checkbox"/> Sandman Inn	\$13.00	single	
		\$16.00	double	
		\$18.00	double (twin beds)	
	<input type="checkbox"/>	\$21.00	2 double (four guests)	

NOTE: The bus and field trips will most likely be departing from the Sandman Inn as well as from the Towne & Country Inn.

If you wish to reserve accommodation, an ADVANCE DEPOSIT of \$10.00 may be included with your Registration. Please indicate by underlining one of the above and X the box. \$ _____

PROGRAMME Please check those events you wish to attend.

THURSDAY, 23rd May

Libby Dam and Montana-Idaho trip \$10.00 _____ \$ _____

FRIDAY, 24th May

Fort Steele Trip, including lunch \$ 6.00 _____ \$ _____

Father De Smet travelogue & refreshments
\$ 1.00 _____ \$ _____

SATURDAY, 25th May

Kimberley Trip, including lunch \$6.00 _____ \$ _____

Annual Banquet, Towne & Country Inn . . . \$6.00 _____ \$ _____

TOTAL \$ _____

For further information please write to the Committee Chairman.