

British Columbia HISTORICAL NEWS



Horse-drawn buggy and Stanley Park's famous hollow tree
before the advent of the automobile.

Progress in Heritage Conservation
Victoria Police Chief Too Kind
Father Morice's Syllabis Newspaper
More Vancouver Memories

MEMBER SOCIETIES



Member societies and their secretaries are responsible for seeing that the correct addresses for their society and for its member subscribers are up-to-date. Please send changes to both the treasurer and the editor whose addresses are at the bottom of the next page. The Annual Report as at October 31 should show a telephone number for contact.

Member dues for the year 1984-85 (Volume 18) were paid by the following member societies:

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Atlin Historical Society, P.O. Box 111, Atlin, B.C. V0W 1A0
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BCHF — Victoria Branch, c/o Marie Elliott, 1745 Taylor St., Victoria, B.C. V8R 3E8
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Fort Steele Heritage Park, Fort Steele, B.C. V0B 1N0
The Hallmark Society, 207 Government Street, Victoria, B.C. V8V 2K8
Nanaimo Centennial Museum Society, 100 Cameron Road, Nanaimo, B.C. V9R 2X1

British Columbia Historical News

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FROM THE EDITOR

In this my first issue of the *B.C. Historical News*, it is my duty and pleasure to introduce myself. First, a bit of background. From 1977 to 1984 I taught high school English, History, and related subjects in various parts of B.C. (Kelowna, Nanaimo, and Victoria). I started Orca Book Publishers as a part-time venture almost three years ago and have been involved with it full-time for a year and a half. I will very shortly have five titles; three 'local interest' books, and two which sell to specialized markets throughout North America.

I applied for the position as editor of the *News* because I saw it as an opportunity to gain experience. Although I do not have a particularly strong background in history — my greater interest has always been in literature — I am becoming more and more fascinated with learning about British Columbia's past. For me the challenge of this position will be two-fold: to produce a quarterly of high quality within the budget available, and to attempt to enhance the economic viability of the journal by appealing to a wider readership. Both of these goals seem within reach.

Due to my relative lack of experience in the field of local history, I expect to rely on the Publication Committee for guidance and direction in the selection of content for the magazine. I will also welcome suggestions as to what you, the reader, would like to see in the *News*. I would very much like to see an active 'Letters to the Editor' section as a regular feature in the journal. I would also like to initiate an 'Exchange' section — a kind of classified advertising section where ideas, information, materials, etc. could be shared and solicited.

From my perusal of back issues I would say that the *B.C. Historical News* has a fine tradition of quality in the field. In order for this tradition to continue, I suggest that there must be a *commitment to involvement* by the readership. As a forum for the exchange of information and ideas, the *News* must serve your needs. If it does not, please let us know. If there are areas in which we can improve, please let us know. I look forward to hearing from you.

Bob Tyrrell

NEXT ISSUE

Deadline for the next issue of the *B.C. Historical News* is December 15, 1987. Please submit articles and reports to:

The Editor
P.O. Box 5626, Stn. B
Victoria, B.C. V8R 6S4

Appreciation

There is one operation connected with *The British Columbia Historical News* that seldom receives much recognition but that is very demanding in its execution. That is the work of the Subscription Secretary.

Nearly 1,200 copies of the magazine are mailed each issue. Someone has to see that the address labels are correct — in name, address, postal code, and last issue paid for. First, the names have to be entered in two files — one file in alphabetical order, the other in the order of Postal Code as is the requirement of Canada Post for Second Class mail. As new subscribers are received the two cards must be typed up and them placed correctly; as a subscription lapses the cards must be removed; as a subscription is paid each card requires the entry of the new expiry issue. It is a time consuming task. It is a task that Margaret Stoneberg of Princeton has carried out meticulously for the last three years.

At a meeting of Council after the Annual General Meeting at U.B.C. last May it was decided that the subscription list should be transferred to computer operation. This is now being done, and Margaret will now have more time for her special interests in the Museum and Archives in Princeton.

We thank you for your careful work, Margaret.

Don't let your subscription expire.
Check your address label for date of renewal.

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Help us establish a scholarship for a 4th year student taking a major or honors course in Canadian history at a B.C. University. All donations are tax deductible. Please send your cheque today to:

The British Columbia Historical Federation
Scholarship Fund
P.O. Box 35326
Station E
Vancouver, B.C. V6M 4G5

VANCOUVER'S FOUNDING FATHER

A legend then and now

During Vancouver's centennial celebrations due tribute has been paid to Captain Vancouver. But another sea captain has also lent his name to the city. Captain John Deighton was the first settler on the townsite from which the present city of Vancouver grew. To many Captain Deighton is better known as 'Gassy Jack', after whom Gastown is named. (The Victorian term for talking a lot was "gassing" and it was because he talked a lot and told many tales that Deighton received his nickname 'Gassy Jack'.) Because of Deighton's colorful personality and the role he played in its beginnings, the town of Granville, which became the city of Vancouver in 1886, was popularly known as Gastown.

Captain Deighton left behind him few personal traces, but government records, newspaper sources, and pioneer reminiscences in the Major Matthews Collection in the Vancouver City Archives help to piece together his life story, a tale of globe-trotting adventure, mystery and tragedy. On the other hand, there are several tangible acknowledgments of Deighton's presence in the early settlement on the south shore of Burrard Inlet.

A visitor to Gastown today will see the statue of Gassy Jack in Maple Tree Square. The statue was erected in the 1960s and 1970s when Gastown arose from its skid row image thanks to the efforts of the Vancouver Community Arts Council and real estate entrepreneur Larry Killam. On view at the Vancouver Centennial Museum in its Milltown section is a handsome camphor wood chest bearing Deighton's name and labelled as "the only known relic of Gastown's founder and pioneer saloon keeper." And further away in the Provincial Archives is a photograph of Captain John "Gassy Jack" Deighton posed like a city father.

John Deighton's life story begins in November 1830 in Hull, England where he was born to Richard and Jane Deighton, the youngest of five children. When he was 14, Jack went to sea, sailing first in British ships, then American. When he was 21, he signed on board a new clipper, *Invincible*, bound from New York to San Francisco and the California Gold Rush. From California *Invincible* sailed on to Hong Kong with Jack on board as Third Of-

ficer. Because the law said that only U.S. citizens could be officers on American ships, he gave his birthplace as "Pike", a reference to Pike County, Missouri, a starting point for many trekkers to the Coast. After *Invincible* delivered a cargo of tea to England, it sailed again for New York in 1853, but not with Deighton on board. Instead he was returning to California to join the Gold Rush.

Deighton had some exciting adventures in California. Entrusted to go to Frisco to sell a large nugget worth several thousand dollars, which he and his partners had found, Jack spent all the money on himself. He had only a Mexican girl on one arm and an English bulldog on a chain on the other to show his partners — and a very good story to recount for years. He remained in California until 1858, but when news came of another gold strike on the west coast, he and partner Jack Kennedy joined the stream of California gold seekers trekking north. Like many others, however, he did not find any gold on the Fraser.

Possibly to earn some money, Jack joined the customs department in Queensborough (New Westminster) which was the only port of entry for the Fraser River. After only a few months in this position, he was asked by Billy Moore, a former prospector who went into the shipping business, to become pilot for the 73 foot sternwheeler *Henrietta*. It took a good deal of skill to navigate the Fraser to Yale, and perhaps because of this, Jack earned considerable distinction. He became known as Captain John Deighton. After the *Henrietta* was bought out, Deighton went on to pilot other boats. But the Cariboo Gold Rush of 1861 attracted more gold seekers, and Deighton was one of these. Though in August 1862 Billy Barker found a fortune on William's Creek, Jack did not.

Back on the coast, Deighton returned to work for Billy Moore, piloting the *Flying Dutchman* (Moore's nickname) to Pioneer Mills (later to become Moody's Mill) recently built on a 480 acre pre-emption on Burrard Inlet's north shore. During this period Jack married an Indian woman from Burrard Inlet.

After returning to river piloting for a time, and

then in 1865 unsuccessfully applying for the position of keeper of the new Fraser River lightship, Deighton bought the Globe Saloon at New Westminster, and continued his reputation for "gassing". He was constantly referred to as Gassy Jack. To improve his health, because at times he had to hobble about his saloon on crutches, Gassy Jack went to Douglas Springs in 1867 to try the hot mineral springs. He left his saloon, cash and liquor stock entrusted to a former shipmate who spent it all in a wild and riotous celebration on the fourth of July.

Again without money Deighton needed a new lucrative venture. He decided to gamble on starting a saloon close to Capt. Edward Stamp's new B.C. & Van. Island Spar Lumber and Sawmill Co. at the foot of what is now Gore St. He knew that millworkers and ships crew walked the 30 miles round trip to New Westminster to get a drink. Deighton's arrival on the south shore of Burrard Inlet on Sept. 29, 1867 was a colorful one.

He came in a dugout canoe with his wife, her mother, and her cousin and with what was needed to set up his own camp and saloon — in particular a barrel of whisky. He landed at a place Indians called Luck-Lucky — "grove of maple trees" and today's Maple Tree Square in Gastown. The makeshift 12'x24' board and batten saloon built in a day by eager millhands was located in the middle of what is now a five way intersection at Carrall and Water Streets, the heart of Maple Tree Square. A hundred years ago Luck-Lucky was not what it is today. Gassy Jack was to write to his brother Tom several years later "I can assure you it was a lonesome place when I came here first. Surrounded by Indians, I dare not look out after dark."

Nor did the isolation disappear over the next several years. J. Warren Bell in his memoirs described a trip he took through Gastown in 1873. "The sawmill was some distance away which we reached by a path. Seems to me there was nothing but Gassy Jack's small place and the forest back of it. Moodyville was a city compared to Hastings (Stamp's) Sawmill."

The settlement was surveyed in 1870 into a townsite to be named after the British Colonial Secretary-Earl Granville. The new town plan spread over six acres was bounded by today's Water, Carrall, Hastings and Cambie Streets. Unfortunately Deighton's Globe Saloon was in the middle of the intersection of Water and Carrall. He had to move. As the site for his new establishment he bought Lot 1 on south-west corner of Carral and Water for \$135. The new Deighton Hotel was to have a bar-room, billiard room, several bedrooms, and a verandah shaded by a maple tree.

During 1870 other changes occurred. The BC & VI Mill was re-organized as Hastings Sawmill. When his wife died, Gassy Jack married her 12 year old niece Madeline. In 1871 she gave birth to Richard. This was also the year that the Colony of British Columbia became a province of Canada. In the 1871 census J. Deighton was listed as a wine and spirit merchant, though by now not the only one in Granville. But as Gassy Jack wrote to Tom "I have done the most of the business all the time." His clientele must have been a rough and ready lot. Bell, writing about his Gastown trip in 1873, wrote . . . "I heard the men folk talking about a row at Gassy Jack's, and they sent to Westminster for Dr. McInnis to take a bullet out of a Portuguese who had been shot."

But an attempt to change the clientele was to be made, though it wasn't of Gassy Jack's doing. In the summer of '73 Gassy Jack's brother Tom and wife Emma arrived in Gastown. Emma was to manage Deighton's Hotel Granville.

His hotel taken care of Deighton went back to Westminster with his family, and took command of the steamer Onward described when launched as "the finest sternwheeler on the river," However, it was back to the hotel business when Tom and Emma left for Victoria in September 1874.

But the following spring Gassy Jack was not feeling well. His breathing was labored, and his feet and legs had grown more swollen and painful. Dr. McInnis followed Dr. C.N. Trew in seeing him. Again legend steps in. On May 29 Gassy Jack's big mastiff began to howl. Gassy Jack is supposed to have said "You son of a bitch! There's something going to happen." That night he died at age 44. Six days later Rev. J. Turner held the funeral service at the hotel. According to the obituary in the Mainland Guardian "a great number of our citizens followed them (the funeral procession) to the Masonic Cemetery" in New Westminster. The Mainland Guardian described him as the best pilot of the Fraser but also as a hotel keeper "celebrated for his good table and warm hospitality."

Madeline, many years later, was to describe John Deighton to Major Matthews as "a nice, good man." Tragically their son was not able to add his recollections. Four year old Richard died six months after his father.

References

Raymond Hull & Olga Ruskin *Gastown's Gassy Jack*, Soules, 1971.

J. Warren Bell, Unpublished Manuscript, Vancouver City Archives.

From Vancouver's Sails to Van Horne's Rails

"Vancouver is a lovely city. Greatly enjoyed the beauty of the scenery. . ."

Whose words? None other than those of former Prime Minister Mackenzie King. The less than immortal lines are from his diary *The Mackenzie King Record*. That stolid old statesman must have consulted with the local weatherman to ascertain when the weather would be salutary in our fair city.

Those who remember the senior Canadian politician will recall that the conservative — with a small c — prime minister was not given to overly effusive expressions of rapture or ecstasy. He was not lightly moved. But this town must have turned him on. A fact that is not too surprising. It has turned people on — hundreds of thousands of them — for an entire century. It has turned a similar number off — Torontonians mainly.

It all began with Captain George Vancouver, R.N., who allegedly was the first white man to explore the waters adjacent to what is now the city of Vancouver on June 13, 1792. The late Major J.S. Matthews, the controversial Vancouver archivist, agreed with this. In his lexicon "V" stood not for victory, but for Vancouver and Van Horne.

Other writers and historians maintain this is not so. That, in fact, the Spaniards observed the site first. Indeed, it is argued, didn't Don Jose Maria Narvaez map, in 1791, the fjord of Howe Sound and the Olympic Peninsula "at the mouth of a copious river?" The future Fraser to be sure. They could tell by the mud and the pollution in it even then. And this long before the latter-day ecology kick.

According to authentic old records and even more contemporary historical research, they are both right. (Notwithstanding an Indian legend that an ark landed on the Olympic Mountains after a great flood, and generated Genesis right here in our own back yard).

In the summer of 1791, a historical narrative purports to outline the case for Narvaez, and points out that Francisco Eliza, commandant at Nootka, with the help of Jose Maria Narvaez investigated Rosario

Strait, Nanaimo harbour, and the Gulf of Georgia to Texada Island.

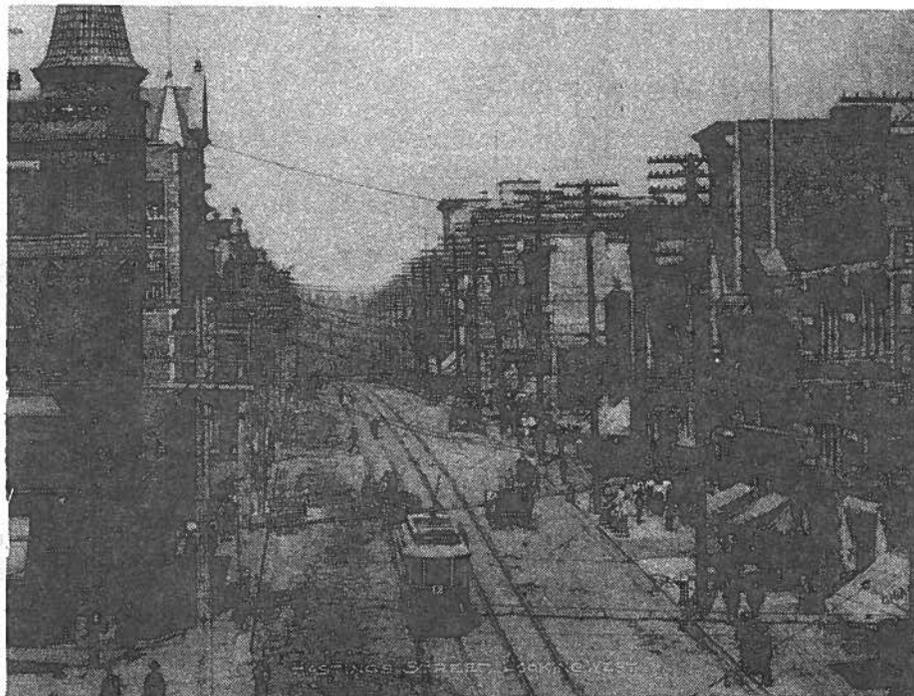
As for Captain Vancouver's explorations, the following account credits him with the actual entrance into Burrard Inlet, which he named after one of his officer friends, Sir Harry Burrard who, incidentally, never visited this area. "Vancouver," the passage relates, "retained the impression that the space between them was occupied by a swampy flat that retires several miles before the country rises to meet the rugged, snowy mountains. Through two small openings, he thought only canoes could navigate, he went on to enter Burrard Inlet. . ."

As if to further compound the controversy, a Department of Recreation and Conservation marker overlooking the Strait of Georgia contains the following dogwood embellished inscription: *Before you lies one of the most intricate coastlines in the world. Into this sheltered strait, ageless domain of the Indian, sailed Jose Narvaez in the year 1791. Other Spaniards and George Vancouver followed. Fighting winds and tide, they charted the remote maze of waterways — a milestone in the mapping of the world.*

Be that as it may. Let the facts of history fend for themselves. The fact we are preoccupied with is a city called Vancouver — and some of its early, and come-lately luminaries. As a city Vancouver exists. There are those who would love to dispute and deny it — such as the somnolent, retiring citizens of a much older Victoria. Some Victorians still think of themselves as the epicentre of Empire — after all, they were here first whether Vancouver likes it or not — with nothing but scorn for crass Vancouver. But this outgrowth of old Gastown (was there ever such a place? Some say no), is not prone to be denied. It is anything but prone, especially the mountainous North Shore.

Vancouver, one hundred years after incorporation, is very much alive and kicking. A cursory listen to a variety of local radio open-line shows will readily confirm that the current citizens of Vancouver kick

Hastings Street looking west. Note left hand drive and forest of telephone poles. Circa 1905.
(Vancouver City Archives)



about everything. Vancouverites are the champion kickers and complainers in all of Canada, if not in the world.

Vancouver is a city conceived in controversy and colored with characters. Its inhabitants are picturesque in their blue jeans and Indian sweaters. They are argumentative and unconventional. You name it and they'll disagree with it. Even Providence was indecisive at its inception whether to make this area another tropical paradise, a monsoon lagoon, or an arctic outpost whenever Vancouver is inundated with three feet of snow. As it turned out, we're all three. And ever since its inhabitants have been smiling in the summertime and scowling in the winter — everybody, that is, except the late Leo Sweeney, the fair-weather tourist bureau booster of Vancouver who didn't recognize rain as anything more than "liquid sunshine."

In the very beginning there was considerable doubt as to who had — or would like — jurisdiction over the area — the Spanish or the British. Instead of leaving conquest and control in the improbable hands of Providence, the Spanish, even before they explored this area fully, laid claim to the area. The native Indians who were here first weren't even consulted. The British had similar ambitions.

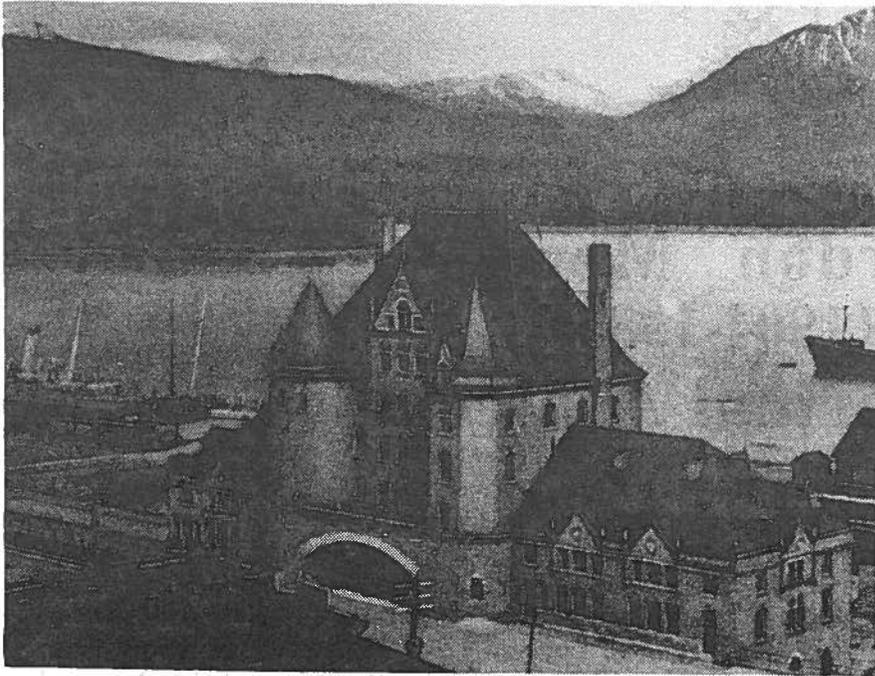
Not to be outdone, the Brits sent Captain George Vancouver in the good *Discovery* and an armed tender, the *Chatham* to do a bit of dickering with the Spaniards at Nootka. As for his negotiating success Captain Vancouver must have been as adept at it as he was at navigating, for he eventually induced the Spanish to withdraw, leaving the area wide open to the British, after the discovery of gold in the Klondike and the Cariboo, and wild animals and otters for precious furs for barter.

Years later came the first permanent settlers to the environs of today's Vancouver nestling in the rain forests, followed, in due course, by the construction of the Canadian Pacific Railway transcontinental. The building of this great and historic railway, as well, resulted in perhaps the first real controversy for this young settlement along Burrard Inlet.

The national agreement called for the line to be constructed to the salt-tide of the Pacific at a place called Port Moody — Granville or Gastown notwithstanding. It was only upon the insistence of father-figure William Cornelius Van Horne, railroad builder extraordinaire, visionary, and construction catalyst of the great transcontinental, that the line be extended to Granville at Coal Harbour.

Beholding, in 1884, the motley collection of wooden shacks, lean-tos and hovels nestling in the primeval rain forests, Van Horne soon became alive to the future potential of this strategic settlement on the Pacific with the coming of the railway, and promptly chose the name Vancouver as a fitting appellation for the western terminus of his celebrated continent-spanning railway. And so it was. Whether Port Moody liked it or not. It didn't — at least not the business interests and land speculators. But despite Port Moody's lose and subsequent frustration, it still lives on as one of the urban bedrooms of Vancouver. As such, it is not without honor for, without bedrooms, even Van Horne's CPR would have been unequal to the task of ensuring a future population with which to propagate and consummate a great city and a greater nation.

If anyone thinks that was the end of the line of Vancouver's claim and fame as the western terminus and future booming metropolis at the western extremity of the Canadian Pacific Railway, they bet-



Canadian Pacific Railway Station at the foot of Granville Street. Stanley Park in background (PABC)

ter guess again.

There was downright hostility to the upstart community on the mainland in staid old Victoria. It was staid even in the early days.

But in retrospect one must be kind. After all, a bit of jealousy is forgivable. While frontier Victoria boasted the “birdcages” — its rustic, wooden “gingerbread” legislative buildings, it was understandably envious of Vancouver, especially when it was learned that this brash and uncouth settlement on Burrard Inlet was getting a transcontinental railway. Even before it was named Vancouver in 1886, it already boasted a number of honest-to-goodness saloons, including one operated by a loquacious character called Captain John “Gassy Jack” Deighton, first the Globe, then bigger Deighton House Hotel in Gastown.

While the best the capital city could muster (even the capital wasn’t originally Victoria’s. Fort Langley and New Westminster shared the honor first) was an old fort, an egotistical castle and, yes, a gentleman by the name of Amor de Cosmos (Lover of the Universe) who went about tilting at self-perpetuating, pompous governors. He had a habit of attacking intransigent colonial officials, like a latter-day Don Quixote, and overseas-oriented politicians with his frontier newspaper, the *British Colonist*, which he founded, when he wasn’t busy running for the legislative assembly, getting elected, and crusading for responsible government for British Columbia.

Otherwise, the “little bit of old England” designation hadn’t been thought of yet — there was the Spanish influence, and too many gold miners from California around. So up tight were the merchants of historic Victoria about being outdone, and stuck

with the birds, the tourists, the Americans, and the British (who knew a good thing when they saw it — after somebody else did the spadework) that they even threatened to boycott eastern merchants if they appointed agents elsewhere on the British Columbia mainland. Indeed, so nasty were they that they circulated a rumor intimating that the new port of Vancouver was unsafe for shipping. They almost outdid Port Moody in espousing hate and invective. Even the *Colonist* got into the act.

“We are ready to make allowances,” it observed with a flourish of senior superiority, “reasonable and unreasonable, to the bumptiousness of our youthful neighbor, Vancouver.”

“Towns, as well as individuals, most go through the bumptious stage, and it is cruel when they begin to feel their own consciousness, when the first down of manhood, so to speak, begins to appear on their chins, not to give them their fling. We who are older, know they will soon get the conceit knocked out of them, that the time will surely come when they will laugh at the consequential airs they now put on.

“Vancouver,” the *Colonist* went on with its condescending appraisal, “is just now in its puppyhood — we won’t use that word in an offensive sense at all, for — and we are ready to look with the utmost indulgence, knowing it will be wiser by and by . . .”

Strong words for cultured old Victoria, and it had a final dig to get in: “Let Vancouver remember it is not all the world, or even the whole of British Columbia — it is not much more than a tenth of this province; it will be sometime yet before it rivals New York, or even Montreal in population. We say this with due deference to the very superior people who make Vancouver their home . . .”

Gordon Mercer (1904-1985)

An Historical Appreciation

In recognition both of Gordon Mercer's work in the family firm Star Shipyard New Westminster, and in donating Star records to British Columbia archives, I have asked his family's permission to publish an article based on an interview with him February 24, 1983. My part as interviewer in this piece is an expression of appreciation to the Mercers and their yard superintendent, Victor Gresko, my late father-in-law, for having invited me down to the yard to see construction and repair of vessels. Those occasions interested me in maritime history and provided background for recent research on the Fraser River Harbour Commission. In that study the Mercer collection of photographs in the Provincial Archives provided valuable information. Also this article was completed with the assistance of Mrs. Gordon (Peggy) Mercer, herself a decendent of one of the pioneer families of New Westminster, the Herrings.

Gordon Mercer began the interview by telling how the Mercer Star Shipyard at Queensborough on eastern Lulu Island came to be founded. In the 1890s the Bay Rivers Newfoundland Mercer brothers, including Gordon's father Edward — a former apprentice in a St. John's shipyard — left the tough conditions of their home district for a farm near Brandon, Manitoba. In 1894 Edward and his four brothers went on to New Westminster, B.C. There they met a group of Newfoundland bachelors who had banded together to live in a community of scow houses at the foot of Twentieth Street. Edward Mercer shared in salmon fishing on Columbia River-type boats on the Fraser River until 1900. In that year he and his Newfoundland bride moved to Victoria. He hired on as an assistant to Bullen of Bullen's Shipyard.

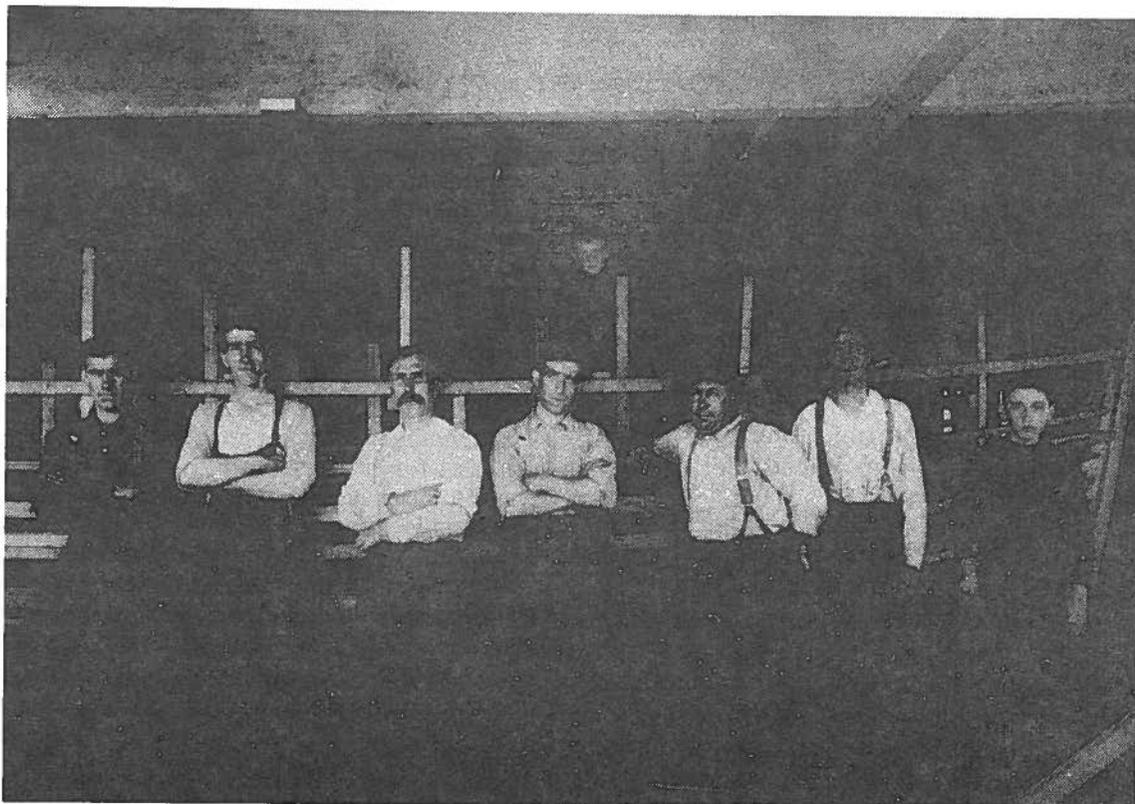
By 1908 the economy of B.C. was booming and so were Mercer fortunes. Edward Mercer returned to New Westminster, bought an acre of land in the industrial suburb of Queenborough next to Westminster Marine Railway and Dawes Yard and

began his Star Yard. (According to his grandson David Mercer the name star came from a class of boat). Mr. Mercer's finances then consisted of "\$10 in his pocket." His firm would incorporate but would never have shareholders, only brothers and sons at work together. It began with jobs building and repairing small boats but soon drew larger contracts for fishing vessels, scows and motorboats. Before World War I it completed the wooden dredge "John A. Lee." The war years did not bring government contracts as the Liberal Mercers were on the wrong side politically.

Gordon and his twin sister (now Gladys Aitcheson) were born in 1904. Gordon remembers his youth in New Westminster and work for his father on the river. From the family home on Mercer Street in Queensborough, Gordon walked first to Lulu Island School, then with his older brother Art over the bridge to Howay School in town. There he met boys like Howie Myers. En route to school the boys saw changes brought by World War I like the Poplar Island Shipyard. The family business did pickup from a wartime slump but some of the years were tough, for example 1920 — just before the Liberals came back to power federally.

Gordon aimed for his masters certificate while attending high school and working for his father's shipyard. After school he worked there helping build the replacement for *Beaver*, the Woodward's Landing-Ladner car ferry. On that job he broke his ribs. He decided to go to Captain Eddy's navigation school to complete his certification. In 1928-29 things were so tough at the yard that he left to skipper a West Coast fish boat for BC Packers.

During the slump of the early Thirties there was little work at Star Yard even for the owner's son. Gordon Mercer went north. He hired on with the H.B.C. from Fort McMurray, Fort Smith, Slave Lake (Tar Sands shipyard), Fort Norman, Fort Resolution. Gordon repaired boats like the *Athabasca* and worked as a mate on them. This ex-



Star Shipyard Company. (L. — R.) John Mugford; Harvey Mercer; Ed Mercer (owner of the yard); Jack McBeath; Ky Way, and brother John Way; Art Mercer and Gordon Mercer seen sitting on the cross-span. (PABC photo, Cat. No. 89093).

perience would help him later in obtaining contracts.

Gordon Mercer remembers things continuing very rough in the Thirties even on his return to New Westminster in 1934. He and his brother Art worked for their father and had their own firm renting lumber scows.

Improving economic conditions in the late 1930s and during the Second World War meant large contracts from Gilley Brothers — — the *Gilspray* — — and federal fisheries — — the *Nitnat* — — came to Mercers Star Yard. Family connections to the post-1935 Liberal government and membership in the Canadian Manufacturers Association in 1938 helped too. Gordon and Art Mercer took over their father's firm in the latter 1930s. During World War II they produced minesweepers, gate vessels and supply craft for the Air Force and Army. Many of these ships were built of wood. Production was shared with other local firms like Benson Brothers, Vancouver Shipyards and Mackenzie Barge and Dredging. A brief strike in 1941 did interrupt activity. Gordon Mercer's favorite memory of those years is of building the minesweepers *Poplar Lake* and *Spruce Lake* and retitling these for the Russians at the end of the war. This account can be corroborated by press accounts and interviews with those who as high school boys worked weekends at the Star Yard.

Mercer brothers Star Yard boomed in the postwar years. From its ways came fishing vessels like the

Sleep Robber, fishboats for Todd Packing of Victoria, harbour patrol vessels like the *Port Fraser*, and the DPW *Samsons*. In 1956 when federal fisheries minister James Sinclair toured Star Yard with visiting Russian officials they were impressed with the 72 foot fish boats under construction (Gardner design, Seattle). Russian attempts to order several were blocked by American government refusal to release permission for export of the engines.

In the last part of the interview Gordon Mercer discussed the 1960s when the Star Yard went into steel construction and itself had 16 machinists at work. Then he commented on the October 1970 sale of the yard and the arrangements he and Art made to make their business records available to historians. His final remarks were reminiscences of working on the *Samsons* and sources for history of those DPW vessels.

I append a quotation from Oct. 3, 1970 New Westminster *Columbian*.

“PIONEER INDUSTRY: Mercers sell Star Shipyard

Launching of the 87 foot tugboat *Le Beau* in Queensborough on Oct. 15 will close a chapter in the history of one of New Westminster's pioneer industries.

The steel hulled, twin screw vessel, built for Vancouver Tug, is the last ship to be constructed by Star Shipyards (Mercers) Limited

prior to the company changing hands.

Founded in 1908 by the late New Westminster pioneer, Edward Mercer, the family-owned company has been sold for an undisclosed sum.

His sons, Art and Gordon, joint managers of the shipyard, announced the sale Friday. It has been purchased by Grant Aspin, formerly president of Horton Steel Works in Fort Erie, Ont., and three associates.

"We felt it was an opportune time to retire," said Art Mercer, who joined the company with his brother in 1921 . . . During the past 62 years, the company has built hundreds of fishing boats, tugs, barges and pleasure craft. The shipyard, presently employing about 70 people, reached its peak of activity during the Second World War when a work force of about 250 was turning out fighting craft for the Royal Navy. The company switched from building wood to steel-hulled ships in 1960.

But whether wooden or steel hulled, Star Shipyards has won a reputation over the years for building top quality vessels."

We appeal . . .

for donations to build up endowment funds for two projects undertaken by the British Columbia Historical Federation. It has been moved/seconded and carried that the British Columbia Historical Federation give:

- 1.) A monetary prize to the winner(s) of the annual competition for Writers of B.C. History. May 10, 1986, Annual General Meeting.
- 2.) A scholarship for a student entering fourth year in a British Columbia university taking a major in British Columbia/Canadian History. Annual General Meeting May 4, 1985.

The Writing Competition Prize Fund has a seen endowment which will guarantee a \$100 prize can be paid to the 1986 winner. This is a beginning. You can make it possible for the B.C. Historical Federation to offer more than one prize, and attract more entrants to this competition.

The Scholarship Fund at present is not sufficient to endow a scholarship for 1986. Please make it possible for us to award this scholarship in 1987.

We thank all those who have made donations to these projects, and urge other readers to send a cheque today to:

The Treasurer — B.C. Historical Federation
P.O. Box 35326
Station E
Vancouver, B.C. V6M 4G5

State which project you are supporting. All donations will be acknowledged with a receipt for tax exemption purposes.

Writing Competition

The British Columbia Historical Federation invites submission of books or articles for the third annual competition for writers of British Columbia History.

Any book with historical content published in 1986 is eligible. Whether the work was prepared as a thesis or a community project, for an industry or an organization, or just for the pleasure of sharing a pioneer's reminiscences, it is considered history as long as names, dates and locations are included. Stories told in the vernacular are acceptable when indicated as quotations of a story teller. Writers are advised that judges are looking for fresh presentation of historical information with relevant maps and/or pictures. A Table of Contents and an adequate Index are a must for the book to be of value as a historical reference. A Bibliography is also desirable. Proof reading should be thorough to eliminate typographical and spelling errors.

Submit your book with your name, address and telephone number to:

British Columbia Historical Federation
c/o Mrs. Naomi Miller
Box 105
Wasa, B.C., V0B 2K0

Please include the selling price of the book and an address from where it may be purchased.

Book contest deadline is January 31, 1987.

There will also be a prize for the writer of the best historical article published in the *British Columbia Historical News* quarterly magazine. Articles are to be submitted directly to:

The Editor
British Columbia Historical News
P.O. Box 5626, Stn. B
Victoria, B.C. V8R 6S4

Written length should be no more than 2,500 words, substantiated with footnotes if possible, and accompanied by photographs if available. Deadlines for the quarterly issues are September 1, December 1, March 1, and June 1.

Winners will be invited to the British Columbia Historical Federation Convention in Mission in May, 1987.

The Good Shepard

An Overview of the Career of Victoria City Police Officer, Henry William Sheppard

Henry Sheppard, a well-known and highly respected individual in Victoria during the late eighteenth and early nineteenth centuries, was a member of the Victoria City Police for thirty-five years. Sheppard held the positions of Constable, Sergeant and Chief Constable, and for the last eleven years of his life, was the city police gaoler. Sheppard endeared himself to the Victoria public with his kindly disposition and warm-heartedness. His major fault in later years was that he was too easygoing, too forgiving. Sheppard had high standards and expectations for police work and a police officer's conduct, and was said "to be the best Police Chief Victoria ever had" (*Colonist*, n.d.), but his soft-heartedness and his good nature contributed to his forced retirement as Chief of Police in 1899.

Sheppard was born in London, England, May 14, 1835. While still a child he immigrated to New Zealand with his family and in 1862, at the age of 27, he moved to British Columbia. He spent two years as a gold miner in the Cariboo and Cassiar area and arrived in Victoria in 1864 where he joined the Victoria Metropolitan Police. The Colonial Police Force for Victoria was established by Governor Douglas in 1858 and is the oldest police department west of the Great Lakes.

Sheppard recalls what it was like to be an officer with the early police force. When he joined, the department consisted of the Chief Constable, Frances W. O'Connor, one Sergeant and five Constables. Sheppard (*Colonist*, April 16, 1906) states that the goal and barracks were located in Bastion Square.

We lived in barracks then, like soldiers and we had a regular routine to follow, just as enlisted men in the army. We partrolled certain beats regularly and looked after outside work as well.

Sheppard relates an incident in which he and a "brother officer" were assigned to apprehend two native Indians who had had liquor and "were in a



nasty frame of mind". Sheppard and his partner were ferried across to the native encampment and "stole through the darkness to the community house".

Well, we got into a house of sleeping Indians [sic] located our two men and had them handcuffed and outside before the others awoke. Then we ran at right angles to the path to the ferry and made a detour in the dark. It was just as well we did [sic] for the other natives, nor caring to give chase, for they did not know the strength of our side, stood at their doors and

fired shot after shot down the path they supposed us to have taken. (*Colonist*, n.d.)

Sheppard resigned from the Police Department in 1865 and returned to mining in the Cariboo for a number of years. After a trip to his old home in New Zealand, Sheppard returned to Victoria in 1874, and in 1876 he rejoined the Victoria Police Department as a special constable. He was appointed full constable in 1880 and sergeant in 1882. Charles Bloomfield was the Chief of Police at this time.

When Sheppard was appointed Chief of Police, October 18, 1888, it was probably a natural elevation for a competent sergeant. The *Colonist* (October 19, 1888) reports that

Mr. Sheppard has been for many years an efficient and painstaking officer and has proved himself well qualified for the position. Superintendent Sheppard has always shown himself worthy of his place and we have every confidence that . . . he will prove an efficient Chief and an excellent disciplinarian.

The Mayor, in declaring Mr. Sheppard Superintendent of Police, expressed a hope that he would prove "a good shepherd" (*Colonist*, October 31, 1888). Chief Sheppard received many letters of congratulations and support from Chiefs of Police in Vancouver, Seattle, Tacoma and San Francisco. Chief Mitchell of Seattle wrote "congratulations . . . [I hope] everything will move smoothly with you and that you will cover yourself with glory".

There were numerous transients travelling the West Coast, and Sheppard and the other Chiefs of Police kept each other informed of criminal movement. Several letters to and from the Chief of Police in Nevada record the movement of William Clark, alias 'The Kansis Kid'. Sheppard referred to the Kansis Kid as a "tuff nut" and described him as having "shallow complexion, blue eyes, opinion fearce".

I am sure [the Kansis Kid] is no good, I believe about two years ago this same man committed a burglary in your city. If this should be the same man that done [sic] it, please let me know has [sic] soon has [sic] possible, or if you can pull out anything about him I will greatly oblige.

Sheppard's expectations and insistence on proper police officer conduct is evident in the directives he issued to his men. These directives are located in the Superintendent's Order Book, and along with orders to "keep a sharp look-out" for criminal activity, Sheppard issued orders regarding police conduct, suspensions and dismissals.

March 1, 1891 I wish to call the attention of Sergeants and Constables to the fact that it is my intention to see that the *Police Rules and Regulations* are carried out to the letter and I

trust you will one and all do your part in assisting me to that end.

June 12, 1891 I wish to call attention of [sic] Constables loitering on the corner streets is strictly prohibited, also talking to persons on the street . . . And all Constables whether [sic] on or off duty whilst in uniform will keep their coats buttoned up and will not be allowed to smoke in uniform. I do not wish to have to mention this fact again.

Officers drinking while on duty were not tolerated by Chief Sheppard. On March 23, 1891, Sheppard wrote in the order book, "[a Constable was] . . . this day discharged . . . for neglect of duty." The charge against this officer was that "he was found beastly drunk and asleep in an Indian woman's cabin in uniform whilst on duty." This case was not the only one cited of an officer drinking while on duty, but it does not appear to have been a major personnel problem for Chief Sheppard. In most cases, when Sheppard found an officer to be derelict of duty, he was inclined to give the offending officer a second and sometimes third chance. When a situation arose which was serious enough to require immediate dismissal, Sheppard did not hesitate. He noted on May 31, 1889 that "Frederick Taylor resigned his position in the Police Force today and was very gladly [sic] accepted by me . . . when I told him he had better leave at once which he done [sic]."

The Victoria Street Directory in 1892 printed a feature article on Chief Sheppard stating "There are few people in this province better known or more respected than the popular subject of this sketch who has the honor of being the Superintendent of the Victoria City Police." The article concludes ". . . In 1888 he was elected to the responsible and important office of Superintendent of Police, which office he still holds with much honor and credit to himself and the police force at large."

Clearly, Chief Sheppard was well thought of and was a diligent and fastidious Chief of Police whose primary concern was the safety and protection of the citizens of Victoria. His high expectations and discipline is evident in many directives contained in his Officer Duty Book. A particularly forceful directive to his officers states,

should any robberies or burglary take place any time during the night, the officer in that beat where such offence has been committed will be at once suspended.

A major accomplishment of Chief Sheppard was the establishment of a photograph collection for criminal investigation. In fact, the Victoria City Police was the first department in the west to use photographs for criminal identification, and under Sheppard, Victoria maintained an extensive rogues'



*Victoria Police Department.
Chief Sheppard, seated, centre.
(n.d.) (Victoria Police Archives).*

gallery. Hannah Maynard was the police photographer at this time. She produced seven copies of each mug shot. One was kept by the Victoria City Police and the others were sent to police departments along the west coast of Canada and the United States. This arrangement was reciprocal and greatly assisted the police chiefs in tracking criminal movement.

By 1899, Chief Sheppard was 64 years old, had served on the police department for 24 years, and his salary was \$125.00 per month. Sheppard's forced retirement was the culmination of several public outcries against the Police Commission and the Police Force. In January, 1899 the Police Commissioners were accused of "willing to tolerate women of 'ill-fame' flaunting their wares in the city" (Bayley n.d.) A public meeting was called in which citizens gave evidence of their indignation, and the Commissioners were requested to take effective action to end prostitution in the city. Of course, prostitution was not eliminated and later that year was part of another police enquiry.

On September 20, 1899, A Mrs. Bing suffered a gruesome and terrible death on a local reserve. For a city with only eight murders in the previous ten years, such an event was indeed notable. Two weeks later, another murder occurred in a back alley in Victoria, and the public focused their attention on the efficiency of the police. These two murders so swiftly following one another, coupled with the outrage over prostitution earlier in the year and improper police conduct, resulted in a police enquiry into the competence of Chief Henry Sheppard. External pressures and internal police division exacerbated the situation. The external pressure was initiated by a letter in the *Colonist*, October 4, 1899. The writer claim-

ed that "the administration of the City Police Department . . . is such that Victoria is not safeguarded." The letter further states "there is no attempt at concerted, intelligent, systematic unravelling of the horrible crime (Mrs. Bing's murder)." The letter stressed one element which was to run through the whole affair. That element was the benevolent attitude of Chief Sheppard. He was consistently seen as a kindly, generous, good-hearted man who had allowed things to get the better of him.

By the end of October, 1899, further charges were made against the police, a result of internal division within the department. Constable Clayards accused Sergeant Walker and Constable Abel of blackmailing prostitutes. As a result of charges and countercharges, Sergeant Walker and Constable Abel were dismissed; however, the two men were given no reasons for their dismissal. Constable Clayards was himself charged by the Police Commission with "shielding a woman whom he knew to be a prostitute" (*Colonist*, December 2, 1899). Clayards was asked by the Police Commissioners to state in writing why he had made accusations against fellow officers. His letter set off a new and final round of scandal. In the meantime, the police enquiry focused on allegations of illegal gambling and noisy saloons. The mayor stated that he had received numerous complaints of saloons, and in response, the Chief asked why formal complaints had not been made to the police. The mayor replied "they decided not to do so." With this reply, the Chief became somewhat annoyed, "That's just it, they never will, and how are we to get at them" (*Colonist*, November 11, 1899).

As the enquiry continued, the competency of Chief Sheppard was increasingly called into ques-

tion, but it appears that Sheppard was becoming a convenient scapegoat. Undoubtedly, public pressure and the continued kindly image of the Chief was becoming an embarrassment to the Police Commission.

In spite of unceasing attacks on Chief Sheppard's competence, the press maintained a spirit of generosity. "He is an amiable man . . . kind-hearted and considerate and he has worked hard as Chief of Police, but he lacks that spirit of purpose" (*Times*, November 23, 1899).

The enquiry ended, having resulted in the dismissal of Sergeant Walker and Constable Abel. Constable Clayards was formally reprimanded for shielding a prostitute, and Henry Sheppard, after eleven years as Chief Constable, was advised of the result of the investigation and tendered his resignation. The *Colonist*, November 30, 1899 reports,

We are quite certain that almost unanimous feeling of the public will be that he acted wisely. There will be no disposition on the part of anyone to speak harshly of the retiring Chief, whose fault lay in his own good nature, too great an amount of that estimable quality being a detriment to the incumbent of such a position.

During the years that Sheppard had been Chief of Police, he had acted as Chinook (Indian trading language) interpreter and as prosecutor and it was suggested by the *Colonist* that he be employed by

the city in this capacity. The city council appointed Sheppard to that occupation on January 10, 1900. On January 18, 1900, Sheppard was appointed gaoler for the Victoria City Police, a position he held until three days before his death in 1912.

Henry Sheppard continued to be well-thought of by the police force and was especially popular with the men. Apparently, he delighted them by telling tales of the gold rush and of the early days of policing. The officers called him "Dad" (*Colonist* n.d.).

On January 1, 1912, three days after contracting pneumonia, Henry Sheppard died at the Royal Jubilee Hospital. He was seventy-six years old and had spent a total of thirty-five years with the Victoria City Police. Henry Sheppard lies in an unkempt double grave in Ross Bay Cemetery, the carved name barely visible in the cement edging.

To properly police a city is a difficult task. The public is inclined to judge by isolated incidents, and Henry Sheppard, while maintaining a benevolent image with the public, became a scapegoat. That he continued to work for the Police Department at a considerably lower level speaks well for his integrity and his dedication and devotion to the citizens of Victoria. It is clear that Henry Sheppard was a competent and effective police officer in all the positions he held; however, his greatest fault was that he was too kind-hearted.

Central Okanagan Records Survey

Okanagan College, located in the interior of British Columbia, has received a one year Canadian Studies Research Tools grant from the Social Sciences and Humanities Research Council of Canada to conduct a Central Okanagan Records Survey. The product will be a published guide to archival documents held by public repositories, private agencies and the general public. This document will be sent to the archives of the federal, provincial and territorial governments, to selected archives, universities, colleges, historical societies, libraries and school districts in British Columbia, as well as to other institutions upon request.

This is a significant project for a variety of scholarly, administrative, and archival purposes. Canadian scholars are turning increasingly to the local level for source material. It is hoped that the project will stimulate establishment of comprehensive records management/archival programs and institutional responsibility at the local level.

Members of the project team are Duane Thomson, Maurice Williams, and Kathleen Barlee. Dr. Thomson, head of the team and a history instructor at Okanagan College, has recently completed his Ph.D. dissertation on the regional history of the Okanagan Valley. Dr. Williams, Dean of Mathematics and Science at Okanagan College, has published scholarly articles which have appeared in major academic journals. The Project Coordinator, Kathleen Barlee, has a Master of Archival Studies Degree from the University of British Columbia. She has worked for the P.A.C., the P.A.B.C. as well as the Records Management branch of the Government of British Columbia.

Those wanting further information should contact Kathleen Barlee at Okanagan College in Kelowna, (604) 762-5445, Local 301.

Gaining Ground in Conservation Heritage

Moving to my new position as the director of the Recreation and Sport Branch has left me with little time to keep abreast of the current events in the heritage field. However, on the prompting of your editor, I was asked to consider some of the significant changes in heritage conservation during the past decade.

Putting a time frame of the past ten years on this article is most realistic as many readers will recall that it was in the fall of 1977 that first steps were taken to develop the new B.C. Heritage Conservation Act. The legislation was undoubtedly the most important change, but it should be noted that it was also tied to a re-organization of a number of government staff to form the new Heritage Conservation Branch. Also at the same time the Heritage Trust was established with its new programs which provided funding to local programs and projects.

Obviously these were major steps which assisted the heritage conservation movement at the local level. During this period the Provincial Government also undertook several "model projects" in cooperation with a number of municipalities, local community groups and related government agencies. These endeavors such as the Nelson Conservation Plan, the Vancouver Inventory, and the Barkerville Masterplan demonstrated the type of joint effort which would be pursued on a cooperative basis. Thus a trend toward partnerships in heritage projects developed early in this period.

At this point it is important to indicate that this report is not an attempt to describe the various programs and projects that actually occurred during the past decade. Rather it is my intention to deal with the positive forces that shaped the heritage movement during this time period.

For the most part these are very positive forces and their review by conservationists will do much to encourage the excellence that is now obvious in the field. Overall there are four factors; however it

is important to realize that the dynamics of these forces are of an integrating nature. They can be independent but they are best managed in a fashion which interlocks them in the project plan.

1. VOLUNTEER LEADERSHIP

The recent success in heritage conservation has been achieved because individuals and groups have emerged at the local level to undertake heritage projects as important community efforts. In several cases of "projects floundering" the basic cause is not necessarily the lack of funds or technical problems, but sheer lack of reputable leadership. The executive of the British Columbia Historical Federation should be complimented for their efforts on guiding many efforts throughout the province, particularly to organize local groups and to foster this necessary leadership.

In the future every effort must be made to insure good leaders are encouraged to participate from the outset of local projects. It may mean more effort is placed on seminars and good resource materials but today's conservationists must recruit and effectively train their successors. If this is not a priority in the heritage conservation the momentum in many small communities will be lost.

2. TECHNICAL COMPETENCY

Possibly at the beginning of the decade that we are reviewing this could be cited as one of the major problems conservationists faced in British Columbia. There were not a great number of experts in the field and the amount of reference material available was limited. Unfortunately, during the early stages it could also be stated that there were a number of projects where an effort to undertake a "quick fix" resulted in damage that was far worse than having done nothing at all.

However, the enthusiasm of the movement in British Columbia to follow proper procedures and to seek expert advice has grown rapidly. Much credit must go to the provincial associations and likewise to a number of specialists who have operated from the Heritage Conservation Branch and the Provincial Museum, as well as from the academic community to develop and deliver this expertise. It should be noted that I'm not talking only of experts in restoration projects but there has been much assistance given in the area of archaeology, archival work and other areas of historic site management. The "knowledge factor" is being tackled. The results are improved communications to local project leaders to that conscientious efforts are being made to ensure authentic and accurate work at the field level. To me, this shows a maturing process and one that should be nurtured so that the best of technical information continues to be available throughout the province.

3. SETTING PRIORITIES

In examining local heritage conservation programs it was the writer's experience that they were often conceived with very broad intentions. Undoubtedly the ideas were beneficial to heritage conservation, but often with limited resources the local group was unable to focus on a key problem and be effective.

An initial effort that the British Columbia Heritage Trust took to rectify this situation came through the development of two programs. They were Planning and Inventory and Student Employment with both technical and financial resources available to support local programs. The response was excellent and by the early 1980's a large number of heritage planning strategies began to emerge. Probably the largest and most complex of these was cited earlier as the City of Vancouver Inventory Program.

Certainly it is naive to suggest that all solutions to community based heritage programs can be solved by this approach. However, it is my opinion that it is essential to work through a planning and problem solving identification process so that a definite assessment of local priorities is established. Most of the local groups and associations with the aid of their provincial governing bodies have begun to set up such initiatives toward priority setting.

Setting priorities is a difficult process because it is an interaction of both political and technical matters. However, the new approaches recognize the wide variety of issues facing local groups and there is a better understanding of identifying urgent matters as opposed to those projects which might be more easily pursued. This is a difficult process in any field but it appears that the heritage conserva-

tion movement in British Columbia has come to grips with it. Much of the working arrangement in this area parallels the emergence of technical papers and references as outlined in Part 2.

4. INTEGRATION OF EFFORT

It is fascinating to note that, in the most successful heritage projects, the broadest possible base of community support has often been established. Some of this support is very direct in the sense of a heritage group working with a nearby museum or library. Obviously the staff of these institutions are very familiar with this consultation role. However, it is essential on larger and more complex projects to seek an even wider scope of support in volunteers, private business and civic departments.

Heritage conservation has gained not only community acceptability in British Columbia, but in many communities, it has become a popular volunteer activity. For example, groups under the provincial associations have been formed in architectural conservation, historical research, industrial archaeology and genealogy, to name only a few of the subject areas. Harnessing this interest to tackle major community problems, however, requires now partners beyond the traditional groups and agencies. The diverse community support for the Heritage Trust program of Heritage Area Revitalization in many smaller communities such as Fernie, Greenwood and Rossland has provided some excellent illustrations of this diversification. Tourist associations, downtown business groups, major national companies, service clubs, and youth groups were but a few of the many new partners now seen in downtown revitalization work.

When harnessed, even a major project with clear objectives and good leadership can engender this cooperative spirit so that its results are of good quality. The matter of "integrated community efforts" is more than raw labour for projects when it becomes part of the community image, part of the tourism marketing plan and a basis for local celebrations and activities.

CONCLUSION

During the past decade there has been a tremendous growth in the heritage conservation movement. The foundations have been strengthened and there has been a renewal of several of the major provincial organizations such as the British Columbia Historical Federation. Likewise the provincial associations have established co-operative arrangements among themselves so that the lead role is not necessarily that of government.

Looking towards the next decade it will be the strength of the provincial organizations working with local groups that will set the targets on future achievements. Current objectives are merging in a number of areas but the focus of the next year or so must very much be meetings of the Provincial Societies and various local groups in the province to ensure that there is a clear focus to the heritage priorities.

Dr. Irvine is the former Director of Heritage Conservation Branch and Executive Officer of the British Columbia Heritage Trust. He served in this capacity from 1978 to 1986. Earlier this year he was appointed Director of the Recreation and Sport Branch.



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Subscribe now if you're not receiving the News regularly.

Publications Committee Report

Major changes are taking place with the *British Columbia Historical Federation News*. We hope that these will solve the financial crisis which our quarterly has faced over the past few years.

Most important is the fact that we have a new editor. Bob Tyrrell is a young publisher located in Victoria (Orca Book Publishers). His most recent publication, Terry Reksten's "*More English than the English*", has proven very popular. His background is in the teaching of English and Communication Arts at the high school level. Despite his own expanding business, he has volunteered to edit the *News*. We wish him every success.

We will miss the many personal contacts and the devotion that Marie Elliott brought to the magazine over the past four years. It is because she, helped by her family, put in so many hours with each issue which went far beyond the call of her editorial duties, that we have survived financially while maintaining such a high standard of publication.

We have a new Publication Committee composed of Joan Selby (Vancouver), Arthur Lower (Vancouver), Edrie Holloway (Galiano Island) and Ann Johnston (Outer Gulf Islands). The Committee will work closely with Bob Tyrrell in searching for new subscribers as well as in developing a more economical format for the *News*. We also hope soon to have a more efficient method of getting issues out on time, especially to new members.

Already some progress has been made toward these objectives. Our editor expects to bring out this issue for some \$500 less than the cost of recent volumes.

Our treasurer, Rhys Richardson, has spent time this summer finding us a computerized mailing system which will come into service with the January issue. We decided to number this an exceptional issue 5 of Volume 19 in order to introduce our new format in the new year with the first issue of Volume 20.

Naomi Miller, our president, has written a letter to the historical and heritage societies in the province which are not now members of the Federation. This has been mailed out with a sample copy of the *News* in an effort to solicit subscriptions and extend membership in the B.C. Historical Federation.

We are also in the process of contacting university, college and school history departments in order to encourage both future submissions and new subscriptions to the journal.

Once again the *British Columbia Historical Federation News* is making a new start. We look forward to receiving your suggestions and comments.

Ann Johnston
Publications Committee

Lady With a Long Memory

In this year of many commemorations perhaps it is fitting for the British Columbia Historical Federation to call to mind one of its former members, Dorothy Letitia Schofield of Trail. Now confined in a nursing home and no longer able to attend annual meetings she still recalls a treasured inheritance from the past. Her father, James Hargrave Schofield, growing up in the midst of aunts and cousins was nurtured by tales of his grandmother Letitia Mactavish, the young wife of Chief Factor James Hargrave, who left her Scottish home to spend a brief life at York Factory and the Hudson's Bay Company post at Sault Ste. Marie. Dying at the age of 41 she left a legacy of letters describing fur-trade life which would become part of a family heritage and would be published in 1947 by the Champlain Society. J.H.S. (called "Sunny Jim" by his constituents) gave her name to his only daughter, Dorothy Letitia who soon felt a kinship with the woman whose husband described as "a happy, equal-tempered, contented creature" — so like Letty herself!

The Schofields would spend a lifetime in the Kootenays. James Hargrave Schofield, after training as a freight clerk with the CPR was sent to Trail in 1898 as station agent at Smekter Junction. Trail was still unincorporated, a hodge-podge of frame houses, shops and hotels huddling beneath the tall stacks on the hill. The 1500 residents by their own effort had bridged the creek, taken out stumps and laid out rough roadways. J.H.S. soon joined their number, becoming a member of the local Board of Trade, Fidelity Lodge and several sports groups. When incorporation as a city was celebrated July 1, 1901, he became a school trustee, then alderman and finally Mayor from 1903 to 1907. That was the year he entered provincial politics as the representative for Ymir Riding. Politically a Conservative, he rarely made a speech, taking no part in debates. But he always managed to secure needed im-

provements such as a bridge over the Columbia, a road to Castlegar, acquisition of railway lands in the Gulch. His constituents were satisfied and he continued as member for the riding of Rossland-Trail for 26 years, retiring in 1933 because of failing health. He died December 7, 1935 and was buried with

Masonic rites.

Such was the life that moulded Letty Schofield. As a girl she attended All-Hallows' School for Girls at Yale before being caught up in the busy life of her parents in the community. Her father had resigned as station agent the first year he became a member of the legislature and had opened an insurance and real estate office. Letty acted as his helper, carrying on the business after his death, but although immersed in family affairs she was intrigued by the thoughts and feelings of her great grandmother, Letitia Mactavish Hargrave.

Letitia Mactavish had been born in Edinburgh in 1813, daughter of the Sheriff of Argyleshire. Through her brothers, already engaged with the Hudson's Bay Company at York Factory she met and married James Hargrave in 1840. A fellow Scot, born in 1798 in Hawick, Hargrave had risen in rank to be Chief Trader at the time he journeyed to Britain for the purpose of securing a bride. After their marriage and the long voyage to Rupertsland Letitia's life was hemmed in by the large white buildings of the trading post set on a marshy peninsula between the Hayes and Nelson rivers. Often blanketed in fog, swept by raw cold winds from the bay or enveloped in mosquitoes, it was vastly different from her Scottish home in Argyleshire. But Letitia seemed to have an inner strength that enabled her to accept without a fuss that which she couldn't change.

Soon she was involved with babies, her first daughter being born in 1844. Christened Letitia Lockhart, she was nicknamed Tash and in the opinion of her mother was the best child she ever saw.

When little Tash reached the age of ten her mother died suddenly of cholera, leaving James Hargrave with three children in his care. Meanwhile Tash growing up in Brockville as a tall pretty girl, married a young barrister named Frederick Schofield. Their firstborn son, christened James Hargrave was born in 1866 and would grow up to call his daughter after his mother and grandmother, but she would receive the nickname Letty.

Letty was fond of recalling a story about the nickname of Tash. While attending a party at Dr. Helmcken's house in Victoria, J.H. Schofield was introduced to the old doctor as being related to Hudson's Bay people. The doctor asked "What name?" On receiving the reply, "Hargrave and Mactavish," Dr. Helmcken said "When I was coming to Victoria I met on the boat Chief Factor Hargrave and his daughter Tash." Proudly J.H.S. declared "That was my mother!"

Retirement gave Letty the chance to indulge her hobby. Buying a cottage in East Trail she filled it with greatly treasured keepsakes, china, crystal, monogrammed silver and table linen used by parents, grandparents, uncles and aunts. In her tiny formal parlor visitors sat beneath the straightforward gaze of Chief Factor James Hargrave, painted in oil from a photograph. A daguerreotype of Letitia set in a small tray with carved edging of roses, thistles and concolculus appeared alongside porcelain miniatures of her daughters, Tash and Mary Jane.

Engrossed as she was in history, Letty Schofield became a committed member of the Trail Historical Society. With her background connection to pioneers of fur-trading days it was natural that she be chosen to take part in community historical ceremonies. One such occasion was the dedication of a cairn commemorating Fort Shepherd, a post of the Hudson's Bay Company downriver from Trail, just above the international boundary line. Fort Colville had been the headquarters for HBC trade on the upper Columbia river but when the boundary was placed on the 49th parallel the company decided to set up a post nearby in British territory. A site was selected on the west bank of the Columbia opposite the mouth of the Pend D'Oreille River where Fort Shepherd was built in the summer of 1957 — — five buildings of hewn logs. For awhile the trade in furs was good — — foxes, red and silver, wolverine, musquash, black bear, mink, weasel and marmot — — but surrounding benchland was covered with chaparral and had no grass for grazing. In 1865 discovery of gold in the East Kootenay led to the cutting of the Dewdney Trail so that miners could be supplied from British rather than American sources. At first that trail was much used but the good years did not last long. By 1868 the frenzy of

the gold rush was over, and the fur trade was not profitable enough to pay expenses of the post. In 1870 the HBC closed Fort Shepherd, leaving the buildings in the care of the local Indian Chief. Two years later they were destroyed by fire and Fort Shepherd passed into history. Isolated from the modern highway which follows the east side of the Columbia River, it was for many years accessible only by a jeep road servicing a power line.

On the 50th anniversary of Trail City's incorporation, the local Kinsmen Club decided to erect a stone cairn marking the site of old Fort Shepherd and a group of officials drove down-river on the afternoon of July 1, 1951. Letty Schofield was chosen to unveil the bronze plaque, a fitting tribute to her family interests. She would participate in many later celebrations, sometimes wearing her mother's black lace dress that had graced government functions of her father's time.

In 1960 Letty and her brother Jack presented their collection of heritage documents including some letters of James Hargrave written to his wife, to the Provincial Archives as a gift in memory of their father, James Hargrave Schofield. Letty herself inheriting many qualities from her great grandmother, is a very gracious lady and after a lifetime of kindness has earned the affection and respect of everyone who has ever met her.

Certificate of Merit Nominations Invited

The Regional History Committee of the Canadian Historical Association invites nominations for its Certificate of Merit Awards. These annual awards are given to individuals, groups and organizations who make an outstanding contribution to regional history. In 1987, for the first time, the emphasis will be on the work of the non-professional historian. Please send your nominations with as much supporting documentation as possible to:

Clarence G. Karr,
Department of History,
Malaspina College,
900 5th St.,
Nanaimo, B.C.
V9R 5S5

Marie Elliott

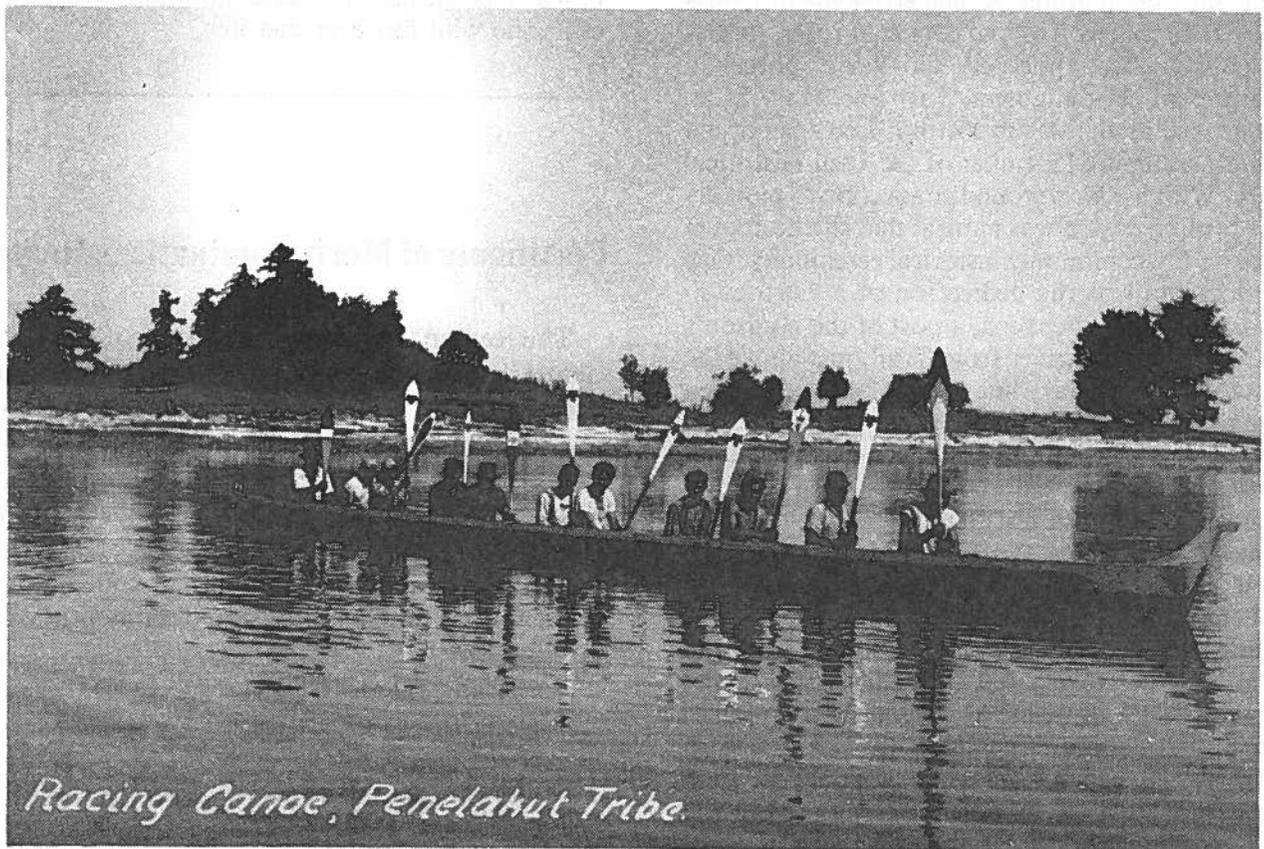
A Legacy of Skill and Courage

In the foyer of the Provincial Museum, the dramatic spectacle of a large West Coast canoe filled with a Nootka whaling party sets the tone of awe that remains throughout a visit to the many fascinating exhibits. Officers and men on Cook and Vancouver's ships were similarly impressed when they first arrived at Nootka Sound two hundred years ago. They were met by seventy-foot canoes manned by expert paddlers that could easily outflank a sloop of frigate of the Royal Navy cruising at seven knots.

Today, this prowess is maintained by a select

group of young Indian men and women who train vigorously for the honour of competing in the numerous canoe races held annually in the Pacific Northwest. Although good quality cedar trees are now at a premium, the sleek racing canoe is carved from a single tree. Special attention is given to the keel that must permit the canoe to turn quickly without upsetting the occupants.

The canoeists in this photograph are members of the Penelakut tribe of Kuper Island, near Chemainus, Vancouver Island.



Bill Sam, Dennis Charlie, Dan Harris, Len Sylvester, Bernard David, Oscar Brown, Joe Rice, Simon Edwards, Len James, Larry Joe, Sam Wilson (l. to r.)

Paper Story Teller Father Morice's Syllabis Newspaper

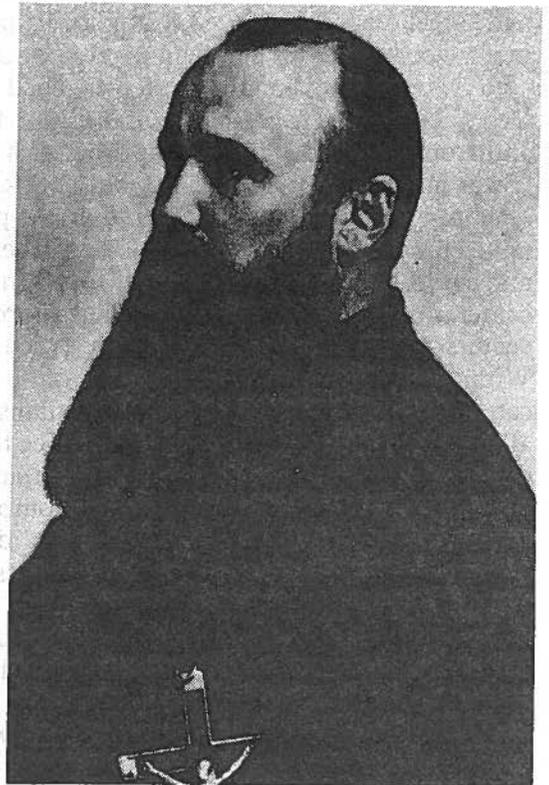
Adrian Gabriel Morice was born in Saint-Mars-sur-Colmont (Mayenne) in the west of France on August 27, 1859. At the age of fifteen he listened intently to accounts of missionaries to the Indians of the Canadian Northwest. Convinced that this was the life for him, Morice joined the Oblate order in 1877. When a decree of 1880 commanded the dispersion of all members of religious orders not sanctioned by the French government, the climate was right for Brother Morice to sail to North America. He arrived in Victoria in July 1880, finished his theological studies at New Westminster and was ordained a priest in 1882.

Father Morice was assigned to St. Joseph's Mission, Williams Lake, which served the Shuswap and Chilcotin Indians. Morice's first duties, however, were to say Sunday masses in English and to run a school for white and Metis children. In 1883 he was ordered to evangelize the Chilcotins west of the Fraser River. Fr. Morice was finally a missionary, finding himself among the most primitive Indians in North America.

Morice believed that learning the language was the first condition for success among the Indians. An elderly Chilcotin woman married to a black man gave lessons to the eager missionary. He found Chilcotin as different from French as Chinese was, but was soon translating the catechism, prayers and hymns, and compiling a 6,000 word dictionary. In 1885 Morice was transferred farther north.

Late in the evening of August 20, 1885 Fr. Morice reached Stuart Lake and camped on an island with his Indian guides. In the morning he was greeted by Fr. Blanchet (now 66 years old) and said his first mass at Stuart Lake Mission.

Near the residence and Our Lady of Good Hope Church was a neat little Indian village of twenty substantial log houses built in straight rows following a plan drawn by Fr. Blanchet years earlier. When the Mission site was approved by Bishop Durieu in 1876, the Indians of Necoslie Reserve, just below



*Father Adrian Gabriel Morice, O.M.I.
(1859 - 1938)*

Fort St. James, were invited to build near the missionaries. This village at the Mission, called Kessel kez yati, was home for 165 residents.

For Fr. Morice, this was the ideal Mission. Apart from traders at half a dozen posts and miners passing through, there were no white settlers to influence his flock, and no Protestant ministers. The arduous trip to Quesnel prevented easy access to liquor and other evils. The Indians had been willing converts, already believing in a Supreme Being and an afterlife. The Carriers were fond of singing, their traditional airs greatly resembling the hymns introduced by the missionaries. The Durieu system added a structured dimension to native life, affecting religious and social behaviour. For five years,

however, after the departure of Fr. Lejacq, Stuart Lake Mission and district stagnated. While Fr. Blanchet fulfilled his mostly domestic duties, Fathers Pandosy and Marchal visited the various reunion centers, but could only communicate through an interpreter.

Fr. Morice's first priority was to immerse himself in the difficult Carrier language. Carrier belongs to the Dene or Athapaskan language family. Morice was already familiar with Chilcotin — a Dene language — and had learned the rich sounds of Carrier from Jimmy Alexander, a residential student at Williams Lake.

Fr. Lejacq, conversant in French, English, Latin and Greek, once remarked that Carrier possessed more words than all the languages he knew.

Fr. Morice's missionary district stretched from Ft. George (Prince George) to Bear Lake south to north, and from McLeod Lake to Hazelton, east to west. It was inhabited by Carriers, Babines, Sekanis and Nahanis, number together 1800 souls. At predetermined times of the year the people of smaller villages and camps would travel to one of fourteen reunion centers for a revival or mission. The more remote centers were visited only once or twice a year. Without prayer books, hymnals or a written catechism, it was impossible for the Indians to learn all that was required of them. Fr. Morice therefore devised a system of writing for the Indians which he called the Dene Syllabary. It was complete and ready to use in November 1885. The idea of a syllabary was borrowed from Rev. James Evans, who invented the Cree Syllabary in 1841. Since it lacked enough signs to express all the sounds of Carrier, Morice fashioned his own signs. Each sign of the Dene Syllabary represented a whole syllable. There was no spelling to learn as we know it, and no confusion caused by vowels that are pronounc-

ed differently in different instances.

For weeks at a time, Fr. Morice was absent from home, travelling from one reunion center to another by canoe, horse, snowshoes, dogsled and on foot. In winter a roaring fire was made each evening of entire tree trunks, and spruce boughs served as beds. Huddled round the campfire, priest and Indian guides recounted the adventures — or misadventures — of the day, and plotted their movements for the morrow.

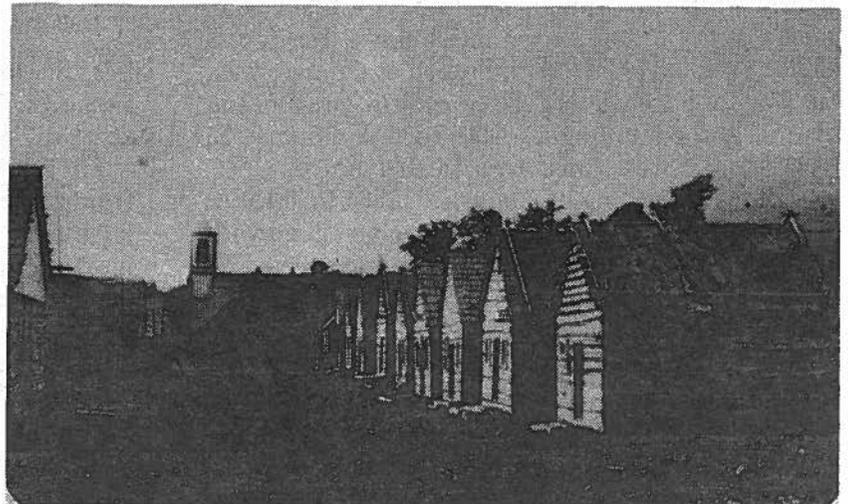
Each reunion usually lasted eight days. Mass was held in the morning, followed by a sermon. In the afternoons there were catechism lessons, another sermon, then benediction. The last days were devoted to mending marriages and hearing confessions. Throughout the mission, transgressors caught by the watchmen stood or knelt, sometimes with hands tied, before the assembly for atonement.

The 1886 retreat at Lhedli village, near Fort George, was a typical one. Arriving by canoe, Fr. Morice was greeted by all the 130 inhabitants, and hundreds of salvos were fired in his honor. His first duty was to shake hands with everyone, even the babies. The newly-invented syllabics were introduced to the children by a means of a hand-written primer.

A similar reunion was held at Natle on Fraser Lake. Fr. Morice gave lessons to half the children for only three days. When he returned in 1887, he perceived that all the children from Natle, Stoney Creek and Chestlatta had some knowledge of the syllabics. The smaller children, whom the priest had turned away the previous year, knew the most. One little boy wrote to Stuart Lake Mission requesting medicine for his baby brother; he had never received a lesson from Morice. In the missionary's absence, the adults and other children would gather to read what one of the more adroit children would write. In this manner the Dene Syllabary spread

*Indian village at Stuart Lake Mission.
Rectory and Our Lady of Good Hope
Church in background.*

(Wm. O'Hara photo)



throughout the territory. Many learned to read and write with it after only a few weeks of practice.

Now that the Indians of New Caledonia were literate, they would need reading material. Towards this end, Fr. Morice procured a small primitive printing press — the first north of Quesnel. This hand press was sent in 1888 by Fr. Sardon in France for a sum of ten dollars. Special lead type was cast by the Dominion Type Founding Co. of Montreal. The Indians generously helped to pay this great expense.

Fr. Morice used the chapel attached to the rectory for his print shop. He worked late into the night, and slept in each morning, missing mass with his confreres. He would say mass alone, consume the Blessed Sacrament, then go about his printing. To Fr. Marchal, director of the Mission, it was a sacrilege to use the chapel for a print shop, and to leave the tabernacle empty without the Blessed Sacrament; he was reluctant to give Morice the tabernacle key. In a moment of inspiration, Fr. Morice solved the problems. He threw the key into Stuart Lake.

In unprinted manuscript form Morice had translated into Carrier dictionaries and grammars (1887); the *Book of Genesis* (55pp. 1889); the *Gospels* (78pp. 1890); and *Twelve Short Lives of Saints* (26pp. 1891).

The first items printed in the Dene Syllabary were pamphlets of a religious nature, then the first book *Pe testles et' sotel eh* (32pp. 1890) — a reading book or primer containing spelling and reading lessons. Next followed a *Little Catechism* (55pp. 1890) of which 500 copies were printed, then *Le Petit Catechisme a l'usages des Porteurs* (144pp. 1891) containing prayers and hymns and a French translation. Since Fr. Morice printed in the Carrier spoken at Necoslie, the Babines, Sekanis and even Nahanis learned all the requisite formularies in this dialect.

From October 1891 to June 1894 Fr. Morice printed a monthly review, gazette or newspaper in syllabics for the Carrier Indians. Its name *Dustl'us Nawhulnuk* — literally "*Paper Story-teller*" — was translated "the paper that relates" by its author. In all there were twenty-four issues, each consisting of eight pages. Subscriptions for a "futur journal" were taken as early as November 1890 for \$1.25. Morice gleaned newsworthy items from the *Winnipeg Free Press*, *Cariboo Sentinel*, and *Victoria Colonist*. The idea to print "letters to the editor" was borrowed from the American dailies. The gospels, lives of saints and adventure stories translated earlier also appeared in *Paper Story-teller*. An illustration was included in each issue, with an explanation underneath. A steam locomotive is shown in the first issue — something that none of the Indians of New Caledonia had yet seen.

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Heritage Place Opens

Okanagan Falls' Heritage and Museum Society

Nostalgia gripped the residents and visitors of Okanagan Falls and surrounding area Saturday afternoon, August 16th, 1986, when *Heritage Place*, the special project of the Okanagan Falls Heritage and Museum Society was officially opened. The heritage house, the restored *Bassett House*, was also opened in a separate ribbon cutting ceremony. Society members and guests were dressed in period costumes, as was Master of Ceremonies, Jack Petley, a Director of the host society.

MP Fred King was represented at the opening by E.R. (Corky) Hewson, Constituency Manager. Mr. Hewson arrived at the heritage site in a 1918 truck, once owned by the Leir Sawmills of Penticton, which was driven by a son, Jim Leir of Kaleden. MLA Jim Hewitt, the Honorable Minister of Agriculture & Fisheries, and Mrs. Hewitt arrived in an antique car driven by owner Linda Lawrence of Penticton, Secretary of the Okanagan Chapter of the Vintage Car Club of Canada. Other dignitaries included Mrs. Jeanne Lamb of Kaleden, Director — Regional District of Okanagan and Similkameen, and Mrs. June Phillips from Oliver, Director — B.C. Heritage Society. Mrs. Phillips represented Mrs. Sue Morhun of Oliver, who is President of the B.C. Museums Association and a Director of the B.C. Heritage Trust, but was unable to be present due to a trust commitment in Kamloops. The Rev. Derek Salter of Okanagan Falls, gave the Prayer of Dedication. Special guests were members of the Bassett family.

A brief history of the Heritage & Museum Society, and its project the Bassett House and heritage site, was given by Jack Petley. Society President, Doreen Duncan, thanked the three past presidents and other members of the society for their hard work, time, and donations, all voluntary, and expressed the society's appreciation to all the companies and corporation, as well as citizen voluntary labour, materials, and financial contributions given to the society, "to make a dream come true." Mrs. Duncan also acknowledged the tremendous assistance to the society by both the Federal and Pro-

vincial governments.

A grandson of the Bassett family, Harvie Walker of Vancouver, recaptured some of the past in his speech.

"May I suggest," he said, "that you consider this not just the Bassett House, but rather a house representative of all the people who pioneered here.

"It is the Christie House, the Hawthorne House, the Thomas and McLean Houses, the Pryce, Wolstenholme, Waterman and Shuttleworth Houses; and it's old Mr. McKay's cabin, the Keogan shack, the SYL Ranch, Mrs. Worth's store, and all the rest.

"I'm sure that this museum's main purpose is to recognize those incredible people who came here, settled, struggled and survived."

Mr. Hewson cut the ribbon declaring the grounds of the heritage site open. Mrs. Florence Walker, a daughter of the pioneer Bassett family, and Mr. Hewitt shared the ribbon cutting honor in opening the heritage house to the public. Light refreshments were served by Society members to visitors, while toe-tapping, foot-stomping music was played on a fiddle, guitar, banjo, mouth organ, and the spoons, from the back porch of the Bassett House — "just like it was in the old days," commented an enthusiastic visitor!

Anglican Diocese Index

The Archives of the Anglican Diocese of British Columbia was recently awarded a grant from B.C. Heritage Trust to hire a student to construct a subject index. Grant Mitchell, a student from the Master of Archival Studies Program at the University of B.C., has devised indexing rules and is indexing the correspondence of Bishop George Hills, (the first Anglican Bishop of British Columbia), along with other collections. The collections reflect both the development of the Anglican Church and early British Columbia.

Leonard Frank Exhibit Brought to Victoria

The University of Victoria has announced that the Leonard Frank collection of historic photographs and enlargements will be displayed in the Maltwood Museum, October 15th to December 2nd.

A photographer of great insight and energy, Leonard Frank left behind one of the most valuable historic treasures of B.C.'s recorded history. Although straightforward documentation was clearly early photography's major purpose and function, certain photographers such as Leonard Frank introduced creativity, sensitivity and artistry into this medium.

The public acknowledged the exceptional talent in Frank's work and his photographs were much in demand. His technical perfection and variety of visual images launched him into a career as a highly respected commercial and industrial photographer. His photographs in the field of logging are considered the most significant in the world, and film and photographic specialists have come from far and wide to use Frank's work as a resource.

One of the most remarkable aspects of Frank's work is the artistry which is brought to the task of being a commercial photographer. He invariably managed to produce photographs which included not only the required factual information, but also the most exquisite natural light and unusual camera angles. His pictures of timber, mountain, stream and lake are marvels of beauty and artistic discrimination.

This intrepid Jewish photographer/adventurer spared no effort and endured many hardships of climate and terrain in order to achieve the ultimate in photographic results. As an artist Leonard Frank used the camera as other artists before and after him used brush and pencil ——— to interpret the world, to present a vision of nature and its structure as well as the things and the people in it.

The collection, entitled *Leonard Frank, A Retrospective*, was produced by the Vancouver Jewish Festival of the Arts. The photos and negatives are the property of the Jewish Historical Society of B.C. The exhibit will be open to the public. (Maltwood Museum: 721-8298).

Janis Diner Brinley

Oregon Trail Journal Published

The Societe Historique Franco-Colombienne is pleased to announce the publication of Honore Timothee Lempfrit, O.M.I. *His Oregon Trail Journal and Letters from the Pacific Northwest 1848-1853* by Ye Galleon Press, Fairfield, Washington, December 1985, Edited by Patricia Meyer, translated by Patricia Meyer and Catou Levesque. Hard cover, 263 pages, amply illustrated, index and bibliography, colored map. ISBN 0-87770-347-7

This book is the translated and edited work of Father Lempfrit's original French manuscripts.

The Oregon Trail Journal was written at Fort Victoria, in 1849, from notes kept by Father Lempfrit during his long journey over the Oregon Trail the previous year.

Nine of the ten letters written from Fort Victoria, describe conditions on Vancouver Island after James Douglas arrived at Fort Victoria in June 1849 as Governor pro tempore of the newly founded British colony.

In the back pocket of the book is a map in four colors, specially prepared to reflect the distribution of the Hudson's Bay Co.'s holdings as well as the company's subsidiary Pudget Sound Agricultural Co.'s reserved land and the lands involved in the Indian treaties from 1850 to 1852.

The book is sold in Canada at:

Duthie's Book Store, Robson Street, Vancouver
Planaterium Gift Shop, Vancouver
Societe Historique Franco-Colombienne,
Broadway Ave., Vancouver
Provincial Museum Book Store, Victoria

Price: \$21. Can. \$15. U.S.

For large orders (five or more) directly from the publisher at 40% trade discount, please phone for details at 879-3911 (Societe Historique or 943-3009 (Catou Levesque)

Changes

This issue of *The British Columbia Historical News* will show the start of a series of changes that will affect the magazine.

1.) First, a reminder to the President and Treasurer of each of the 25 Member Societies that a motion from the floor was passed at the Historical Federation's Annual General Meeting last May, that both DUES and SUBSCRIPTIONS of Members of Member Societies should be increased by \$1.00 each — Dues to \$2.00 per person and Subscriptions to \$5.00 per address. The result of this change is that one person and one subscription should pay \$7.00 per year, and that two persons with one subscription should pay \$9.00 per year. This change becomes effective for each Member Society from the start of its next financial year following the Federation's decision. There is no change in the Individual (\$8.00) or the Institutional (\$16.00) subscriptions.

2.) The Historical News Publishing Committee has decided that this current issue of the magazine should be numbered volume 19-5. There are valid reasons for the change, an important one being that the volume numbering will coincide with the calendar year. Volume 20-1 will appear in early 1987 even though the editorial deadline will remain as December 1st, 1986.

3.) We have now begun the process of entering the Subscription List into a computer data-base. This should be in use for volume 20-1 in early 1987. A list of address labels has already been printed for this current issue (19-5), but the number of the last issue paid for, by each subscriber, has been adjusted

on each address label (see the numbers in the top right corner).

4.) When we have the computer data-base established and the subscribers listed, the up-dating of each subscriber's payments, change of address, or other changes will be entered at times to correspond with the Editorial deadline: December 1, March 1, June 1, and September 1. There is a subscription list of about 1,200 names and it would be most helpful if Member Society Treasurers would send in subscriptions and relevant information just before these dates rather than at one time for the whole year (this applies especially to those Societies with large memberships).

5.) It is hoped that once the computerized system is established it will be possible to send each Member Society a copy of its information in the computer file as in early September (or other acceptable date) each year. This would be a print-out showing: (a) Name and address of the Member Society; (b) The date of the society's financial year; (c) the name and address of the President, the Secretary and the Treasurer; (d) a telephone number (for contact); (e) the day and time of meeting (if held regularly); (f) the list of Subscribers; and (g) the dates and Receipt No. when monies were received during the preceding 12 months.

A practice such as this would help to preserve accuracy in our records.

J. Rhys Richardson
Treasurer

Subscribe!

I wish to subscribe to *B.C. Historical News*. I enclose a cheque or money order payable to the B.C. Historical Federation, P.O. Box 35326, Station E, Vancouver, B.C. V6M 4G5.

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Bookshelf

Your new book review editor is off to a slow start. While a number of books are out for review for the next issue of the *News*, here is a brief listing of those still on hand.

Pipers' Lagoon is a brief history and description of a small park which was officially given to the City of Nanaimo in 1983. Originally a whaling station, the area was settled later by the Piper family, some of whom still live in the neighbourhood. Pipers' Lagoon is now an ecological reserve and public recreation area.

Hancock House is publishing a series of pocket-sized guides to historic areas of the province. Profusely illustrated, they provide good introductions for tourists, schools, or those just interested in some quick information about a place. *Fraser Canyon* traces the canyon from the early gold trails to the superb Trans Canada Highway. *Mysterious Powell Lake* is a series of reminiscences and accounts, based on interviews with old-time residents of the Powell River area. *Barkerville the town that gold built* is a handy illustrated pocket-sized guide-book. *Walhachin Catastrophe or Camelot?* is a succinct history of an ambitious settlement that failed. The P.G.E. Railway and B.C. Railway histories are covered in *British Columbia's own Railroad*.

The Canadians, a continuing series, published by Fitzhenry and Whiteside, is a set of short, inexpensive biographies of notable figures in Canadian history, from Amy Semple McPherson to Matthew Baillie Begbie. On hand are *La Verendrye* and *Jerry Potts*, both indexed and well-written, with lists for further reading.

More ambitious is Jim Martin's *Northern Man*, a good yarn about Martin's life and survival in the northland as a trapper, fisherman, bush pilot and prospector — a dwindling race of individualists.

On a lighter vein, *British Columbia Heritage Cookbook* is a gathering of grandmothers' and newer recipes, from such delicacies as venison pate and Yale Street baked beans, to peaches in Cariboo gold sauce, and the ever ubiquitous Nanaimo bars.

Finally, a new issue of *Canadian West Magazine* is out, with articles on Ripple Rock, the White Pass & Yukon Railway, Bella Coola, Gladstone mine and the Lardeau country.

Book editor is Anne Yandle. Books and review articles should be sent directly to her c/o:
P.O. Box 35326, Station E,
Vancouver, B.C. V6M 4G5

Henderson, Vi. *Pipers' Lagoon; a historic and captivating Vancouver Island Park*. Nanaimo, Quadra Graphics, 1984. 53 pp.

Harris, Lorraine. *Fraser Canyon from Cariboo Road to Super Highway*. Surrey, Hancock House, 1984. 64 pp.

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Sealey, D. Bruce. *Jerry Potts*. Don Mills, Fitzhenry & Whiteside, 1980. 64 pp.

Martin, Jim. *Northern man; the victor*. Surrey, Hancock House, 1983. 256 pp.

Evans-Atkinson, Mary. *British Columbia Heritage Cookbook; a treasury of British Columbia treats*. North Vancouver, David Robinson for Whitecap Books. 124 pp.

Canadian West Collector's No. 3, Spring 1986. Langley, Sunfire Publications.

Book Review

Nelson, British Columbia, Canada, Architectural Heritage Walking Tour, Nelson Streetscapes 1984 and

Historic Nelson, British Columbia, Canada, Architectural Heritage Motoring Tour, Nelson Streetscapes Plus 1986. Free. Available from Nelson Chamber of Commerce, 501 Front St., Nelson, B.C. V1L 4B4.

Self guided city tours can be an important introduction to a local community. A well done tour can merge many elements of story telling into a relatively small document supplying many facts, photographs, and maps. There are two brochure tours about Nelson currently available, published by Nelson Streetscapes. One tour is a walking tour and the other is a motoring tour.

Although, these tours contain a great deal of information they have missed the mark on two scores. Firstly, as architectural guides they address only a small portion of the potential market, namely those knowledgeable in architecture. Secondly, as historic documents they skim too quickly over interesting anecdotes about the city.

The text in both documents is a little sparse. People and incidents are briefly mentioned and then abandoned without being fleshed out. A case in point is Judge Forin's campaign to move the "houses of joy." Not close them but just move them! Where were these offending houses? How many houses were there? Why were they there to begin with? Similar additional detail could be added about such characters as Rattenbury, "the furious local architects," or the local businessmen mentioned.

The photographs in both documents are clear and crisp giving a great deal of detail, a difficult task, when they have to be printed as halftones. In the walking tour, the building detail photographs should be moved in future printing to appear beside the buildings they come from. A case in point is the terra

cotta bull's head from the Burns Building which appears on one side of the brochure while the building is actually on the other side of the page.

The maps are particularly good. The 3-D view of the downtown for the walking tour is very effective and no one should find themselves getting lost or not finding the building they have been directed to see. The plan map of the city is also very well done and again people should easily find their way, however, the map has many heritage sites marked and not explained. The publisher might consider either expanding the text to include the heritage buildings and sites shown on the map or remove them. At this point, the caution about steep hills and narrow roads making the motor tour inappropriate for motor homes and vehicles pulling trailers must be mentioned again.

These brochures are a beginning. The photographs and the maps are good. The editor should spend some time before reprinting them thinking about the market which is being sought and about the actual users. Remembering that most of the time a user will be passing through and will not have time to consider the information hidden between the lines. When ever we try and explain our communities we are trying to make people excited about our place. We want them to go home and tell everybody, "This is the place to visit." So, everytime one of us writes one of these tours we should try and improve on our last one and be better than the one written by the community down the road.

Angus Weller

VOLUNTEER NEEDED: The *B.C. Historical News* urgently needs a capable person to prepare the *News* for mailing (this involves attaching mailing labels, sorting by postal codes, and delivering to P.O. — a number of hours four times a year.) Contact Rhys Richardson, (733-1897).

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