

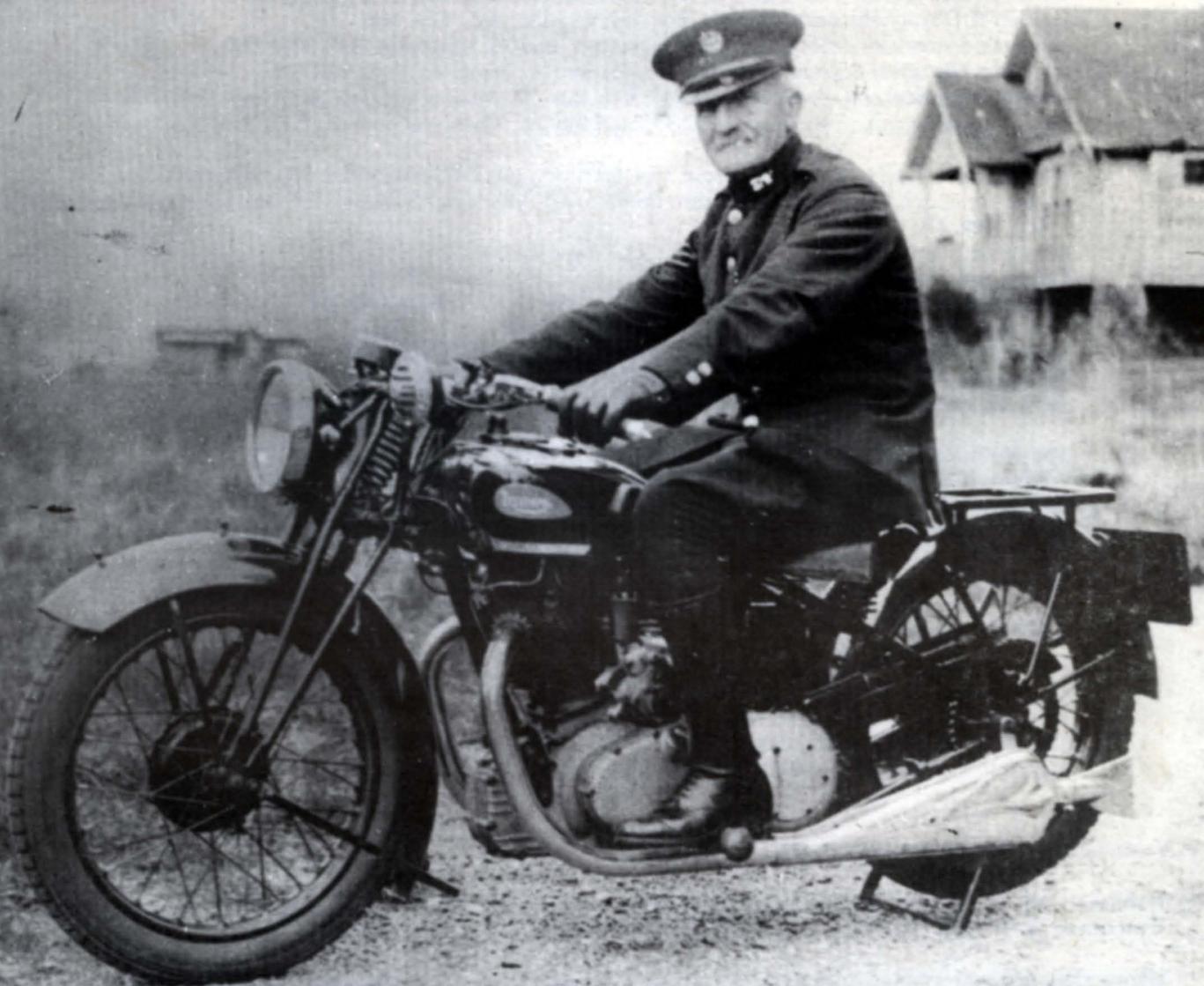
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Summer, 1987

British Columbia Historical News

Journal of the B.C. Historical Federation



MEMBER SOCIETIES



Member Societies and their secretaries are responsible for seeing that the correct address for their society is up-to-date. Please send any change to both the Treasurer and the Editor at the addresses given at the bottom of this page. The Annual Return as at October 31st should include telephone numbers for contact.

Members' dues for the year 1986/87 were paid by the following Member Societies:

Alberni District Historical Society, Box 284, Port Alberni, B.C. V9Y 7M7
Atlin Historical Society, P.O. Box 111, Atlin, B.C. V0W 1A0
BCHF — Gulf Island Branch, c/o Marian Worrall, Mayne Island, V0N 2J0
BCHF — Victoria Section, c/o Marie Elliott, 1745 Taylor St., Victoria, B.C. V8R 3E8
Burnaby Historical Society, c/o 8027 - 17th Ave., Burnaby, V3N 1M5
Chemainus Valley Historical Society, P.O. Box 172, Chemainus, B.C. V0R 1K0
Cowichan Historical Society, P.O. Box 1014, Duncan, B.C. V9L 3Y2
District 69 Historical Society, P.O. Box 3014, Parksville, B.C. V0R 2S0
East Kootenay Historical Association, P.O. Box 74, Cranbrook, B.C. V1C 4H6
Fraser Lake Historical Society, P.O. Box 57, Fraser Lake B.C., V0J 1S0
Galiano Historical and Cultural Society, P.O. Box 10, Galiano, B.C. V0N 1P0
Golden & District Historical Society, Box 992, Golden, B.C. V0A 1H0
Lantzville Historical Society, c/o Susan Crayston, Box 76, Lantzville, B.C. V0R 2H0
Nanaimo Historical Society, P.O. Box 933, Station 'A', Nanaimo, B.C. V9R 5N2
Nanooa Historical and Museum Society, R.R. 1, Box 22, Marina Way, Nanoose Bay, B.C. V0R 2R0
North Shore Historical Society, 623 East 10th St., North Vancouver, B.C., V7L 2E9
B.C. V7L 2E9
Princeton & District Pioneer Museum and Archives, Box 687, Princeton, B.C. V0X 1W0
Qualicum Beach Historical & Museum Society, c/o Mrs. Cora Skipsey, P.O. Box 352, Qualicum Beach,
B.C. V0R 2T0
Saltspring Island Historical Society, P.O. Box 705, Ganges, B.C. V0S 1E0
Sidney and North Saanich Historical Society, P.O. Box 2404, Sidney, B.C. V8L 3Y3
Silvery Slocan Historical Society, P.O. Box 301, New Denver, B.C. V0G 1S0
Trail Historical Society, P.O. Box 405, Trail, B.C. V1R 4L7
Valemont Historic Society, P.O. Box 850, Valemount, B.C. V0E 2A0
Vancouver Historical Society, P.O. Box 3071, Vancouver, B.C. V6B 3X6
West Vancouver Museum & Historical Society, P.O. Box 91785, West Vancouver, B.C. V7V 4S1

Trail Historical Society, P.O. Box 405, Trail, B.C. V1R 4L7
Valemount Historical Society, P.O. Box 850, Valemount, B.C. V0E 2A0
Vancouver Historical Society, P.O. Box 3071, Vancouver, B.C. V6B 3X6
West Vancouver Museum & Historical Society, P.O. Box 91785, West Vancouver, B.C.
V7V 4S1

Affiliated Groups

B.C. Museum of Mining, P.O. Box 155, Britannia Beach, B.C. V0N 1J0
City of White Rock Museum Archives Society, 1030 Martin St., White Rock, B.C. V4B 5E3
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

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Manuscripts and correspondence for the editor are to be sent to P.O. Box 5626, Stn. B, Victoria, B.C., V8R 6S4. Correspondence regarding subscriptions and all other matters should be directed to the Vancouver address above.

Subscriptions: Institutional, \$16.00 per year; Individual (non-members), \$8.00.

The B.C. Historical Federation gratefully acknowledges the financial assistance of the British Columbia Heritage Trust.

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Editorial

Here we are well into another lovely west coast summer — and another issue of *The News* is slightly behind schedule. I hope that the majority of our readers are pleased with the present format and content of the journal. Once again I welcome your comments and criticisms. We have, I think, been fairly successful in weeding out most of the typographical errors in the last couple of issues — thanks to the diligence and cooperation of our typesetters at the University of Victoria Graphics Shop.

The Fall issue of *The News* will be the second of our *theme issues* — Native Peoples of B.C. We are still looking for contributors of articles dealing with this subject. The deadline for submissions is September 15, a slight extension of the normal deadline. Articles to 2500 words or photo-stories are welcome.

Bob Tyrrell

The B.C. Historical News welcomes submissions of interesting and informative articles or photo essays on any subject relating to British Columbia history. Manuscripts should be typed (double-spaced) with footnotes and/or bibliography provided, if possible. Length to 2500 words. Photos or illustrations appreciated and returned. Sent to: The Editor, P.O. Box 5626, Stn. B, Victoria, B.C., V8R 6S4

TREASURER'S COMMENTS

A copy of the Treasurer's Report and the Financial Statement for the B.C. Historical Federation, as at March 21, 1987, has been sent to the Treasurer of each Member Society.

The following is a summary of that Financial Statement:

B.C. HISTORICAL NEWS

Revenue from Subscribers (905 Members, 70 Individuals, 80 Institutions) and from other sources (sales, exchanges, etc.) was **\$6,623.54**.

Expenditures on Production (\$6,263.43), Distribution (\$1,073.59) and miscellaneous items (\$419.16) were **\$7,756.18** — \$1,132.64 more than revenue.

Grants from the B.C. Heritage Trust were \$1,250.00 for 1985 - 86 and \$2,000.00 for 1986 - 87. Adding in these two sums of money, the total income ascribed to the B.C. Historical News was \$9,873.54. This results in a carry-over of \$2,117.36 towards the expenses for the current year.

There are two issues of the magazine still to be paid for before next fall, so this carry-over will be very helpful since receipts during the summer months are not large.

We are indebted to the B.C. Heritage Trust for its continued support which has obviated a need to depend on the reserves to meet the full cost of publishing our magazine.

B.C. HISTORICAL FEDERATION

Receipts from DUES for 1549 members, Interest (on Bank Deposits and Investments), and incidental amounts totalled **\$2,882.74**.

Disbursements for Administration, and Honorarium to the previous Editor, and the Writing Competition, totalled **\$1,075.89** (I understand that the DUES structure was reduced by the A.G.M. for the forthcoming financial year.)

Special Purpose Funds. Donations totalling \$205.]] (Scholarship) and \$204 (Writing Prize) were acknowledged with a special Charitable Donations Receipt. All Advances from the Publications Assistance Fund have been repaid, and a share of the profits or interest has been received. The Convention and Council Travel Funds have had the usual demands.

ASSETS

Balance in Bank — \$5,853.77;
Investments — \$20,000.00;
Repayable Advance — \$400.00;
together making a Total of \$26,253.77.

RESERVES FOR SPECIAL PURPOSES

Convention — \$1,259.78;
Council Travel — \$1,422.76;
Publications Assistance — \$4,702.21;
Scholarship — \$450.00;
Historical Writing Prize — \$1,641.41;
TOTAL — \$9,476.16.

The difference is available for general purposes — \$16,777.61.

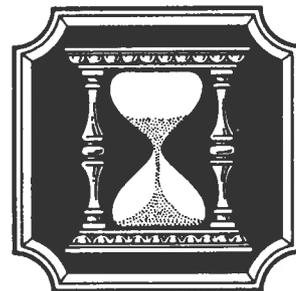
Unfortunately, recovery from a visit to hospital in early May precluded my attendance to the A.G.M. The full Treasurer's Report and Financial Statement was presented by First Vice-President John Spittle. Thank you John.

The Subscription rate to the *B.C. Historical News* was not changed — members of a Member Society, \$5.00 paid through the Member Society; Individual, \$8.00; and Institutional, \$16.00; each rate for 4 issues. The expiry issue is now shown on the address label.

I have been told that a motion was approved: "That sufficient funds be transferred from 'funds available for general purposes' to bring the Scholarship Fund up to \$5,000.00, the Interest of which will

provide for an annual scholarship or bursary, beginning in 1988." Further Donations to the Scholarship Fund will be very welcome, and will help to increase the value.

J. Rhys Richardson
Treasurer



NEXT ISSUE

Deadline for the next issue of the B.C. Historical News is Sept. 15, 1987. Please submit articles and reports to:
The Editor
P.O. Box 5626, Stn. B
Victoria, B.C. V8R 6S4

PUBLISHING COMMITTEE REPORT

Our first theme issue, on railways, appears to have been a great success. Our thanks to Darryl Muralt of the B.C. Railways Historical Association for co-editing with Bob Tyrrell.

Volume 20, No. 2 also introduced two new columnists. Geoffrey Castle, archivist for Saanich, will include a short article in each issue which is drawn from material in the Provincial Archives. Helen Tremaine's column will be of special interest to our many members involved with their local museums.

The *News* appears to be in a financially satisfactory state once again. Reduced production costs, the higher subscription rate, and the continued (but smaller) grant from Heritage B.C. combined to leave us with a \$750 excess of revenue over expenditures during the past financial year.

GOLD IN FURS AND SEA GIANTS — A PIONEER BUSINESS VENTURE

James Charles Stuart Strange's Expedition
to the North-West Coast of America in 1786

Helen Borrell

"That great source of national strength, Commerce" was his shrewd and practical motive. His "furr" trading expedition "pointed likewise to discovery . . . through a considerable unexplored part of the Pacific Ocean." Thus, on New Year's Day, 1786, James Strange began the journal of his pioneer voyage to the Pacific North-West Coast.

A few mentions of him, in B.C. Coast histories, as the voyage's supercargo — which he was not — obscured his "genius and achievements" until 1928. Then on February 8, 1929, John Hosie, Provincial Librarian and Archivist of the B.C. Government, read to the British Columbia Historical Association his paper: *James Charles Stuart Strange and His Expedition to the North-West Coast of America in 1786*.

James Charles Stuart? Yes, born on August 8, 1753, he was the godson of "Bonnie Price Charlie". His Scotch father, Sir Robert Strange, devoted to the ill-fated Stuarts, followed them to Europe after 1745. Undefeated, he became a famous engraver, returned to England, and was knighted by the

King — which did not change his loyalty to the Stuarts.

Young James Strange, handsome and dignified, was educated for the Indian Civil Service. His kinsman, Sir Laurence Dundas, obtained his appointment as "writer" under the secretary, Military Department, in the East Indian Company's service at Madras, on July 22, 1773. Thus commenced James Strange's distinguished career with those who were then the British rulers in India.

On leave in England in 1785, Strange read Captain Cook's journal of his 1778 voyage to America's North-West Coast, "a new field for profitable trade." He also read Coxe's "Russian Discoveries". Presumably Strange prepared by studying not only Captain Cook's maps, but those left by earlier, Spanish adventurers. When he returned to Madras, his "outlines" for a trading expedition persuaded the Directors of the East India Company to furnish him with men, supplies guns and ammunition; and mathematical instruments. Many of the officers knew science and were lunar observers, and each ship had a surveyor. The voyage was financed by Strange and his merchant col-

league, David Scott, who, it appears, loaned Strange 10,000 pounds sterling. On December 8, 1785, James Strange sailed from Bombay in the aptly named *The Experiment* under Captain Guise. Captain Lowrie's companion ship was also well-named: *Captain Cook*.

On January 29, 1786, *The Experiment* anchored in Batavia, where Strange procured supplies, including those for barter with American Indians. But, alas! he could not obtain "Sour Crout, Portable Soup and Malt" which, research had told him, were needed to prevent the scurvy and fevers which afflicted his officers and men. "That dreadful distemper" was then expected "in voyages of any duration".

Through his stately 18th century prose shine Strange's excited hopes and fears when, on June 20, 1786, they neared "the immortal Navigator's" (Captain Cook's) Nootka Sound on Vancouver Island. "Had I found the Field Preoccupied . . . such an Event would have called forth an Exertion of all my Philosophy . . . to suppress with becoming fortitude the Keeness of my Regret". "Had our Arrival at Nootka been protracted Ten Days . . . we should have lost perhaps a score of fine fellows . . . victims to that fatal Disease, the Scurvy . . . a third (of the ship's company) were confined with it". Many were critically ill.

On June 24, like every visitor, past or present, to British Columbia's coast, they were thrilled by the snow-covered mountains, gilded by the sunshine. But two canoes of Native visitors brought more substantial thrills; half a dozen small Bream, some Sardines, and six bunches of small leeks. No later purchase he made, Strange wrote, satisfied him so much as giving "this little mess to our poor invalids". However, the majestic coast was bleak and rugged; the little ships could not land. But from the Natives — next day fifty canoes arrived — the ships' companies purchased three days' supply of a

variety of fish. Later, during their stay at Nootka, they were supplied, though irregularly, with "Salmon, Cod, Skate, Hollibut [sic], Bream, Trout, Herring and Sardines".

In fog and squalls, the men in their long-boats explored the unknown coast till, on July 6, they found their goal, Captain Cook's Friendly Harbour. Very friendly; they were welcomed by a fleet of canoes and an oration sung by a Nootka chief. Strange and his young surgeon, Mackay, at once looked for shelter for their sick crews. They were invited into every house they passed; but the hospitable Natives could not know a European's disgust for the "the beastly filth" in which they lived. "Within and without doors," Strange wrote "one could not move a step without being up to the ankles in mud, fish, etc." — one imagines the et cetera!

Offered any habitation he chose, Strange purchased one "Constructed of six logs, each thick and long enough to have been a main mast for the largest ship in the British Navy". For reasons quoted above, he set up his hospital in a large tent, but built its floor and walls with these massive logs. The invalids' scurvy, fatal if untreated, was quickly cured by berries and green foodstuffs. Strange gave the men garden tools and a variety of seeds, and at Nootka they planted the first white men's garden on the Pacific North-West Coast.

Strange promptly attended to the business of the voyage, bartering for sea-otter skins. He obtained plenty; but their filthy, verminous state demanded from him, each day, eight hours of "Continual Bodily Labour" at the "Loathsome Occupation" of cleaning and dressing these furs. "Captain Cook" he wrote, "represents the Natives of this Coast as depraved in an extreme degree in cleanliness," and he bitterly confirmed Captain Cook's "strict adherence to Truth." But the well-born Strange, who, presumably, had done no manual labor in Scotland and Madras, disciplined himself to the repulsive

processing of the furs, and did it thoroughly enough to "greatly enhance their value" when, afterwards, "Merchants inspected them at Canton."

He stayed at Nootka until July 28, 1786. His aim, an ongoing fur trade, required that he learn the laws and customs of the Natives, whom he met only when they bartered the filthy otter pelts. He was objective enough to praise the happy lives of these unwashed folk, their affection for each other and their children, and their friendliness. And he added several hundred words to the Nootka vocabulary collected by Captain Cook.

It was essential to secure the friendship of Nootka Chief Maquilla; and Strange lavished gifts on him. He witnessed a religious ceremony honoring Enkitsum, the God of Snow, and asked Maquilla for some of the god's beautiful trappings. Maquilla gave him not only these, but the god itself. The pagan worshipper was grateful for the White Man's magic; Dr. Mackay, Strange's surgeon, had cured Maquilla's child of scabby hands and legs, a plague of dirt-covered people. So, when Strange sailed north, he left Dr. Mackay as the Chief's guest, that he might research and record "the manners, customs, religion and government" of the Nootka. Strange provided Mackay with blankets, flannels, food, books and writing materials. Planning, perhaps, a future settlement, he also gave Mackay garden seeds, grains and tools, with which the young doctor planted a small farm — the first white farmer on the North-west coast.

Strange promised Chief Maquilla rich rewards if he entertained the doctor well; Maquilla assured him that his guest would have the choicest foods (on Nootka menus) and become as fat as a whale. The mildness and care of the Natives, Strange wrote to his superiors when he returned to Madras, made Mackay's year with them agreeable; but he was taken away by force by the captain of an English vessel, who feared that he would monopolize



CALLICUM et MAQUILLA,
Chef de l'embou de Nootka

the trade (in furs).¹ Unluckily for historians, his journal was lost.

On July 28, 1786, the *Captain Cook* and *The Experiment* continued their trip along the north half of Vancouver Island. Strange named Cape Scott after David Scott, who had funded the expedition; and his men adventured through rip-tides and reefs, dangerous for their small sailing vessels and long-boats, into some territory of which, the records seem to show, they were the first white explorers. Venkatarama Ayyar credits them with the discovery of Queen Charlotte's Sound.² Strange took possession of the lands he visited "for His Britannic Majesty" by the usual ceremony, hoisting the colors and turning a turf. But four days' search in Prince William's Sound cautioned him against risking the expedition. The few Indians the company met had almost no furs; and on September 5 they encountered a completely unexpected rival from Bangal, Captain Tipping's "Sea Otter," named for the trade its men sought in the district Strange had planned to claim. His best reason for cancelling the northern trip was, not enough provisions. Observing the Indians of Prince William's Sound, Strange was perhaps the first white man to see, and admire, one of the now famous Chilkat blankets "a most excellent

substitute for our thickest and warmest bath rugs." Though he offered the price of six otter skins, the Natives would not part with it.

Strange decided to sail *The Experiment* to Canton, where he would sell the cargo of furs; the *Captain Cook* would go north to the Russian Copper Island, and her men could look for the fortune in copper of which Coxe had written in "Russian Discoveries." If both trips brought profits, Strange planned to invest them in a second North-West Coast expedition.

But there were no profits. The *Captain Cook* left Prince William's Sound on September 14, 1786, but failed to reach Copper Island because of those cruel foes of these plucky men in primitive sailing ships: winds and storms, the ravaging scurvy, and a shortage of food. *The Experiment* also had to battle these curses. On September 16 she sailed out bravely into an angry gale which made her spring a leak; the crew managed to caulk it and reduce the leaks, but had to work the pumps "three or four times a day," ill as they were with scurvy. Thus they crossed the Pacific (whose name must have seemed ill-chosen!), passed Formosa in early November, and anchored in Macao Roads on November 15. They were welcomed as though by angels by a fleet of fishing boats laden with fish and fruit; its "Good effects were almost instantaneous," wrote the grateful Strange. Two almost mortally sick men, he recorded, were magically saved by a dozen oranges. A month later the defeated "Captain Cook" joined her friends.

Strange did not record to whom, and for how much, he sold his cargo of furs. His niece, Mrs. Mure, in her book *Recollections of By-gone Days*, wrote that the expedition's complete financial failure was because the market of China, where her uncle had hoped to sell his fine collection of furs, was overstocked. Venkatarama Ayyar wrote that "no blame should be imputed to the gentlemen who planned the enterprise and set out

with every precaution to ensure success.³

Strange was a man of strong character, who was taught, not defeated, by his losses. No individual merchant, he decided, should risk a fur trading voyage to the North-West Pacific coast; any competitor who arrived there two days before that merchant would buy all the furs the Natives had for barter. But the fur trade had prospects for the East India Company, if its directors established a settlement on the coast. In a letter to Major-General Sir Archibald Campbell, Governor in Council, Fort St. George, Madras, dated February 22, 1788, James Strange detailed a plan for such a settlement.

The Company could command factors, soldiers, seamen and navigators, many of whom, Strange wrote, were (in modern language) on the payroll without being useful. Bartering for furs would cost very little; the Company could borrow from the Bombay Marine three small vessels, 100 or 120 tons each. Two would convey the furs to the markets in China and Japan; the third would sail north in summer to Cook's River, to glean whatever furs were available. Nootka Sound, centrally located, with a healthy climate and convenient harbours, was the best site for a settlement. Fruits and vegetables could be grown there; wild fruits and greens and fish had merely to be harvested. Strange advised that no fewer than 100 Europeans should settle in Nootka Sound, in order to defend it from possible attacks by hostile Natives. But he felt that the peaceful and truth-loving Indians of the district would welcome the gains of their barter of furs, and would probably help the settlers to build homes. In the discreet prose of his time, he wrote that "our own People must strictly observe Decency" towards Indian women; but probably the dirt in which the Nootka women lived would be their best guard against attentions from white men.

In his ship's journal Strange had

noted the many sperm whales in the Pacific, and the tall trees of Vancouver Island. More opportunity for commerce; a fishery, he enthused, could depend on a supply "equal to the consumption of all China"; and choice timber was always in demand in China, especially for ship's masts.

Like a good salesman, he closed by advising his Honourable Employers to accept at once; for the Russian fur traders had almost killed off the sea otters they had hunted for fifty years from Kamtschatka and would likely seek new territory; or, if they did not move to the districts explored by Captain Cook, the Dutch traders could be expected to do so.

But, Venkatarama Ayyar records, "The East India Company did not honour Strange for his sound and practical suggestion of forming a settlement in the Nootka Sound, nor compensate him for his great financial losses."⁴ Very likely there were reasons against venturing a settlement in a remote and almost unknown land, even if enough hardy (or foolhardy) persons could have been induced to pioneer there.

Strange abandoned his hopes for establishing the fur trade in Nootka Sound; but he had a distinguished career in the service of the East India Company. Retiring after admirable work in several official positions, he settled in Edinburgh, and died at the Castle of Airth, at the great age of 87 years. Mrs. Mure, his niece, praised his "many endearing qualities," his "great liberality and generosity."

Because his voyage to the North-West Pacific Coast was only one enterprise of his life, it has been overlooked by historians of explorers to that part of the new world. He appears to have been a model commander, strict but just, and worthy of his men's trust and obedience.

He explored new areas of B.C.'s coast and recorded new studies of the Native's customs and life style; and research into his journal and

(Cont. on p. 20)

VANCOUVER'S PIONEER SMELTER

**The history of the 1889 fiasco that just missed
establishing a great smelting industry in Vancouver**

Jay Morrison

It was January 1888 — The time was right and the future bright for any gold smelter that would be built in Vancouver. By now placer mining in the province was on the wane and the prospectors were uncovering rich veins of metal in hard rock. But mining these was not progressing very rapidly as there were no metallurgical plants in British Columbia to process the ores. This created a need recognized by both the Government of the Province and the City of Vancouver and they offered subsidies to whomsoever should build a smelter. Not only was the time right, but the right man was there — Claud Vautin, a brilliant metallurgist and smelting authority from London. He saw the opportunity and acted immediately.

Within a few months financing was arranged, an excellent site purchased, a first rate smelting plant built, a permanent ore supply assured and selling markets in China and England arranged for. Organization was near perfect. The opening of the smelter would be a large and important contribution the mining industry, to Vancouver and to British Columbia. The fledgling city was bouyant when on July 24, 1888, a Vancouver newspaper, the *News-Advertiser* printed this glowing report:

Vancouver's future as having one of the most important industries, that of smelting gold and silver ores is assured. Ground has been purchased within the city limits for a large smelting works. And before the close of the year they will be in full operation. The history of Denver, Butte, Omaha and Salt Lake will be repeated in Vancouver, and around the smelting works will spring up a large population and the city will be the location for numerous subsidiary industries.

The smelter, financed at \$200,000 was for the time a very big investment. It realistically promised that Vancouver would become a great smelting centre. No one could foresee that in less than a year, the venture would become a fiasco.

Vautin formed the British Columbia Smelting Company and placed his attorney W.J. Steele, in charge of the paper work for the establishment and operation of the Company. In February 1888, Vautin secured an agreement with the City of Vancouver for a bonus of \$25,000 plus a ten year tax exemption, for erecting a smelting works costing at least \$75,000. In evidence of good faith the company posted

a bond of \$5,000. This would be returned to them plus the bonus after the smelter was fully operational and at least 1,000 tons of ore had been reduced and chlorinated.

On April 18, The Provincial Government promised Vautin a bonus of \$12,000. The stipulation this time was that the plant was to be completed within one year and that it be capable of reducing not less than forty tons of ore per day. Also that the smelter must cost at least \$48,000. A performance bond of 500 pounds sterling was deposited. It was interesting to note the difference in the terms laid down by the city and Province for the same plant.

Vautin, because of his reputation, had no problem in raising financing. With English money available and the Governments signed up, the company was incorporated in England on May 9, 1888. According to the prospectus, capitalization was for 65,000 pounds sterling, 25,000 preferential shares and 40,000 ordinary shares at 1 pound sterling each. The latter were to go to Vautin for his initiation and participation in the company. He showed his faith in the project by personally buying 2,000 pounds sterling of the preferential shares.

Arrangements for the success of the company had been carefully gone into. To ensure an adequate supply of ore it had purchased a three-quarters interest in valuable lead mines at Field, B.C. These were the Monarch, Cornucopia and the Alpha. These mines were located within four hundred yards (366 m.), of the Canadian Pacific Railroad track.

E.J. Dowlen, author of the prospectus and a metallurgist, stated that the Monarch mine could produce 40 tons of 55% lead ore per day, which with ten tons of gold and silver ores to be purchased would yield \$15 per ton profit. This would be enough to supply the smelter with its fifty ton a day capacity. This report however, was later to be found wanting as the nature of the sulfur in the ore had

not been analysed, nor was it indicated where the gold and silver ores could be purchased.

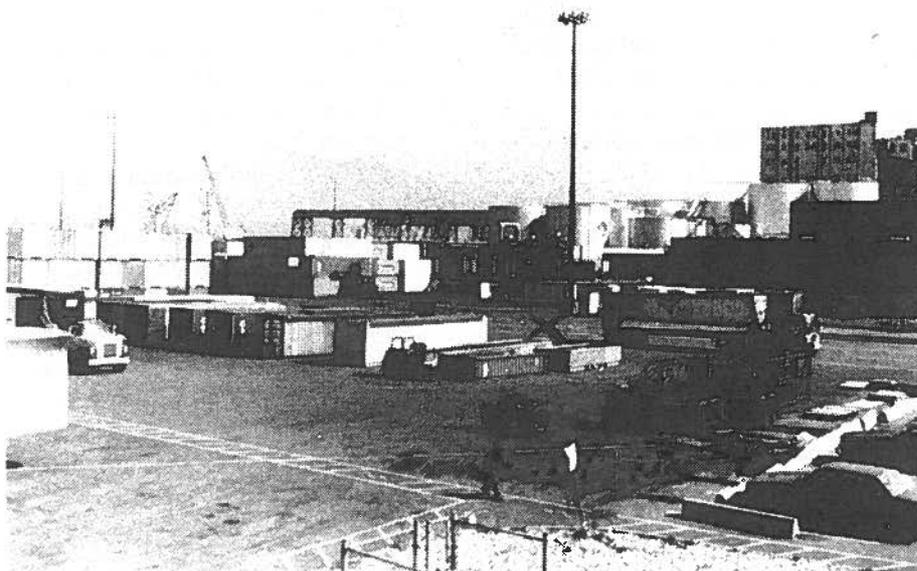
Vautin obtained an agreement from the C.P.R. for favourable rates to ship ore to his smelter. Similarly he arranged for shipping the smelter's product, pig lead, to both China and Great Britain.

Vautin purchased from the Canadian Pacific Railway an excellent site for his smelting plant located just a little east of Hastings Mill. The tree-covered area contained thirty three acres in all, being parts of city lots numbered 182 and 183. The land was bordered by the railway tracks that paralleled Powell Street on the south and by Burrard Inlet on the north. The lot was centered at the foot of the future Woodland Drive.

Clearing of the land began immediately. For a few days the fires burned very hot and eventually got out of control. Extra men brought in protected the railway track and saved the logs for the buildings and the cordwood that had been stacked for fuel. When the clearing was complete the construction of the buildings proceeded rapidly. From the salvaged logs the smelter building, a house, and a smaller cabin for an assay office were built. The small buildings were located close to the water where a small wharf had also been placed.

The description of the main building and its equipment appeared in the *Vancouver Daily World*, February 14, 1889.

The works are constructed in a most substantial manner. The foundations are of solid granite and brick masonry. The main building at present is 66 x 56 feet and is divided into boiler and engine rooms, sampling, charging and furnace departments. Besides a space is arranged for a Newberry-Vautin chlorinating plant which is now on its way from England. In the principal room is a wrought iron water-jacketed furnace, with 7 tuyeres of the most modern and improved description, carrying



Site of Claud Vautin's British Columbia Smelting Company smelter in 1980. Old shoreline had been extended over 200 feet (69m), into Burrard Inlet with a fill taken from the excavation of Vancouver's main Post Office.

Property now (1987), owned by National Harbours Board and being operated by Vanterm as a sea-going cargo container terminal. "X" marks the calculated and possibly exact location of the original smelter building.

(Jay Morrison photo.)

a brick shaft 9½ feet high.

Leaving the furnace room the visitor proceeds to the engine-room, where is found a 35 h.p. side valve engine with a 12 inch cylinder and a 16 inch stroke, which runs a blower and an eccentric patent crusher in the adjoining sampling room. Another engine of 15 h.p. of the same type runs a pair of rolls, 17 x 10 inches, and elevates the hoist, carrying the charge from the ground floor to the feed floor.

In the boiler room adjoining there is one tubular steam boiler, 54 inches in diameter, 16 feet in length, of 60 h.p. containing 44 flues 3½ inches in diameter. The boiler has been tested to 124 pounds steam pressure, and is in every respect of the best possible manufacture. In this room is also a tubular heater, one no. 2 feed pump and a McAvity steam ejector.

The buildings built and most of the equipment in place, there appeared that there could be nothing to deter the smelter from success. But now happened the prime event that was to turn a potentially great

industry into a failure. Claude Vautin left for Transvaal. As an inventor of the Newberry-Vautin chlorinating plant for smelting gold, his business in Africa demanded his attention. It was later conceded that had Vautin been able to remain in charge until the smelter began to function, it would have been successful.

With Vautin's leaving the management of the smelter was placed into the hands of two men, E.J. Dowlen and George De Wolfe. The plant foreman was W. McLaren. These men continued to finish and open the works.

In June 1888, Dowlen returned from a meeting of the directors in England. On his arrival he told the *Vancouver Daily World* that he had stopped over in Chicago and had purchased a furnace and other equipment. He immediately opened offices in what was known as the Springer and Van Bramer building on the corner of Cordova and Columbia streets.

Construction was complete before the end of the year, but the plant was not in operation because of lack of water. There was a rivulet not too far away which was piped into the smelter. A large cistern was

built on the west side of the main building to ensure a steady flow. The water became available February 6, 1889, and a week later on February 14, the furnace was "blown in" (put into operation).

On that day the *Daily World* reported:

At noon the furnace was well charged and the blast in full operation. As the ore got heated up the stone passed away into slag, whilst the molten lead was poured off into moulds. There was no special ceremony, but a large number of men were on the scene watching the various stages of the process. The result of this test is not yet known.

Indeed the results were not yet known when the paper went to press. Almost immediately things were about to change. What followed is reported in a hand written document held in the Vancouver City Archives:

On February 14th we started the furnace and, after running a few hours, the place caught fire from the iron flu running from the furnace to the dust chamber getting red hot and the furnace was run down. Mr. X had the flue lowered and started again; but the flue again got red hot and the furnace again was shut down.

Mr. X then had the iron flue taken out and the aperture bricked up and started again.

She made slag for about two hours, when she froze up and Mr. X. refused to try her again, saying 'the ore must be roasted before being smelted.'

The local board tried to persuade him to have another trial and offered to get thirty tons of slag from Frisco to start on . . . At first he consented but afterwards refused and he went off at a moment's notice to London.

The local board had a long talk with the man next to X and sent him off with samples

to Frisco to consult with Prof. Thos. Price who made a working test of the ore, and certified that it could be smelted without roasting but that it wanted silica.

X had never made a working test; he was so sure that the ore would work out that it was not necessary. The local board cabled London asking them to either send a smelting expert at once, or for Mr. X to go home. They never replied.

We had as fluxes limestone and scrap iron. Our ore is galena and limestone gangue.

We have not been able to purchase outside ore for a mixture and as [the] London Board would not give us authority to get funds from the bank here to pay for them, we had only our own ore to put into the furnace.

On February 24, the smelter operated for some hours but again was shut down once more because of too large percentage of sulfur. The closure was to be for an "indefinite period" but in fact it was to be forever. It was the failure of the company to take into account the sulfurous nature of the ore from the Monarch mine that ultimately wrecked the whole project.

Even after its closure the smelter might have been saved had there been money available in the treasury to buy silica or to "roast" the ore. But apparently the funds had been overspent. Somewhere along the line money had been wasted and the directors in England would not help out.

In April the company made an effort to get some capital by informing the city council that the smelter was completed and that the bonus of \$25,000 should be paid. The city ignored the claim. Neither the city nor the Province ever paid out a penny in bonuses. In May the property was mortgaged.

The directors in England not liking what was happening in Vancouver, engaged an outside opinion from C.A. Judkins of Leadville,

Colorado. The concluding paragraph of his report was as follows:

To summarize, I will briefly state that I find you have a smelter nearly complete at Vancouver, a good locality; that the machinery is ample, and suitable to run on oxidized ore; and that with the addition of roasters it will run a good sulfide ore; that you have a very accessible mine at Field, which can produce, with development, of 35 to 45 per cent ore, very low in silver though; that this ore can be treated in your smelter, when mixed with other desirable smelting ore, and roasted; that concentration will eventually have to be considered, but not now; that you can probably obtain suitable ores and fluxes; that you must buy all good smelting ore that is offered in your market, if possible; that \$200,000 capital, at least, is necessary to complete your works, open the mine and run the business; that your 50 ton furnace will probably treat from 30 to 40 tons per day, depending upon the mixture of the ore smelted, and there is no hope of getting any change so that you can run 50 tons daily; that the business is good, legitimate, and will pay a good profit when established on a scale larger than is at present contemplated; that the affair had been horribly mismanaged; that the ruling rates of wages in this country are high, common miners receiving from \$3 to \$3.50 per day; foremen, engineers and furnacemen about \$4. No good American labor can be had for less, and I do not think it advisable to undertake to employ Chinese labor even if it can be done; that you can get good management, if desired, and you are willing to pay for it, in this country.

The London directors noted that nearly 31,000 pounds sterling had been spent. Of this 7,400 pounds

sterling had been supplied to the Bank of British Columbia. Feeling that their money had been wasted, they did not wish to chance any more.

Vautin who was then in Africa, and who stood to lose the most as he had a personal interest in the company, and also because he knew better than anyone its real potential, pleaded with London to retain the property. A further meeting of the board in England was then held, but it was reported as being "chaotic" and nothing more was achieved.

The *Daily World* published the following editorial on September 20, 1889:

The smelter was badly conducted and did not deserve countenance. The closure was positively shocking and met by Vancouver with extreme disgust and deep regret. Today the smelter is comparatively useless. We recommend this report to the careful perusal of our readers as it throws much light on what is still unknown, but for some reason has been kept quiet in some quarters. There is no question for the fact that there is room for the grave accusations made from time to time. But those who were supposed to have been competent judges said that gross mismanagement had prevailed, both as regards the mineral bearing limits and the erection of the works in the city. The Government of the Province and the City of Vancouver each pledged a bonus for the smelter now standing idle there. It was hoped that those who were instrumental in organizing the company would be processing . . . [words illegible in print] . . . Not only was there no money in the affair, but it was alleged that some \$5,000 was secured in some irregular manner by one of the those charged with mismanagement of the company's affairs. Some 2,500 pounds sterling

were eaten up by the officials of the company in the first year. So it appears that they have been profligate in spending money committed to their charge. Certainly it is to be regretted for it was hoped that nothing but straight forward transactions would be tolerated by them. The conclusion has been thrust upon us that it was a duck and drake game that had been largely indulged in, and that which otherwise, could have been a valuable property and an important industry has been wrecked, if not irretrievably, at least for months to come.

The Bank of B.C. foreclosed on its order and in December 1889 the plant was sold at auction to a Thomas Dun for a reported. \$39,500. In later years the press reported this follow-up on the story from information given by a Vancouver pioneer, W.C. Ditmars, a member of the old accounting firm of Armstrong and Morrison:

In 1899, W.H. Armstrong and M.J. Haney a contractor from Toronto bought the property of the B.C. Smelting Co. located on Powell Street as a speculation. They tore down the buildings, and I recall there was a big steel jacketed tank, lined with lead. They took that down too, and we took it to our plant, and sold the lead to a junk man.

Armstrong and Haney kept the property for a couple of years or so, and sold it to P. Burns and Co. There were no buildings on at the time they sold it.

In 1907, P. Burns and Co. built a packing plant on the property. This building was ultimately razed in 1950s. When Vancouver's new Post Office was being built, the material from the excavation was used as a fill to extend the shoreline for about 200 feet (61 m.), into the inlet in front of the old smelter grounds. This left a large flat area that was used for a few years for storage of imported automobiles.

Today, the area is owned by the National Harbours Board and is operated as Vanterm, a cargo-container loading facility and storage area. Where the smelter once stood there is now nothing but acres of blacktop paving.

Time has moved on. Because of the absence of the founder Claud Vautin, of later financial mismanagement with possibly some skulduggery, of ignorance of the nature of the ore from a single mine, what could have been a very successful smelter and industry for Vancouver, almost immediately upon its "birth", became a fiasco and passed into oblivion.

The Scholarship Fund and The Historical Writing Prize Fund

Our thanks go out to: Evelyn Salisbury of the Burnaby Historical Society, Pamela Wetmore of the West Vancouver Museum & Historical Society, and Helen B. Akrigg of the Vancouver Historical Society for a donation to one or other of these two Funds. As at December 10th the amount in the Scholarship Fund was \$435.00 and in the Historical Writing Prize Fund was \$1,541.41 (most of this sum has been transferred from the former Seminar Fund).

The Struggle for a New Burial Ground:

A history of the Beginnings of Victoria's Ross Bay Cemetery

Ron Hawker

Throughout the 1860s there was a movement in Victoria to open an extra-mural public cemetery, as was the fashion in Britain and the United States. This finally culminated in the establishment of Ross Bay Cemetery in the early 1870s. Yet, the new cemetery had to be fought for. For fifteen years, concerned citizens struggled to convince the municipal, colonial and finally, provincial governments that such a cemetery was necessary and when the administration at last chose a site for the new burial ground, the choice was unpopular. It is the intention of this paper to chronicle this long and occasionally bitter struggle, providing along the way glimpses into the mechanisms of Victoria's early politics as well as insights on Victorian attitudes towards death and the cemetery.

In 1843, the first European-style cemetery in Victoria was established at what is now the corner of Johnson and Douglas Streets. This old burial ground was Victoria's version of the overcrowded English church graveyard that eventually gave way to the nineteenth century's celebrated landscaped public cemetery. With the 1858 Gold Rush and Victoria's sudden and overwhelming population explosion, it was decided that the cemetery was too close to the downtown core and that it could cause health problems

and was too small to accommodate the city's rapid expansion. It was therefore decided that a new cemetery would be established on the Church Reserve land on Quadra Street's Church Hill.¹

There were problems with the cemetery on Quadra Street from the beginning. The *Victoria Gazette* wrote in July, 1858:

. . . we are satisfied that even the present location of the burying ground is much too near, as we anticipate that the town will, in the course of a very few months, be thickly populated far beyond the 'cleared' country in that direction.

As well as its proximity to the town, there were also problems resulting from the cemetery's design, or lack of. Apparently, it sloped from south to north in the direction of Meares Street and all the water would settle in the lower ground, stagnating and smelling. The Quadra Street cemetery was originally divided into three blocks, the Anglican or Episcopal section, the Naval corner and the Roman Catholic section. The Roman Catholic section was located in the northern, lower ground. The drainage problem was so bad that it was sometimes necessary to hold the coffin down in the water with shovels or have a man get down and stand on the coffin

until enough soil was thrown on it to keep it down.²

As for the smell, the *British Colonist* wrote on May 22, 1861:

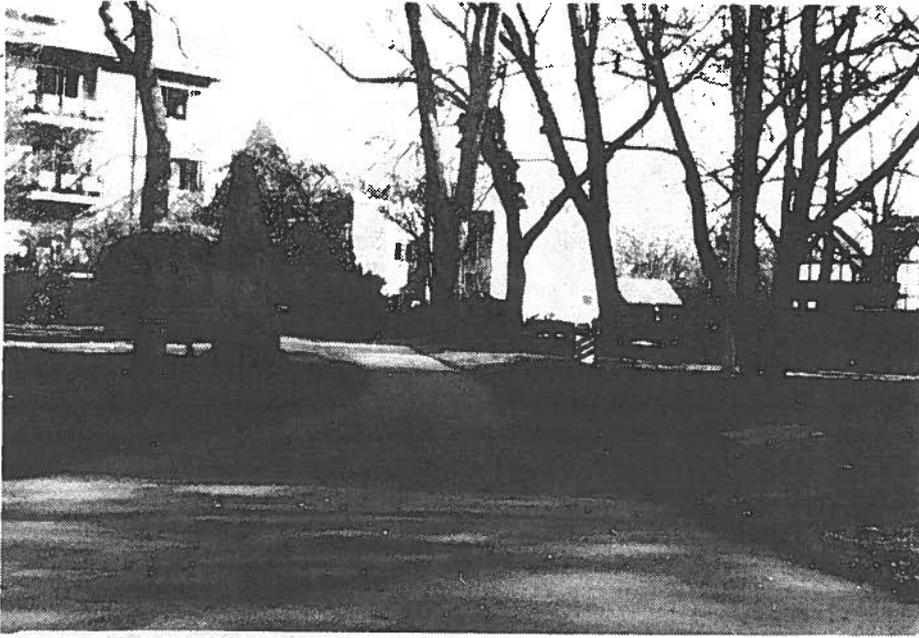
The stench and effluvia is so great that the sexton declares he had to consume an unwonted amount of tobacco to enable him to complete the necessary excavation.

Since the area around the cemetery was developing, it was feared that this situation might provoke an epidemic.

Another problem was related to disagreements between the religious denominations sharing the cemetery ground. In May, 1861, the Church Reserve suit was brought before court. It seems that there was some question about who Governor Douglas had granted the Church Reserve land to; and Bishop Hills, who has assumed that the land belonged to the Anglican church, had apparently erected a gate which Bishop Demers considered to be an obstruction. In a later account, A.J. Brabant, a Roman Catholic priest, wrote that Bishop Hills had decided to extend his garden and a fence was built which blocked the way to the Catholic portion of the cemetery.³

By July, 1861, the idea of a new cemetery had reached the Colonial Legislature. A bill was proposed to close the Church Reserve land and provide another beyond the limits of town. Although this was wholeheartedly supported by the *British Colonist* and others, the bill was shelved. Throughout the better part of the next decade, complaints about the size, location and possible health hazards of the cemetery continued in the local press.

Nothing happened until October, 1868, when greater pressure was put on the municipal government to purchase cemetery lands outside city limits. The potential health risk for those living in the immediate vicinity became a catch phrase for reform. As a compromise, plans for the restoration of the Quadra Street site were made. These included improvements in drainage and the lay-



View of the Quadra Street Cemetery and Paul Medana's tombstone today. The cemetery is now known as Pioneer Square.

ing out of walks and the planting of trees.

In order to initiate the proposed improvements for the Quadra Street cemetery, an improvement committee was set up with W.J. MacDonald as the chairman and E. Graham Alston as the secretary. The committee managed to convince the colonial government to pay for the rebuilding of a surrounding fallen fence. This would shield the committee from the embarrassing problem of stray grazing cattle and pigs. Rooting swine had been digging up graves.

Although the cemetery was now more beautiful, Alston and the committee were still concerned about any potential health problems. Alston even suggested in the Legislature that the colonial government take a more active role in the purchasing of cemetery lands outside the city limits. In response, the Legislature briefly considered attempting to obtain part of the Songhees Indian Reserve. The idea was immediately rejected since the government lacked any spare funds and it would be "highly inconvenient" to purchase Indian land.

By the following year, the cemetery was again in a state of disrepair. The press rang out with more calls of poisoned air and water and the possibilities of an epidemic.

Finally in June, 1870, a breakthrough in the movement towards a new cemetery occurred. The Governor appointed MacDonald, Alston and John Ash to be trustees of the Victoria Cemetery in order to carry out the provisions of the 1870 Cemetery Ordinances, a move to create the new extra-mural cemetery. By December the same year, the Board had drawn a code of rules and regulations as well as a scale of fees and on April 30, 1871, on the advice of the Cemetery Board, the Governor announced that after twelve months there would be no more burials in the cemetery on Quadra Street.

The initial goal was to purchase land suitable for a larger, more rural burial ground. At first, there was some confusion about whose jurisdiction this move fell under, the Cemetery Board's or city council's. This was finally sorted out by February, 1872, when the Cemetery Board purchased Medana's Grove in James Bay. The choice was immediately unpopular.

The original location of Medana's Grove, variously spelt Medena or Medina, was bounded to the north and south by Simcoe Street and Dallas Road and extended from Menzies Street to either Government Street or Pilot Street and MacDonald Park in the west.

It was originally owned by the Hudson's Bay Company as part of its James Bay farm. In 1862, the Company surrendered its land grant to the Crown, although some land had been sold as early as 1850. It seems that Paul Medana either bought land from the Company prior to 1862 or homesteaded after the land return. At any rate, he had established a farm at what is now Boyd Street by at least as early as 1865. The surrounding area was heavily wooded and has been described as being similar to Lovers' Lane in Beacon Hill Park. Medana, who was involved with the Masonic Lodge, had no objection to the public using his land, and Medana's Grove became a popular picnic spot for James Bay residents and local organizations. There was, for example, an annual Fire Department parade to the grove.⁴

While the popularity of the site as a picnic spot was undoubtedly largely responsible for the following uproar, there were a range of complaints about the choice of Medana's Grove as the new cemetery. Since it was located on the windward side of the town, there were further doubts about both the smell and potential health hazards. It was also considered to be too close to town and it reportedly became a virtual swamp during the winter. In addition, it was felt that it was too exposed for funeral purposes, an important aspect of Victorian social life.

A petition against the proposal was circulated by James Bay residents and presented to the Governor in August, 1872. While the Cemetery Board refused to acknowledge the strengths of any of the petitioners' arguments, they agreed to one week's grace in order to find a cheaper plot of land. Robert Burnaby came forward with twelve acres of his farmland. Burnaby, who had been active in local politics and instrumental in the founding of the Colony's first Masonic lodge, had also been interested in the cemetery issue earlier on. In July, 1861, Robert Burnaby moved for a Legislative inquiry into the state

of affairs at the old cemetery at Johnson and Douglas Street.⁵ Perhaps one of the contributing reasons for Burnaby's decision to sell was his paralytic stroke suffered in 1869. As his condition deteriorated, he was unable to take an active role in tending his land. His condition eventually forced him to return to England in 1874.

Portions of Medana's Grove were sold and used to buy Burnaby's Ross Bay land. Other portions of Medana's Grove were mortgaged to pay for ploughing, fencing, house-building, laying out and gravelling the walks, putting in brick drains and surveying the ground into blocks and lots. The property was transferred to the Cemetery Commission in October, 1872. The land was more than twelve acres, already cleared and easy to drain. It was expected that the cost of converting Burnaby's land would be half the amount needed to convert Medana's Grove.

While in comparison with other, larger metropolitan centres, Victoria's first attempt at creating a landscaped public cemetery based on the tenets of Picturesque thought was half-hearted at best at the Quadra Street site, contemporary reports clearly show that Victoria residents were aware of the fashion. As early as January, 1859, the *Victoria Gazette* wrote:

The resting places of the dead should not be crowded in desolate and dreary graveyards, where scarcely a tree or green shrub relieves the gloominess of the scene, but amid the beauty of nature, where the old, moss covered trees of the forest spread their arms, and wave their venerable crowns to the passing breeze; where fragrant flowers bloom, and where the sweet notes of the feathered warblers greet the early dawn, or chant their vespers at the close of day; where loving hands will delight to smooth the green turf upon the little mound, and bathe the spring flowers with tears of affectionate remembrance



View of Ross Bay Cemetery today.

and love . . . Cemeteries should be rural and attractive and located beyond the business and bustle of life.

This poetic, romantic, idealized approach to death and the cemetery is completely in step with the attitudes of Victorian Britain and the nineteenth century United States. This same ideal propelled the funeral as an important vehicle of nineteenth century social customs and contributed to the popularity and design of grave markers.

The apparent hurriedness of the move to Quadra Street, coupled with its size and location and the general attitude of the citizens of Victoria, insured that a larger cemetery like Ross Bay was destined to happen from as early as 1858 - 1859. While both cemeteries at Johnson and Douglas Streets and at Quadra Street did not have Chinese and Native Indians buried there, Ross Bay was the first to have a block or portion allocated specifically to these groups. While it was probably true that this was done so as not to offend the Christian colonists by burying them next to "heathens", it indicates that the cemetery was not in principle exclusive. There were also provisions for the poor and in this sense, Ross Bay was Victoria's first truly "public" city cemetery.

Footnotes

- ¹ Unless otherwise noted, contemporary reports from either the *Victoria Gazette* or the *British Colonist* serve as historical sources.
- ² Edgar Fawcett, "Old Quadra Street Cemetery," *Some Reminiscences of Old Victoria*, Toronto: William Briggs 1912.
- ³ A.J. Brabant, *Historical Notes of Victoria Cemetery*, Victoria: Cusack, n.d.
- ⁴ This information is based on the following newspaper articles in the vertical files at the Provincial Archives of British Columbia: James K. Nesbitt, "Paul Medana Family Lived Across Bay," *Daily Colonist*, December 12, 1954; Herbert Kent, "Medina's Grove," (letter to the editor), *Daily Colonist*, December 19, 1954; Margaret Sharcott, "James Bay's Medana Grove Nearly Became a Cemetery," *Daily Colonist*, November 4, 1973.
- ⁵ At the time, there were still remains buried in the old cemetery. A chain gang sent to exhume them in August, 1861, recovered a number of coffins, bones, bits of clothing, trinkets, ribbons and pieces of shrouds. It was estimated that only two-thirds of the remains would be recovered.

Ron Hawker is currently enrolled in the Masters of Arts program in the History of Art at the University of Victoria where he also works as a tutorial assistant.

The Settlement of Straiton

Geraldine F. Farina

After the first through passenger train under the power of Locomotive 374, pulled into Vancouver, B.C. on May 23, 1887, the city became the western terminus of a national rail line and a deepsea port. Soon passenger ships brought tea and other imports from Japan. The beautiful Empress Line of ships became known as the "silk ships", bringing oriental silk which was then taken by train to eastern Canada clothing manufacturers on the "silk trains". A whole new era opened up; men seeking work flocked to the new city.

A journey to reach the west was a long and arduous one. Many of the early settlers travelled through the United States. It was the construction of the Canadian Pacific Railroad that led to the vast influx of immigrants. Begun in 1881 it was pushed rapidly westward and completed in 1885. The completion of the CPR opened many new regions of the west to settlement. The advantages to be found in western Canada were not only recognized by outsiders. Many native-born Canadians in eastern provinces sought greater opportunities "Out West". Many western cities were populated in considerable measure by migrating Canadians from Eastern Canada.

Vancouver, after its disastrous fire of April, 1886 was being quickly populated and about to enter the era known as "The Golden Years".

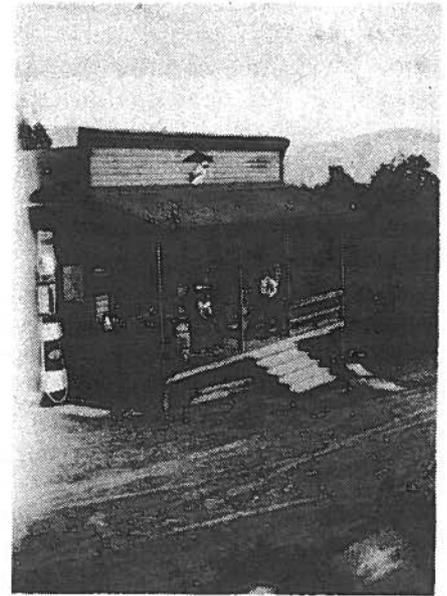
This sudden expansion did not appeal to all men! One such man was Tom Straiton who later said he wanted to live in a place where he could yell his head off and no one

would hear him.¹ So he looked for a remote spot to start a new life in the west. This he seemed to find on Sumas Mountain in the Fraser Valley of British Columbia.

Thomas (Tom) Bell Straiton was born April 15, 1869 in Port Union, Ontario to Alexander Straiton and Anna Runn Grant. Tom's father worked for the Grand Trunk Railroad in Port Union as a telegrapher after 1863. The growing family moved to other areas as the western section of Ontario opened up. Goderick was Alexander's final posting where he died in 1919. His eldest son John took over this job on the death of his father.

Tom came to Vancouver, in the early 1890s as a single man. While living there he tried commercial fishing. Tom rented a boat and net but soon the market was so glutted with fish that the price paid was only five cents a salmon. He went into a photography partnership with George Wadds until a fire destroyed their business. It was the first shop of that kind in Vancouver and was located on Water Street. Wadds later became the leading photographer in Vancouver. Tom was an excellent photographer and some of his works still exist.

In 1893 Q.D. McNyter and Tom Straiton came up the Fraser River and disembarked at Wade's Landing. They walked up Wade's Trail looking for property on Sumas Mountain. Tom liked the area and on returning to the city filed on a quarter section. He bought some tools in town and unloaded them, making several trips up Wade's Trail to get them to his property.



Kilgard General Store. Tom Straiton and W. Lane circa 1920.

On this homestead he built a cabin of small logs and split cedar. The little house was situated on the hillside, next to the trail leading from Sumas, Washington to the Fraser River. Tom was the only settler in the area.

When he had the house completed, he returned to Ontario where he married Mary Ellen (Nell) May in March, 1895 when he was 26. Nell was born in 1870 in Whitby, Ontario to John May and Mary Ellen Salter. Nell's family had a large farm and a general store in Oshawa.

In October of 1896 a forest fire started on Sumas Prairie. While Tom was helping fight the fire for several days, he did not realize it had travelled over the mountain and burnt his own house. Nell could have saved the house if she had had water available. In her panic she picked up an old wool shawl to wear and left behind a valuable fur cape. Tom came home to find the cabin destroyed and Nell staying with the Boleys who lived on a rise overlooking Sumas Lake on the trail to Abbotsford.

Tom built a new house, using the timber from his own land, cutting the lumber with a whipsaw. Tom split his own shingles from cedar blocks. This two roomed house as built below the original one. The in-

terior was papered with the "Ganoque Herald" from Ontario. The house was finished in the spring of 1897, just after the birth of their first child, Stella. While Tom was building the house he made an allowance for a stairwell so more rooms could be added in the upper section as the family grew.

The mountain was covered with large trees which were slowly cut down, providing fuel, timber and feed for the cattle. No grass could grow until the land was cleared so Tom was forced to feed the cattle on the leaves during the summer.

The area on Sumas Mountain was very slowly being populated. New Westminster, Sumas Washington, Mission and Yale were all growing towns. The Yale road was usable and the CPR had just completed a branch line from Mission, B.C. to Sumas, Washington, joining the western USA with Vancouver and points east by rail. Most of the residents had more than one livelihood. Nearly everyone had a small farm, did some hand logging with horses and worked at cash jobs when available.

A bachelor by the name of George Mackay or McKay who lived near the bottom of Sumas Mountain owned a team of oxen. He was hired to do most of the land clearing in the area.

Tom started trees of every fruit variety and he had quite a few acres of orchard later. He would graft trees for his neighbours and his eldest daughter Stella learned the art of grafting and later supplied her own farm. Tom always had rows of small trees in his garden in the 1920s, either to sell or give away.

In 1905 Charles Maclure found fireclay on Sumas Mountain. The underground mines supplied the brick plant at Clayburn Village. The area where the mines were located became known as "Straiton" after Tom Straiton, the first settler on the mountain. Here the company set up a tent camp for some of the miners, until a more permanent one was built. One of these miners later became Tom's son-in-law. Tom



Entire population of Straiton, B.C. The Straiton family barn in background. (Taken by T.B. Straiton, circa 1914).

worked on the railroad grade. The company used steam locomotives at first, then in 1917 the railroad was electrified. The company told Tom Straiton and other settlers that they could be supplied with power if they would wire their houses. Unfortunately when this was done, they were told the power was not available. They had to wait until 1940 for the whole area to be supplied from B.C. Hydro and the houses needed different wiring.

The population on the mountain continued to grow so in 1911 Tom built a store onto the house. The new addition was the full length of the house.² Tom would travel by horseback to Cox's Station or Wade's Landing on the other side of Sumas Mountain to pick up groceries ordered from New Westminster and delivered by boat to the Landing. He also carried groceries on his back from Sumas. The family raised beef cattle, hogs and sheep, butchering them for the miners and local residents. Tom raised bees and sold quantities of honey. In his spare time he made "shakes" for many of the buildings around the mountain and helped the neighbours survey road allowances and property lines.

The area became officially known as Straiton, with the opening of a post office in the store. Nell was Postmistress. A six foot square corner of the store was allotted to the

Post Office business. Tom and Nell drove to Abbotsford with the horse and buggy to collect the mail which was brought home and sorted on her bed. In 1935 Nell Straiton was presented with the King's Silver Jubilee Medal for serving as Post Mistress in Straiton for 30 years.³

The Straiton home seems to have been like a community centre with church services held there, Reverend Hibbert came by horseback for morning services. Voting during elections was held at the store.

Tom and Nell by this time had a larger family with Ernest Arthur, born in 1900, Edith in 1905, Roy in 1906, Helen in 1907 and Eileen in 1909. Another daughter Harriet was born in 1912. The children were all born at home in Straiton, a common practise in those days. An upper section had been added to the house and also a larger kitchen. A Doctor Sarvis came from Sumas, Washington, for the births even as late as the 1930s. Until Abbotsford acquired a doctor and hospital, everyone had to go to Sumas, New Westminster or Vancouver. Most of the Straiton residents were served from Sumas, which also had the only funeral home for many years.

About 1910 Straiton and Kilgard Schools were built. Miss Edna Boley was the first teacher at Straiton with 10 pupils. Andrew Lang was another of the teachers. School progress was by "Readers", most of

the children passing through two Readers a year. This would give the school the equivalent of grade eight. The Straiton's organ was moved to the school and a Reverend Miller from Clayburn Village held church services there.

In the early years a Doctor Swift used to come to the school to check the children's health. He had about the only car that came up to Straiton, so the children use to run and hide when they heard a car coming. Tom and Nell's children all attended Straiton School and later Harriet's own children received part of their education there.

Tom was a kindly man and well-liked in the area. He took an interest in the community, serving on the school board and on Sumas District Council which at that time was a separate group. He played the violin for all the dances at the school. His brothers Douglas and Arthur accompanied him on the mouth organ and tin whistle. He was fond of sports, enjoying in particular, baseball and lacrosse.

After the Kilgard Fireclay Company, later known as the Clayburn Company, started at Kilgard in 1910, Tom expanded and put a store and post office in a building owned by the Company. This was in 1915. Daughters Stella, Edith and Eileen looked after the Straiton store while Tom and Nell ran the second store. The Clayburn Company operated at both Clayburn Village and Kilgard, with bricks being made at Clayburn and vitrified sewer pipe produced at Kilgard. Housing was located at both villages. There were about 150 people living in Kilgard in 1915. In 1920 the Plant closed at Clayburn Village and more residents moved to Kilgard. This area was also an Indian Reservation but Tom knew enough of the local native language to be able to converse when the people came into the store. In June, 1928 the Kilgard General Store, after being operated by the Straitons for 12 years was sold to O.W. Bennedick. It change hands many times before becoming obsolete.

Tom and Nell's children were

marrying and raising families but most stayed in the Sumas-Abbotsford area.

E.D. Barrow, Minister of Agriculture in the John Oliver Liberal Government from 1918 to 1927 had a dream of draining the marshy Sumas Lake to be reclaimed for rich farmland. This was eventually accomplished in 1922 by dyking, draining, ditching and installing a pumping station.

About 1926 Tom and son-in-law Arthur Keeping each bought 80 acre farms next to each other on Sumas prairie. Tom's farm was eventually owned by his son Roy. In March, 1938 Tom was elected President of the newly formed Matsqui-Sumas-Abbotsford Pioneers Association.

Nell Straiton died in June, 1939, predeceased by her daughter Helen in 1919 and son Ernest in 1927. Tom's youngest daughter Harriet and her family moved from Vancouver, back to Straiton to help her father with the store and farm.

During 1939 Tom built a new combination store and house closer to Sumas Mountain road on the end of his property. He began spending his winters in Florida, playing softball with a Senior Citizen's group called "The Three Quarter Century Softball Club". The teams were called the "Kids & Kubs".⁴ This Club was originated by the late Connie Mack who owned the "Philadelphia Athletics", a major league baseball team at that time. Tom was a good "south paw" and at age 79 in 1948 was still hitting home runs!

In the fall of 1941 Tom married Miss Hilda Durbeck whom he had met in Florida. They continued to spend the summers in Straiton in a small frame house at one end of his property and the winters in Florida.

The Straiton Store and post office was sold in October, 1945 to Mr. C.R. Bowen. Ownership changed until it was no longer feasible to operate. It closed in the early 1950s.

Tom died in Florida in January, 1955 and was buried in Musselwhite Cemetery near Abbotsford.

The Straiton property, including

buildings and land was sold in 1957 to TransMountain Pipeline Company. All the buildings were torn down and burnt. A tank farm was built and remains to this day.

This area known as Straiton is no longer called that, except by people who have lived there. Members of some of the original families still make their homes on Sumas Mountain. The name can be found on some maps. There is no store or post office. Abbotsford is only 15 minutes away by the four-lane highway passing the bottom of the Mountain. Straiton School is now a private home.

It is a quiet, peaceful area with huge maple, some stands of Garry Oak and a relaxed atmosphere. Tom Straiton would still enjoy living there.

Notes

¹ *Abbotsford-Sumas-Matsqui News*, April 26, 1978.

² Invoice courtesy Allan Keeping.

³ Copy of letter accompanying Medal, courtesy Roy Straiton.

⁴ *Abbotsford-Sumas-Matsqui News*, February 11, 1948.

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A History of Dollarton, North Vancouver

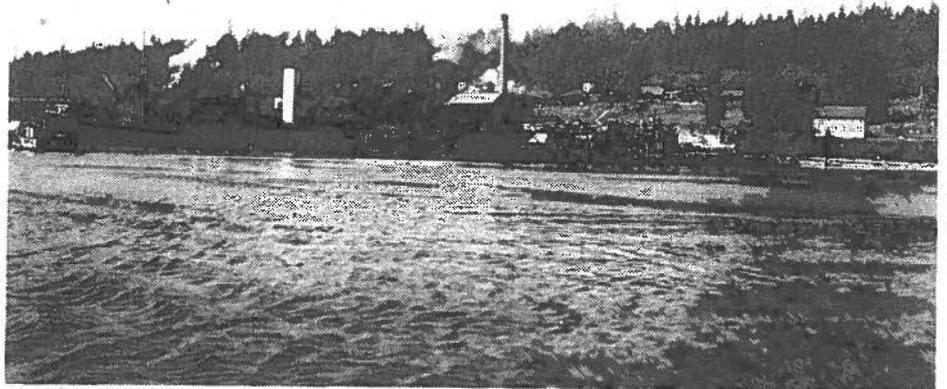
Sheryl Salloum

Bygone Days

Dollarton came into existence in 1916 and until the 1940s was known for the lumber the Dollar Mill exported world-wide. From the 1930s to the 1960s squatters' shacks lined the foreshore and housed local workmen and their families, fishermen, vacationers, and a few now prominent individuals such as Norman Levi (former B.C. New Democratic Party MLA), writers Earle Birney, Dorothy Livesay, and Frances Duncan, as well as the deceased writer Malcolm Lowry. The Dollarton landscape has changed from bygone days, but the history of the area has been preserved in the memories of its pioneers.¹

In 1916 the Canadian Robert Dollar Company built a sawmill adjacent to the Vancouver Cedar Mill. According to the *Memoirs of Robert Dollar*, his company

bought 100 acres of land near Roache's [sic] Point on Burrard Inlet, . . . and built a modern, up-to-date saw mill, especially constructed to supply our China trade . . . Then we had to lay out a village, and build houses for our employees . . . Each house has a garden and the rent of \$15.00 a month includes water, electricity and wood. A postoffice, with a daily mail service has been established, which is called Dollarton.²



Loading a ship with lumber at the Canadian Robert Dollar Company. Some of the mill housing can be seen in the background, as well as the tank that supplied the mill and its inhabitants with water. The large building on the right served as a bunkhouse. The Dollarton Highway is beyond the trees. (Vancouver Public Library, Historical Photograph 6504, circa 1939.)

When the Dollar Mill began operations there were no bridges connecting Vancouver with the North Shore, making Dollarton accessible only by boat. Some people rowed across the inlet and some used the service provided by the Harbour Navigation Company.³ Dollarton was not accessible by road until 1918 when the Dollar Road was built to Keith Road (now Mr. Seymour Parkway). The road replaced the trail through the bush to Deep Cove and gave Dollarton residents access to Deep Cove and North Vancouver.

The Canadian writer and poet Earle Birney recalls travelling to Deep Cove via Keith Road in the early 1920s. The last few miles of the road ran through dense forest and he describes it as

really a one-way with passing-places about every half-mile; you had to keep your wheels

on mill-planed 'reject' boards, to keep from bogging down in the rain-soaked earth, and be prepared to drive backwards if you met another vehicle.⁴

Construction of the Second Narrows Bridge was complete in 1925, substantially increasing highway and rail traffic to North Vancouver. The route to Dollarton was circuitous until the opening of the Dollarton Highway in 1930.

In 1929 the Vancouver Cedar Mill and the Dollar Mill ceased operations due to the economic pressures of the Depression. The "Cedar Side," as it was commonly referred to, never reopened and was eventually dismantled. The Dollar Mill reopened in 1932 and operated until 1943 when the mill and its timber rights were sold to the Northwest Bay Logging Company, an H.R. MacMillan (now known as MacMillan Bloedel Ltd.) subsidiary

located on Vancouver Island.⁵ The new owners closed the mill and it too was dismantled.

The burner base of the “Cedar Side” can be seen in what is now Cates Park. A few houses from both mill sites are still in existence, but they have been altered and renovated over the years. Nothing remains of the Dollar Mill, other than the name it gave to its town.

Dollarton/Roche Point School

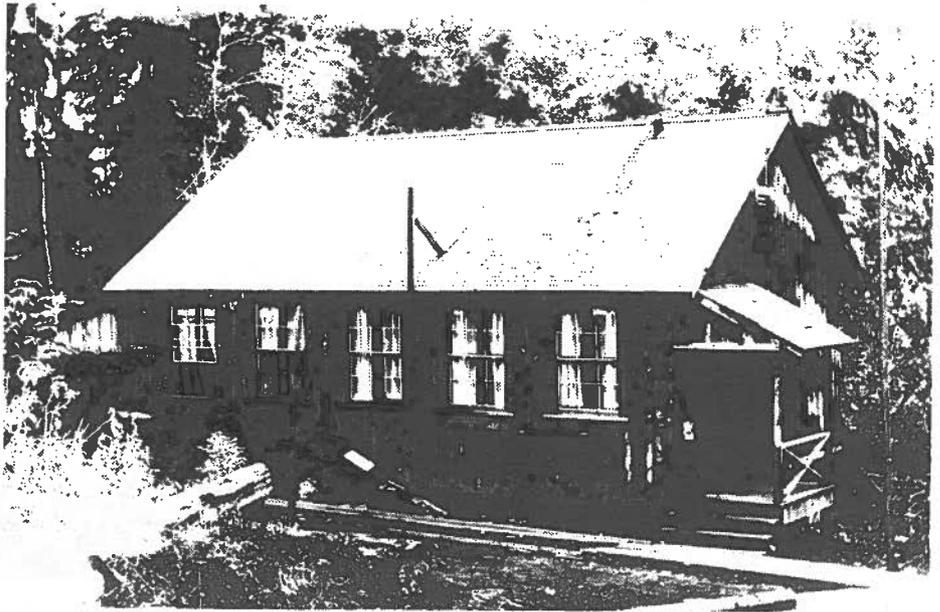
The first Dollarton schoolhouse opened in 1917. It was situated at the northeast corner of Dollar Road and what is now the Dollarton Highway. The school had one room and five curtained windows. The students were the children of the men who worked in the Vancouver Cedar and the Dollar mills. As the neighbouring town did not have a school, children from Deep Cove also attended the Dollarton School.

Amy (Crompton) Bishop taught at the school from 1921 to 1922. She recalls that the mill’s generator provided the school’s electricity, water from the mill’s storage tank was obtained from a tap on the school’s front porch, and the one room was heated by a wood burning stove. She taught

thirty-nine children in every grade, as well as two boys who spoke no English — one from India, one from China. Schooling was strictly the 3R’s in those days. I remember my Inspector’s Report said ‘Miss Crompton is quite properly stressing the essentials’. It was all you could do.

In 1924 the new Roche Point School was built at the corner of Dollar Road and what is now Fairway Drive. By 1926 a second room with a basement and running water was added. In 1963 the more modern Sherwood Park School was constructed above the location of the Roche Point School.

Olive Nye taught at the Roche Point School for thirteen years, 1923 to 1936. Her daughter Mollie taught there for six years, September 1933 to June 1939. According



Amy (Crompton) Bishop in front of the Dollarton School. (North Shore Museum and Archives, Photograph 5760, circa 1922.)

to Mollie her mother took over this rather difficult Roche Point School where there were forty children, of many nationalities, in eight grades. Language was a problem with these foreign children because many of them couldn’t speak a word of English.

At first there was no [regular] transportation available for the teachers to get out to the school. On Sunday nights my mother would travel by ferry from Gore Avenue in Vancouver, and board out in Dollarton until Friday night . . . Later on she travelled by bus, morning and evening, and if she missed the bus she had to walk eight and a half miles. In the winter it was very trying and cold.

The people of the [Dollarton] community couldn’t do enough for their teacher. They would invite her to their homes and she would go home laden with vegetables, whatever happened to be growing in season. At Christmas mother received really lovely gifts: afternoon tea plates and china-ware of different kinds. The Japanese were very kind people. Mother would go home from school and find a load of wood, split, all piled on her

back porch, or sometimes a sack of rice . . .

Some of the children came by boat from Strathcona and Cove Cliff [areas between Dollarton and Deep Cove]. They rowed themselves and docked at the Dollar Mill wharf . . . [Others] used to walk along the trail from Deep Cove to the school, which was a long way.

The Dollar Mill Hall was used as a concert hall. It had a stage and the residents would hold whist drives, dances, and play bridge there. They would raise money for each child in the Roche Point School to get a Christmas present from Santa Claus . . . The presents were really lovely: roller skates, large books, jewellery for the older girls and all kinds of toys for the little ones . . . The Christmas concert was the highlight of the year.

Health problems caused many difficulties. Ships would come in from the Orient and various parts of the world. Often the sailors would come ashore, and I’ll never forget the time that Scarlet Fever broke out in the school. There was also an epidemic of ringworm and many children had their hair shaved right off . . .

There were the usual scabies outbreaks and sometimes the teachers got it [too].

When I started teaching at Roche Point School I think I made \$780.00 a year — so life was hard, but people were happy.

Early Business

Edgar Percy Cummins, known as Percy, lived in Dollarton from 1919 to 1966. Initially he worked in the Dollar Mill, and later was a storekeeper, postmaster, justice of the peace, and notary public. Percy was interested in the development of Dollarton and ran for Council. He was the Chairman of Finance for the District for a number of years.⁶

In October 1930, Reeve Fromme appointed a special committee of three District Councillors to look into the high depression-related unemployment in North Vancouver. The members of the committee, one of whom was Percy Cummins, recommended construction of a highway to Dollarton. According to *The North Shore Press*, the seven mile primary highway would

provide first class road communication between Dollarton and the North Shore and Vancouver, . . . result in access being given to several miles of very valuable waterfront property . . . [and] greatly alleviate unemployment in the district during the winter months.⁷

In 1930 Cummins opened a grocery store on the new highway, adding a garage and postal service. The "General Store" became a main stop for the privately run Deep Cove Stage Lines, as well as later bus service. The store was a focal point in the community: people went there to collect their mail, catch the bus, buy groceries, and converse with one another. Many of the squatters living on the foreshore hauled water from Percy's tap.

The highway brought new businesses to the Dollarton area. In



The Second Narrows Railway Bridge. (Vancouver Public Library, Historical Photograph 6462, circa 1926.)

1930 McKenzie Barge & Marine-ways Limited was founded; in 1949 Matsumoto Shipyards began operations (both are located southwest of the village). In early 1949, Robert Stirrat, who in 1935 had opened a "General Store" on the Dollar Mill site, built a new store on the Dollarton Highway, a few hundred yards northeast of Cummins' store. The new store was operated by Robert Stirrat and his father until it closed in 1968, two years after Cummins' store closed.

In 1944 the Dollar Mill property was subdivided for the proposed Roslyn Park Subdivision. In the initial phase of development the twenty-one homes on the mill site were renovated and painted; two new roads, Roslyn Drive and Beach Drive (now Beachview Drive), were constructed.⁸

The subdivision never reached the stage of development that was advertised, however lots were sold and a number of new houses built. Since the mid-1940s the area has grown due to a postwar housing shortage in Vancouver, property being made available to war veterans at lowered prices, and the fact that the beauty of Dollarton continues to attract new residents.

Squatters

Cabins began appearing on the beach new Dollarton in the 1930s.

Times were hard and the dwellings provided rent-free accommodation. They also provided a solution to the area's lack of housing; this was true for a number of men who worked at McKenzie Barge. Situated on property that belonged to the Vancouver Harbour Board, the beach dwellings came to be known as squatters' shacks. Over time other people were attracted to the beach for its pristine setting. By the early 1950s the shacks had increased to approximately ninety in number, most being used for summer cabins.

In 1940 Malcolm and Margerie Lowry, writers who were new to the Vancouver area, rented a squatter's shack for a month long vacation. Captivated by the everchanging seascape, lifestyle, they lived on the Dollarton beach for the better part of the next fourteen. A number of Lowry's short stories, particularly "The Forest Path to the Spring," describe Dollarton and life on the beach.

The local Ratepayers' Association began lobbying to have the area made into a park and in 1949 the Town Planning Commission visited the proposed site; with the guidance of Mr. Percy Cummins . . . [they] tramped the whole area."⁹ The two Dollarton storekeepers, Cummins and Stirrat, helped to work out the most suit-

(Cont. on p. 31)

I LOVE OLD TRAPPERS

— what I mean is old prospectors —
who can tell 'em apart?

Clare McAllister

I love old prospectors. Just say “old prospector” to me, and so many pictures come thronging. I can't imagine B.C. without old prospectors, and I can't imagine myself apart from B.C. So you can see I'm pretty close to old prospectors; or old prospectors are pretty close to me; or I wish they were; — haven't actually talked to an old prospector for a coon's age!

You get the right old prospector, now, and he'll tell you how to get “riz doughnuts” to rise, even if she's thirty below. Likely as not, he used always to bake up a batch of them for the boys who'd come into town for Christmas or 24th of May, or some such time, up in his neck of the woods. Believe me, old prospectors that can cook more than beans and bacon, and lots of them can — they don't belong to your mathematical, modern measuring school of cooks. I tried once to find out how you really did make that salt-rising bread that my father used to rave about as the best in the world: “Well, you take a good measure of cornmeal and put in enough warm water, so's you could bear your hand in her if you's to paddle it round a bit, and you throw in your handful of salt, and you keep her warm, EVEN warm, that's important, until she's a good sour smell worked up . . .”

An old prospector can frizzle-fry you a trout, or turn you a grouse inside out, and get it stewing, and

no time wasted about it; while you're standing there hungry, if you light off the trail, handy to his cabin.

An old prospector, whether he's at his cabin, or whether he isn't, you'll find a good stack of fine dry kindling cut, and probably a middling lot of pitch-wood, too. He's a fellow that knows the value of quick heat, an old prospector. Lots of 'em run a trapline, on the side, in the winter. You come in out of a day of snowshoeing round a trapline, in bitter winter, and you'll really know the value of a stack of kindling. Your oil heat, nowadays, constant, that's grand, for sure; but nothing matches that little smoking curl of smoke and cedar smell, as the kindling lights, and then a little bit of smoke snakes out round the stove lids, after you first put in the wood, maybe, and then she begins to roar, and you turn down the stove-pipe damper, and pretty soon she's so hot the dog'll crawl out from under the stove, where he's sneaked in to start getting warm. Good dry wood, and the oven's hot enough to bake biscuits, in no time.

Some old prospectors have two stoves, even in a small cabin. There's comfort for you: an old prospector with his sock feet on the oven door of the little range, and his boots with fresh dubbin soaking in to them, behind the round base-burner heater.

An old prospector has got a sense of important values. He's looking for gold, sure, or silver-lead or whatnot. But he's got a good woodpile, cut and stacked dry, against the cabin eaves. Freeze your hand, or break your leg, that wood could be your life, and it surely to goodness is your comfort. Glinting yellow in the summer sun, or garlanded with snowdrifted icicles “when the days begins to lengthen and the cold begins to strengthen” — there's wealth for you: the clean grain, the sharp, lively smell of year-old split wood.

Old prospectors can tell you stories about animals; the time two skunks had a fight under the cabin floor, so that folks had to move out for some time, and move out pretty lively, too. They can tell you how grizzly bears know enough to poultice up their wounds with grass and mud; how bears won't bother you any, either, if you meet 'em on a trail; you just need to gentle them on, and sweet talk them, softly, softly like, and they'll sidle along and mosey out of your way. They know the ways of the wolverine, trapline robber! Among the birds they are closest to ravens and screeching blue-jays and grey-drifting whiskey jacks. They know the mountain cedar trees where the grouse huddle in a snowstorm, and the low ground where the deer yard up in a spell of bitter cold. They can tell about times you'd see a timber wolf, looming as big as a grown calf, head raised in the early winter twilight. They know the particular shoulder of mountain where a big-horn, that most unsheeplike of sheep, may show against a late summer's sky. They've crossed the little cities peopled by citizen marmots, sitting up in front of their holes, whistling down the empty, boulder-littered mountain passes.

Old prospectors know their way up and down more than mountains. There's luck, that some have and some don't. Talk about gardeners, long-lived, waiting for another and another summer — an old prospector once told me that what kept him and his partner alive was pushing

another forty feet into the mountain, year by year. Rheumatics and being 82 didn't prevent him from getting a few more charges of dynamite, to lug up to the claim.

Dynamite, now, that is surely something that old trappers can tell you about, dynamite and blasting caps. I've heard in different places the story about the prospector found thawing out his frozen dynamite in the oven of his range. There's the story, too, about the one who made a stab at canning the good rich meat of a particularly fat bear he'd shot (one that had been feeding on black, shiny fall mountain huckleberries, I suppose). Turned out to be nearly as powerful as dynamite, cans shooting off all over the shack, rotten bear meat plastered on the ceiling as well as the floor. Fellow'd just about as soon build him a new cabin as try to clean that up! Of course, if you're really interested in power, I guess there's no way to beat an old prospector's potato hooch. Zowie!

That potato whisky (heaven knows — would it end in aquavite or alcohol?) isn't so much for solitary consumption, though old prospectors are oft-times solitary enough. It's for friends. Old prospectors know more about friendship than city folks do. Some of their friends are way back, so that memory nourishes tales of their prowess. "There was old Healey" they muse — "he was fetched up to Whitehorse to play on the ball team, \$200 a game, they gave him." "Remember that time the crew went on strike, at the Silver King, and Red Levinson beat up on that slew-legged boss?" "You wouldn't ever a-knowed old Pat Handley that lugged me out from Bear Creek, that time I broke my ankle, and ravin' with the pain and blood poison goin' up my leg. He kept the Doc from cutting' off my leg, too, like they wanted to. Said I's tough as a yellow-eyed lynx, and I'd pull through. I never woulda, though, but for Pat."

Old prospectors will pick up, suddenly, and cross two mountain creeks and three mountain ridges to

see how Bill is making out, with pushing his tunnel further into the mountain, or to see if there's any colours in Pete's panning. Old prospectors will head into town at a set season, might be they'll whoop it up, but more likely they'll settle down and spit, and swap stories. Old prospectors have friends alright.

When I was a child, the first prospector ever I saw was an old "coloured" man. That was in Kootenay. We, in our brass-bound Ford, passed him in a tail of sun-warmed yellow dust. At an even pace, never varying, he slogged ahead of his laden pack-pony, his dog behind. Yes, old prospectors can mostly throw a diamond hitch on a pack pony, too. I suppose packhorses still, somewhere, tugged up close to timber line, or maybe even further, beyond mountain meadows that might pasture them, are then turned loose, and find their way, packs unburdened, down to the known stable.

No prospector I ever knew had a homing pigeon. But just say *prospector* to me, and my thoughts go homing, straight to the mountain country: I see a tobacco-stained moustache, a weathered hat, covering a weathered face, boots botched together with the tail-end of an old belt, the seat of the pants with maybe a checkered shirt-tail showing through. What is it all? — the very hammering, dynamiting, powerful; frail worn, thin, beat out, beat up incarnation of confidence. Your old prospector is a man who's willing to gamble on his faith and his hopes. The last quiver of muscle in his skinny shanks'll carry him up the mountain of his dreams.

(Cont. from p. 5)

Gold in Furs and Sea Giants

other accounts may, one hopes, place him beside the early pioneer discoverers of our North-West Coast.

NOTES

¹ Letter written at Fort St. George, Madras, on February 22, 1788.

² *An Adventurous Madras civilian: James Strange, 1753-1840* by Venkatarama Ayyar. Page 11.

³ Venkatarama Ayyar, *op. cit.*, Pages 12 - 13.

⁴ V. Ayyar, *op. cit.*, Page 16.

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Contained within the above paper are excerpts from James Strange's *Journal and Narrative of the Commercial Expedition to the North-West Coast of America*, first presented in 1787 to Sir Archibald Campbell, then Governor of Madras.

"An Adventurous Madras Civilian: James Strange, 1753 - 1840," by Venkatarama Ayyer, in Volume XI, *Indian Historical Records Commission*, 1928. Pages 10 - 16.

Letter from James Strange to Major-General Sir Archibald Campbell, Governor in Council, Fort St. George, Madras. Dated February 22, 1788.

Alexander Hogy's *Sketch of Nootka Sound, 1778*. Copy of map in Captain Cook's *Third Voyage*.

The above are all in the Special Collections section of the Main Library of the University of British Columbia. I obtained photocopies of them.

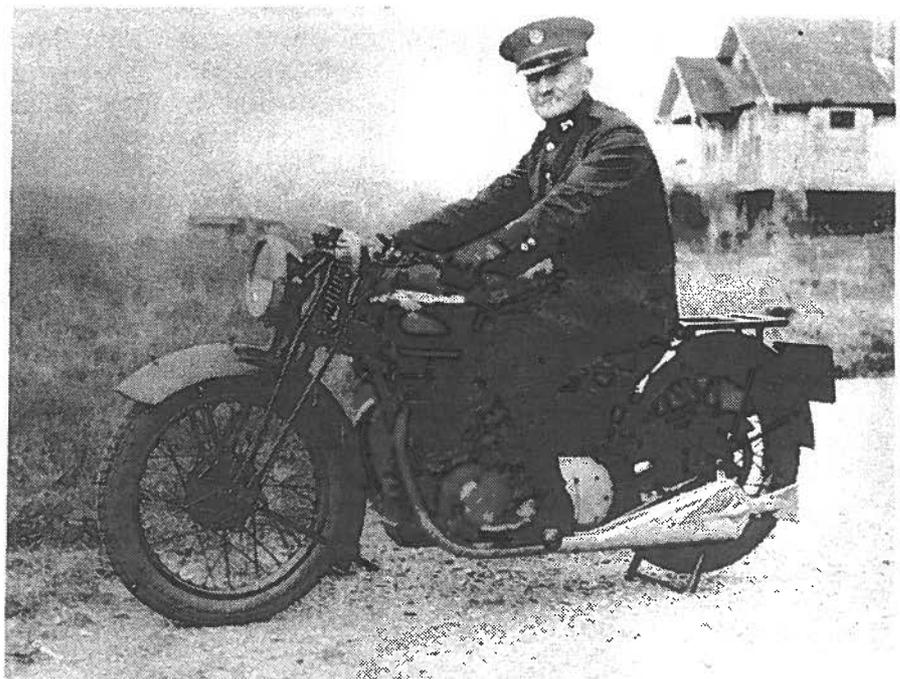
Police in Early Saanich

Geoffrey Castle

When the Corporation of the District of Saanich was formed, in 1906, it included what is now Central Saanich Municipality and covered 67 square miles. The population was less than 5,000. During the first 4 years, Constable Russell patrolled on horseback and he was authorised to collect the Road and Poll Tax.

In 1911, the first chief constable, E.F. Dawson, was appointed and a second horse was acquired. During the First World War, the force was increased to three men and the rate for special constables was \$2.50 per day. Mechanization came in the form of one motorcycle.

The following year, in 1916, a new Ford car was purchased for \$500 plus the proceeds from the sale of one of the horses and the motorcycle. The poundkeeper was sworn in as a special constable. The khaki uniforms cost \$33.00 each and salaries were revised to \$85 monthly for constables and \$5 extra for the chief. Each officer received \$20 extra to keep his horse. The police were assigned to wind clocks on at least one route.



Constable Robert Stevenson Brown on his Triumph motorcycle, 1930. He was promoted to sergeant the following year and retired in 1934.

During 1918, the chief constable and three special constables handled 875 complaints. Two years later, salaries were raised to \$150 and \$120 respectively. A new Indian motorcycle was purchased for \$625 and the first Policemen's Ball was held.

Following a reorganization of the force in 1925 when total expenditures were \$10,219.54, 107 applications were received for the position of constable, one of whom was Robert Stevenson Brown who had been with the force since 1918.

Later, Brown recalled that the price of oats caused a changeover to a bicycle which cost about \$5 a year to maintain, compared to

\$22.50 per month to feed a horse. Eventually, he was provided with a new Triumph machine in 1930 when members of the police force were appointed as weed inspectors.

In June, 1987, the Saanich Police Force consisted of 112 policemen and 29 civilian staff serving 82,940 people in an area of 41 square miles, with a budget of \$6,937,852 for this purpose.

Geoffrey Castle is the Municipal Archivist for the Corporation of the District of Saanich. He is immediate past president of the Victoria section of the B.C. Historical Federation.

News and Notes

The Second Heritage Cemeteries Symposium — April 24 - 26, 1987

The Symposium began with a cemeteries research workshop at the Provincial Archives on Friday afternoon. There was a tour of Stuart Monumental Works with descriptions of the making and repairing of headstones in the evening, followed by wine and cheese at the home of Mr. and Mrs. John Adams.

Saturday's events were held at the YM-YWCA and included lectures and slide presentations by Dr. Richard Meyer of Salem, Oregon; Dr. David Lai of UVic on Chinese Cemeteries of Vancouver Island; Ron Hawker on Victoria's Pioneer Cemeteries; Barry Dunvers on Jewish Cemeteries in B.C.; Dr. Doug Michal on Chilliwack Cemeteries Steve Babak on the Doukhobor Cemeteries of Southern B.C.

On Sunday we toured a number of cemeteries in the Cowichan Valley area, including the James Dougan Memorial Family Cemetery, St. Ann's Roman Catholic Church Cemetery, the Maple Bay Pioneer Cemetery, St. Peter's Anglican Church Cemetery, and the Hillcrest Chinese Cemetery. The tour concluded with a visit to a Sikh Cematorium. Well-informed guides provided a wealth of information at each of these sites.

Heritage Canada

The Heritage Canada Foundation will hold its 14th Annual Conference in Quebec City September 24 - 27, 1987. The theme of this years conference is "Heritage Tourism". For more information write or call: P.O. Box 1358, Stn. B, Ottawa, Ontario, K1P 5R4 (613-237-1066)

Cannery Society Promotes Fishing Heritage

A substantial permanent tribute to the people and skills involved in Canada's west coast fishing industry is one step closer to reality with the formation of the **Gulf of Georgia Cannery Society**.

The original Gulf of Georgia Cannery which at one time was the largest canning complex in B.C. has been a vital part of the Pacific salmon and herring fisheries since its construction in 1894. It is one of the few remaining buildings of its age and type on the Pacific coast, and stands today as an active and integral part of the Steveston waterfront.

The founding members of the new society initially organized a

successful campaign for community support which was instrumental in securing the federal government funding necessary for primary stabilization of the structure.

In conjunction with Parks Canada, the society is now focusing its activities on establishing a public display and interpretation center to have a July 1, 1987 opening date.

Membership in this society is an opportunity for people from all walks of life to participate in the development and operation of a unique historic site. Charter membership fee is \$10.00 (Send to 3811 Moncton St., Richmond, B.C. V7E 3A0.

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1962 - 63 Major H. Cuthbert Holmes	
1963 - 64 Donald New	
1964 - 65 Donald New	

(Research by Douglas Turnbull with assistance from Frances Gundry.)

Reports from the Branches

Chemainus Valley Historical Society

Mrs. Edith Stephenson, our Treasurer, was our representative at the 1986 Convention at U.B.C. and she gave us a very thorough report. Our guest speaker at our June 1986 meeting was Miss Beverley Bruce who runs the "Chemaniac Shop" in Chemainus and also happens to be the sister of our M.L.A. Graham Bruce. There was a tall ship built in Chemainus last year which was christened "The Spirit of Chemainus". It made trips up and down the coast last year. On one trip from Victoria to Port Hardy, Beverley Bruce acted (or I should say worked) as a crew member and she gave us a very amusing account of the trip. Last summer there was a write-up in the Readers' Digest about the murals in Chemainus and they showed a picture of the Hong Hing mural and mentioned that it had been paid for by the Chemainus Valley Historical Society. We were all very pleased as it didn't mention any other name in the article. At our September meeting, our guest speaker was unable to be present due to illness in the family. We have a new member from Thetis Island who is an American and, at one time, he worked for the California State Turkey Marketing Board and he got up and volunteered to give us a talk on turkeys. We didn't quite know what to expect but it was really very interesting. We had our Annual Meeting in November and the business part was very short as all the officers were re-elected. Mr. Art Dawe of Chemainus then spoke to us. He is the owner of two antique stores in Chemainus and he told us how he started collecting antiques when he was quite young and how it evolved into a business. Everyone enjoyed his talk as he is very knowledgeable but, at the same time, very casual — I think

the term is "laid back". At our last meeting, which was in March, we were honoured to have Marshall and Myrtle Haslam as our guests and Myrtle gave us a very interesting talk on the Federation and also about the Duncan Museum and Archives and the E and N Railway Station. Our Society now has the Chemainus Chamber of Commerce and the Chemainus Rotary Club behind us and they are going to get us a railroad coach which we can use as our Archives and Museum. There are a few cars available now and we have been promised the first one.

Grace Dickie

Cowichan Historical Society

The society met at nine general meetings and 10 Executive Council Meetings, plus many committee meetings.

As we were unable to obtain an elected President, I performed the duties of president in my position as Vice-President, according to the constitution and by-laws of the society.

I attended numerous meetings with Mayor Doug Barker and City of Duncan Administrator, Paul Douville.

In August 1986, we received a copy of a letter of intent signed by the City of Duncan and Via Rail. The City of Duncan would lease the Railway Station from Via Rail, then the City would sub-lease the station to the Historical Society, to house the Cowichan Valley Museum.

September 15, 1986, we received a letter from the Hon. Hugh Curtis giving the society a grant of \$125,000 from the Lotteries Branch of the Provincial Government of B.C. to renovate the train station.

In the last week of September, we moved the museum out of the

basement of the City Hall: the archives to the top floor of the train station and the artifacts to storage. Since that time the archives has been open Thursdays and Fridays 10:00 a.m. to 1:00 p.m. with members of the society in attendance. The Executive-Council meetings are held in the Program Room upstairs at the station.

In accordance with the request of Via, we have had to pay someone to open and close the waiting room of the station on Sundays and holidays. The City Commissionaires attend to this Monday to Saturday. There has been some vandalism, but hopefully it will diminish. The City has requested that we take out liability insurance. Quotes have been received for this.

Our speakers for the past year have been very interesting and informative. We had Cyril Weismiller showing slides and a film of local interest, Patrick Hind on the topic of steam, Hank Wilkinson with slides of World War Memorials in Europe, Dr. Nancy Turner on Ethno-botany, Mary-Liz Bayer on Heritage Canada and Doug McDonald on the Kings Daughters Hospital, 1940 - 1945. For other meetings we had a tour of the train station, a party and Reminiscences of Christmas Past, and a Show and Tell by members.

Myrtle Haslam

East Kootenay Historical Association

This year the East Kootenay Historical Association held two tours to historic sites, both of which were very interesting. One was along the Spirit Trail, a centuries old Indian trail on the east side of Columbia Lake. The name provides a hint of its interesting history. The second tour was to an old CPR construction campsite where a stone bake

oven in the shape of a small igloo still stands in perfect condition.

A work bee was held to tidy up the Wildhorse Cemetery. Within a mile of the cemetery is the site of Fishervill, the first, though short-lived, town in the East Kootenay. This is a very interesting area with a number of valuable historic sites and artifacts remaining, but they are now in danger of being destroyed by the huge modern machinery being used nearby to extract what little gold may still be left in the hillside. We are trying to have the area designated an historic site.

Last, but not least, we were very pleased to have one of our members recognized for the important part he played in having Fort Steele made into a Heritage Park. Al Hunter was given an award by the B.C. Museum Association for the considerable effort he put into the creation of the Fort Steele Heritage Park, an honour he most certainly earned.

Verdun Castleman

Elderhostel asked the Cranbrook campus of East Kootenay Community College if they could put together a one week package which would attract lively senior citizens from across the continent. Campus personnel began planning. Suggested topics were local history, plant and flower identification, (or geology), and photography. The East Kootenay Historical Association was invited to provide 4 - 6 hours of classroom time recounting facts and legends from district annals.

The visitors arrived June 14th. For four mornings they were in a lecture hall; the fifth day they were taken on a bus trip to St. Eugene Mission, Fort Steele, and Kimberley. East Kootenay Historical members entertained them with slides, commentaries and anecdotes. A young lady enthused the group about wildflower identification — with pleasant outdoor classes — and a gifted photographer gave hints for the amateur and sophisticated camera buffs. The 44 Elderhostel participants

who gathered in Cranbrook came from Florida, Maryland, Texas, Colorado, Illinois, California, and across Canada. The five who contributed to the history presentation found the audience very attentive and appreciative. We hope we will be invited to do this again next year.

Elderhostel programs first appeared in British Columbia in 1985. This year thirteen one week packages were offered, with thirty in the planning stage for 1988, many of them offering local history as one feature of interest. Check your public library for a catalogue of Elderhostels offered here and abroad.

Naomi Miller

The Gulf Islands Branch

This year we continued our lobbying for the building of sea walls to protect the 5000 year old middens. These middens are located at Montague Harbour on Galiano Island and on the Pender Canal between North and South Pender.

We also wrote letters and lobbied for the retention of the lighthouse keeper on Galiano at Porlier Pass and on Mayne Island at Active Pass. We feel these men should not be replaced by machines. Since then a new lighthouse keeper has been appointed for Porlier and Mayne continues to be manned.

In August Dr. Roy Carlson from Simon Fraser spoke to us of the artifacts from the Pender Dig.

In September the whole group went to the Porlier Light Station.

In October Foye Miles gave us a conducted tour of St. Mary Magdalene Church and the cemetery on Mayne.

In February many of our group took part in a work shop at the Provincial Museum in Victoria on recording oral history.

In April Les Laronde told us of the Coast Indians using an observatory on Galiano to pin-point the summer solstice so the Indians could use favourable tides for mass travel to the Fraser River fishing grounds.

At the May meeting Marie Elliott gave us a short lecture on the geology of the Gulf Islands.

All told it was a busy and interesting year.

Nanaimo Historical Society

Attendance at meetings during the past year continued to be encouraging with several presentations by our own members. A popular programme was a "show and tell" when many items were brought and their histories discussed. Other speakers have included Dr. David Handley on forest management, Mr. Ed Bell on geneology, Provincial Archeologist Mr. Art Charlton and Mr. Walter Meyer zu Erpen on his family's connection with Nanaimo's Occidental Hotel, which is celebrating its 100th anniversary.

Field trips have taken us on an historic tour of Newcastle Island and to Port Alberni to see the "Paper Treasures" exhibit.

It is with great regret that we record the passing of three of our staunchest members — Past Presidents Elizabeth Norcross and Dr. Seiriol Williams, and Mr. Reg Dickinson, Nanaimo's 1985 "Citizen of the Year".

Probably the longest continuous event to be observed in British Columbia, "Princess Royal Day" on November 27th was celebrated for the 132nd time. Mr. Herschel Biggs, a grandson of one of the passengers on the ship, was our speaker at the Bastion. The ceremony was followed by a lunch at the Nanaimo Centennial Museum.

Our Society continues to present books to students at secondary schools as prizes for historical essays, and as gifts to school libraries. We also donate reference books to the Nanaimo Centennial Museum to honour or in memory of our members.

A new project is being undertaken to identify and record all plaques in the City and to seek out their historical connections.

Our time and meeting place has been changed this year to the Vancouver Island Regional Library on Fitzwilliam Street on the second Thursday in the month at 8 p.m.

Okanagan Historical Society

In my report I have chosen to take you on an historic, perhaps sentimental journey through the Okanagan Valley from Salmon Arm to Osoyoos and into the Similkameen.

First our narrow scenic Valley is being torn apart in several sections by road construction — four lanes in the name of progress. What a change in my lifetime from the leisurely pace we had enjoyed.

West Summerland train station last used as a Museum was demolished. Our new Museum in town now three years old is already overcrowded. The train station at Penticton is closed down and sits unloved. Even the round-house is gone.

There are plans for the stately S.S. Sicamous beached at Penticton and now a restaurant. Talk of making it into a museum again, has evolved into the Hon. Bill Reid, Minister of Tourism, Culture and Recreation promising that his Government will do everything possible to have the vessel completely restored. A brickwalk is presently being constructed on the beach from the Chamber of Commerce Office to the Sicamous with rest areas en route. A project of the Penticton Kiwanis Club, the large plaque to be erected will honour many pioneer families, funded by donations for each small section.

Further in transportation, a project headed by the International Bicycling and Hiking Society (275 members) based in Oliver has created great interest. An Okanagan Valley International Peace Park sign was unveiled and dedicated on May 13 by Rick Hansen at Penticton. The 300 km route will run from Brewster, Washington to Vernon, B.C. River dykes and K.V.R. rights of way will form part of the

linear park. A committee of the 400 member Okanagan Similkameen Parks Society will be involved plus many Okanagan Historical Society members. On the Washington side of the border the State Game Department has taken the lead. Brochure and membership form is enclosed.

As for the six branches of the Okanagan Historical Society, they continue to work steadfastly for the good of the Society. On May 3rd the 62nd Annual Meeting of the Parent Body was held in Penticton. As was said at the 50th A.G.M. by Guy Bagnall, Charter and Life member, "The Society has found it possible to regenerate its membership and officers and with amazing success." Here we are twelve years later still presenting a slate of officers of high caliber. Lois Hagen, former M.L.A. and Past President of the B.C. Historical Society attended the meeting with Mr. & Mrs. Jim Glanville of the Boundary Historical Society.

Starting at the north Salmon Arm Branch had a set back with the loss of Helenita Harvey, their President, in a car accident. Another hard worker, Earl Tennant is not well. The three Peterson brothers and Florence Farmer come faithfully to all our meetings. They acquired a pioneer family farm near the highway and with the original Haney house on it have great plans for the future as a Heritage Park.

The Armstrong-Enderby Branch is still reeling from the sudden deaths of Jack Armstrong, Branch President and OHS Past President, and his wife Merle last year. At their Annual General Meeting, April 10, a posthumous award as Citizens of the year was presented to their family by the Enderby and District Chamber of Commerce. Also, George Armstrong received on behalf of the family, a posthumous Life Membership in the O.H.S. for his father Jack at the O.H.S. A.G.M. on May 3rd. Winning student essays were from that Branch and will be in the 51st report.

The Vernon Branch is very ac-

tive holding their monthly meetings. Many members are involved in plans for a new Museum. They are sponsoring an O.H.S. Field day August 9, at Cherry Creek (gold panning). Peter Tassie has produced a concise booklet "The Okanagan Fur Brigade Trail". Dr. Margaret Ormsby P.P. of B.C. Historical Federation is to present a paper at the Canadian Historical Federation conference in Hamilton, Ontario so cannot be here with us.

The Kelowna Branch is involved in many projects. Their President Dorothy Zoellner is now President of the Parent Body, O.H.S. Next year's Annual General Meeting will be in Kelowna on May 1st, always the first Sunday in May. Mr. Middleton's recently released book on Lord and Lady Aberdeen is fascinating reading. A continuing responsibility is the Father Pandosy Mission. Also the Guisichan Ranch home has been saved. We hope the ghostlike sounds of the horsedrawn carriage going along the avenue of trees will not cease with this interruption of a long history! You will have received by now an enquiry as to why Frank Pells subscription to the News has ceased. He was a charter subscriber. Which reminds me — I have had enquiries from a number of people as to where the News can be purchased on newstands. People have written for information because they saw my name in the News. I have given out subscription forms and information for the Article Competition, and for the Book Contest.

The Penticton Branch has a lively new Vice President who is program Chairman and introduced thumbnail sketches of members by members. They have proved very popular and help people get to know one another better. The Penticton Fire Department was honoured on its 75th Anniversary. Heritage Day was celebrated with a choir from the Multicultural Society and a talk on Native issues by Debbie Crow of the Penticton Indian Reserve. Our Okanagan Historical books were displayed and sold during National Book

Festival Week. Book sales are continually on our minds as 6000 back issues are now reposing in storage — four numbers: 44, 45, 46, 47 having been overprinted due to enthusiasm. Any ideas as to how to reduce the supply would be welcome.

The O.H.S. index of its 50 reports is almost ready and will be very helpful.

The Oliver-Osoyoos Branch has a project two lots at Fairview Historic Townsite. Jean and Bernard Webber are members of the Oliver-Osoyoos Branch. Jean is the Okanagan Historical Society Editor — Bernard is First Vice-President of the O.H.S. The Branch keeps in close touch with the Boundary Country and across the border.

On April 28th a world class new Research Station building was officially opened by Agriculture Canada at Summerland. Many of the former building dating back to 1914 have been demolished. The Superintendent's house will be saved and possibly Wilcox Hall. Of immediate concern are the historic gardens (overlooking the Trout Creek Canyon Bridge) for which there is no money. I'm happy to announce the reopening of the Hedley Mascot Gold Mine in the Similkameen after 25 years of silence.

Mary Gartrell Orr

Princeton and District Museum and Archives

A very busy year for the "Archives" section of the Museum in Princeton.

A collection of ten boxes of rocks, artifacts, etc. donated by the daughter of Mrs. Verna Cawston, a writer and historian in the Similkameen.

Also, the contents of a building occupied by the Princeton and Similkameen *Star* newspaper due to the death of the owner, Dave Taylor whose family made available to the Princeton Archives whatever related to our area in the way of records (94 boxes) as well as complete files of the *Star*, *Hedley Gazette*, and other local newspapers

of the early days dating back to 1898. Also a large mineral rock collection, luckily mostly classified.

With the help of a 'catch-up' grant from the Canadian Archives Branch, and with the support of the B.C. Archives Council, much of the work to clean up and classify this material was done last year. Much work remains to assimilate the information into our files. This material is invaluable for research in our district.

With the help from a Federal Employment grant much useful work was done cataloguing and conservation of pictures and library books in our collection. In this connection the Kelowna Museum offered us a 3-day seminar on every phase of museum operation with help from its professional staff.

In September 1986 we held a show of fossils and other rocks of the area, well supported by schools. 500 children appeared in classes with their teachers in two days. Our fossil collection has been written up in several international journals and will be added to this year.

This year the Museum display is about Indians and much valuable information has been uncovered about our aboriginal people in this district. A local writer, Lynda Carter published a book "Tall Tales" concerning much about horses and horseracing in the Okanagan-Similkameen. Our records afforded much information. The historical-Archives section is open all year.

To meet the requirements of the Okanagan Regional Heritage Survey, we made up a Heritage Register of all sites that we feel are important, both those existing and that can be seen and preserved, and, for the record, all site of historical or legendary significance which have disappeared and are now history. We will use this register when we hold a local forum to give interested people and organizations a chance to make a submission to the present "Project Pride" survey being done by the Ministry of Tourism, Culture and Economic Development.

Margaret Stoneberg

Vancouver Historical Society

As reported last year, the Vancouver Historical Society was immersed in projects for the Vancouver Centennial Year celebrations — a bibliography, an oral history of False Creek slopes, hosting the AGM and the BCHF conference and other ventures. These efforts and Expo appears to have left us "flat" and drained of energy. We have had an almost complete turnover of executive and have undertaken nothing beyond our regular program, which is essentially a monthly program of speakers. Some interest is stirring in a joint oral history project, especially if members of the Lower Mainland societies respond to this idea.

Rare Books and Manuscripts

Of interest to members may be the services of Johnson and Small Booksellers who offer a list of rare Canadian books and manuscripts. A catalogue can be obtained from Box 805, Stn. E, Victoria, B.C., V8W 2P9, (tel. 384-6646).

THE B.C. HISTORICAL FEDERATION CONFERENCE — 1987

Mission Historical Society gave a warm welcome to delegates attending the 1987 B.C. Historical Federation Conference. Dorothy Crosby, Curator of the Mission Museum, spearheaded the committee which prepared the full program from May 14th to 16th. The old Mission Memorial Hospital was officially dedicated as a Heritage building at a ceremony on Thursday afternoon. Stave Falls Scottish Dancers entertained in the evening prior to a wine and cheese social. Friday morning John Gibbard presented slides and a talk on the early days in Mission and district. Joe Aleck recalled his days as a student at St. Mary's Indian School, and the years when he became teacher, then the first native administrator of the school (a post he held until the school closed in 1984).

Mission Heritage Association members explained their roles in the acquisition, development, and plans for the Fraser River Heritage Park which occupies fifty acres of the former O.M.I. mission land. Delegates viewed the new Norma Kenney House, a log building erected to be the Interpretive Centre, and took a conducted walk around the site to see the foundations of the early school buildings, the cemetery and the vandalized Grotto.

Friday's bus tour out to Kilby Historic Park where the store-on-stilts was explained by Curator Clarence Wood. In the evening Mr. Wood spoke on "The Role of the General Merchant in British Columbia 1858 - 1948". The dates were explained as "after the monopoly of the Hudson's Bay Company was broken, and the time when larger stores became department stores rather than general stores."

The Annual General Meeting on Saturday morning moved expeditiously to allow presentation of various committee reports, special resolutions, and reports from mem-

ber societies. A vote of thanks was extended to retiring Treasurer Rhys Richardson. The Federation and the *Historical News* are in a healthy financial position. The first Scholarship from the BCHF will be awarded in 1988; a few more donations would bring the principal to a size where interest will provide \$500 in annual interest for this scholarship.

Historic Trails Committee chairman John Spittle presented the paper which was given May 12 at a Project Pride hearing at UBC.

the Heritage Cemeteries Symposium of April 24 - 26 was described by committee member Myrtle Haslam of Cowichan. John Adams of Victoria organized the symposium in conjunction with the Cowichan Historical Society.

The judges for the Competition for Writers of B.C. History were applauded for their many hours of effort in evaluating the entries. Chairman Naomi Miller acknowledged the publicity received from CBC radio and other agencies, and appealed to all "to keep articles coming in to the editor of the *B.C. Historical News*".

Ann Johnston reported on the work of her energetic committee which included the appointment of a new editor, new book-review editor, subscription secretary, and mailing crew. Recent changes have cut the cost of producing the *Historical News*, and a major thrust is being made to increase the number of subscribers.

Resolutions were passed to:

- 1) Make the membership fee \$1 per person to a maximum of \$60, with 10¢ per member over the basic 60.
- 2) Support the Nanaimo Historical Society in its request for having a mountain peak on the west coast of Vancouver Island suitably named to recognize the 200th anniversary of the arrival of the first Chinese settlers in western Canada.
- 3) Protest to the Place Names

Committee of Canada:

a) about renaming Mt. Stalin (which stands near Mt. Churchill & Mt. Roosevelt)

b) about removing long standing names when there are many unnamed features which can be named in honour of current heroes.

Reports were received from fourteen member societies. Elections saw the addition of Dorothy Crosby of Mission, and Daphne Sleigh of Deroche as Members-at-large. An invitation is issued to attend the joint B.C. Alberta Historical Conference in Banff May 5 - 8, 1988.

* * * * *

Saturday afternoon a bus tour took delegates to the seminary and monastery of Westminster Abbey. The beautiful complex in its lovely setting is a showcase of a place where Christian philosophy has been adapted to modern needs. From the Abbey the bus followed rural roads to Stave Falls, Ruskin Dam, and Storyland Trails. Carmela Clark conducted tours of her private museum. Mrs. Clark has captured local and natural history along with Mother Goose folklore in special displays.

The concluding event, held in the Birch Room of the Royal Canadian legion in Mission, was the banquet. Presentations were made by Don Sales to winners of the Writing Competition. Betty Hess collected a Certificate of Merit for best Anthology 1986 for Wynndel Heritage Group. Special Award for the Okanagan Historical Society's 50th Report was accepted by Jean Webber, Editor, of *Osoyoos*. Mrs. Webber also received the award for "Best Article for 1986" for her *Nelson Ferry* Vol. 20, No. 1. Charles Lillard of Victoria was presented the Lieutenant-Governor's Medal by acting Honourary President Gerry Andrews, as well as a cheque for \$100 for his winning book *Seven*

(Cont. on p. 30)

Bookshelf

Book Reviews should be sent directly to the book review editor, Anne Yandle, 3450 West 20th Avenue, Vancouver, B.C., V6S 1E4.

Upcoast Summers, by Beth Hill Ganges, Horsdal & Schubart, 1985. 156 pages

Upcoast Summers is a lively and informative account of the travels aboard the little ship *Tokete* of Francis and Amy Barrow, on an exploration of the "Inside Coast" — the three-hundred-mile long land of inlets, islands and harbours east of Vancouver Island — during the summers of 1933 to 1941. Francis Barrow kept journals and photographs of their expedition, as the middle-aged couple with their two black spaniels chugged along the waterways of the British Columbia coast, observing the busy lives of the coast people of the Depression Years, and joining in their activities. The now-vanished coastal lifestyle of the Thirties is vividly recreated in *Coastal Summers*; the waterways throng again, not with yachts, but with working-boats — steamers, barges, tugs and log-booms, fish-boats of every size and design, gas-boats, row-boats, canoes, Indian dugouts — and above all, houses and camps on floats, usually with gardens of flowers and vegetables. Thousands of people who lived in the area then used the boats — miners, prospectors, loggers (particularly hand-loggers), fishermen, farmers, store-keepers, recluses, retired folk, nurses, school-teachers, cooks, and government workers. When the big logging and fishing companies monopolized these industries, the small operations were squeezed out, all the small upcoast canneries were closed down, and the lifeline of the coast, the steamship service, stopped operating and so the life of the Inside Coast died.

Francis Barrow's journals and photographs alone are not respon-

sible for the readability and appeal of this book; much of the credit must go to Beth Hill, who has edited and arranged the journal, displaying in doing so all the fruits of assiduous research, interspersed with unfailingly interesting observations and anecdotes into background material. It is this treasure-trove of background detail and comment that truly illuminates and plumps-up the summer adventurings of Francis and Amy Barrow. Besides visiting with their many friends, old and new, living in the remote bays and inlets, the Barrows made a most important contribution to the record of coastal pre-history, as they searched for and photographed Indian Rock art, both petroglyphs and pictographs.

Beth Hill has selected events from the eight summers to make one meandering route. This means that the incidents are usually *not* in a chronological time-order. Events are arranged in an editorially imposed *place* order, which I found irritating at times for a historian of "times-past" to read. It is the coast dwellers themselves, (including Francis and Amy Barrow) who are the real world of *Upcoast Summers* and it would be more satisfactory to participate in their activities, summer after summer, in an unfolding time-sequence.

The book consists of seven chapters. Chapter One introduces the Barrows, expatriate English people, supported by an income from "home" — Amy's fortune — which enabled them to enjoy a hobby-farming life in North Saanich, and long, leisurely summers at sea in their little 26 foot-long boat *Tokete*. (*Tokete* is said to mean "pretty" in the language of the Salish people of the Saanich Peninsula).

Chapters Two, Three, Four, Five and Six lead us through a meandering route from, amongst other places, Lasqueti Island, Sechelt Inlet, Texada Island, Powell River, Desolation Sound, Surge Narrows, Cameleon Harbour, Loughborough Inlet, Burial Cove, Bones Bay, Minstrel Island, Simoom Sound, to their most northerly port of call, Mackenzie Sound. Chapter Seven deals with Francis Barrow's very earliest journals, of 1903 and 1905, when he first came to British Columbia, to visit his brother, Arthur, a land-surveyor. Francis kept a scribbling diary during a rowing holiday among the Gulf Islands and we get a sketchy glimpse of the elements that were to become the most important in his future life. Francis and Arthur Barrow had camped for the night at the head of Browning Harbour, and the next day, April 3, 1903, we read that "after breakfast had a jaw with two brothers of the name of Hamilton. Left Browning Harbour 12:30 for S. Pender Island. Went through canal and arrived at Stanford's place. He was away but we broke into his house and made ourselves pretty comfortable. At supper we finished our 50th egg. All day long we heard the blue grouse drumming in the woods and all night long the frogs kept on croaking". Four days later, on April 7th, the brothers' rowing holiday ended and we read "left for Sidney at 7 p.m. when we arrived at 9:15. Could not get any grub at hotel so Arthur walked back to Victoria. I put up at Hotel Sidney, not being able to walk 16 miles without any dinner. Egg total up to 7 p.m. since April 1st (evening) about 104".

Francis Barrow continued to enjoy his food and in his later jour-

nals the never-failing recording of meals and provisionings becomes, at times, tedious, until one realizes that food was for him a means to the grand end of good fellowship, companionship and conviviality.

The early part of Chapter Seven, dealing with Francis Barrow's first experiences of life in British Columbia, in the Gulf Islands just after the turn of the century, and his letters to his friends Harlam-Smith and Billy Newcombe, indeed a foreshadowing of his later travels with Amy upcoast, would, to my mind, be better placed as part of Chapter One — "Introducing the Barrows". Each chapter is headed by a pictograph, providing a unifying element demonstrating the very valuable work done by the Barrows in recording Indian rock art. I warmly recommend *Upcoast Summers* as a delight, as well as an engrossing study of the social history of the "Inside Coast" in the Thirties.

Pauline Hemming, a history researcher, is a member of the B.C. Historical Federation, Victoria Branch.

David Mattison
*Eyes of a City:
Early Vancouver
Photographers 1868 - 1900*
Vancouver City Archives
Occasional Papers No. 3, 1986.
75 pages. Bibliography, index,
illustrations. \$9.95

One of the finest resources for researchers of Vancouver's urban history has long been the wonderful photographic collection held by the City Archives. For me it was an invaluable link between fragmentary paper data and a sense of the early city being carved out of the forest on the Burrard Peninsula. Marvelous photos let the imagination range; if you looked out of the archives windows, there were the same mountains, the same sea, but what a transformed built environment! In this wonderful booklet, published in association with Van-

couver's recent Centennial celebration, David Mattison has brought 67 of those early photographic images into attractive book form. He adds a useful commentary that gives appropriate recognition to the talents of a few critical early photographers. After discussing a variety of early image makers in the pre-CPR era, he notes the special place of J.A. Brock and Co., the Bailey Brothers, Trueman and Caple, and S.J. Thompson before the turn of the century.

In addition to a useful short biography of the individuals and their firms, Mattison lets the reader in on a few stories behind several of the visual legends. The famous photo of the first City Hall in a tent, traditionally dated June 16, 1886 (three days after the disastrous fire), is exposed as a posed reconstruction, for example. Mattison tracked down a September 9th newspaper account reporting that Brock had taken the picture the day before; microscopic examination of the glass negative revealed that a provincial government notice for contractors, pinned to a billboard next to "City Hall", is one that first appeared in an August 31st newspaper!

There is some slight dichotomy between the text and the images. Mattison points out that many of these artists made their money taking photos of men, managers and machinery in various logging camps up the coast or mining camps in the interior, as well as at Vancouver work-sites. Yet the selection is dominated by streetscapes in the commercial part of the city, rarely places of work or home settings. Some of his captions to those street panoramas insist on informing that a certain building was constructed in a certain year and designed by a specific architect, as if that was the most important aspect of the scene. Who are these architects anyway? For the reader who might not know where all the streets are, a sketch map of the pre-1900 city might have helped, perhaps even one that located camera position and vista covered. Why, as well, does the coverage stop at 1900 — it didn't

seem to be a watershed in photographic technology?

These quibbles aside, this is an extremely interesting book. It includes some of the most breathtaking panoramas of the early city from Burrard Inlet and from Fairview, and these hint at the awesome sense of opportunity Vancouver was seen as offering. Many of these photographs were used by boosters, by the CPR, and by real estate companies in the city's infant years. They contribute an appropriately enjoyable benchmark at the city's Centennial. Major J.S. Mathews was responsible for making many of these early images available for researchers by attaching pioneers' recollections of facts to certain plates. Subsequent archivists have enhanced the collection and their utility, and the Archives is to be congratulated for making some of these gems accessible beyond their vaults at such a reasonable price.

Deryck W. Holdsworth
Historical Atlas of Canada,
Toronto

***Braehead: Three Founding
Families in
Nineteenth Century Canada***
Sherrill MacLaren
McClelland and Stewart, 1986
\$24.95

Braehead looks like the sort of "epic romance" which translates with advantage into a television miniseries. The dust jacket shows an archetypal New World mansion squarely set on a vast yellow prairie. Blue foothills in the background signal to the Canadian reader that this is not Texas, but Alberta. The three cover characters are enough to make one settle at once into an easy chair, reading glasses on nose and telephone unplugged. On the left is Ernest Cross, dark with piercing visionary gaze and dashing moustache. On the right is fiery, bearded James MacLeod, resplendent in the scarlet of the North West Mounted Police. Between them is Helen "Nell" Rothney MacLeod Cross, daughter to James

and wife to Ernest, a statuesque beauty with upswept dark hair curling over her fragile features and high-necked gown.

The experienced miniseries fan will perceive that such a cast guarantees fiery passion, fierce determination, heartbreak and triumph.

Braehead does not disappoint these expectations. The reader in the easy chair will stay up long past bedtime, thrilling to the adventures of James as he matures from rebellious student to NWMP Commissioner, the Queen's emissary to the plains Indians, and chief lawgiver in the North West Territories; pulsating to the driven, restless spirit of Ernest the rancher, politician, brewer, oilman, filmmaker and founder of the Calgary Stampede; battling drought and prohibition; confronting the likes of Louis Riel, Sitting Bull, and R.B. Bennett. Best of all will be the early realization that this is more fun than a saga of a fictional Ernest, James and Nell, because we know these people and their children. This story is, in fact, *Our Story*.

Sherrill MacLaren has charted the progress of three families who immigrated from Scotland to Canada in the early nineteenth century; the Crosses to Lower Canada, the MacLeods to Upper Canada, and the Drevers to the Red River Settlement. At first the story unravels as three distinct threads, then becomes one as the families and their fortunes are intermeshed. MacLaren traces "the emergence of a character known as 'western Canadian'" and the development of a race of "quintessential westerners."

The names of MacLeod and Cross remain prominent. The Drever name is now less known, but the Drevers, Nell's maternal grandparents, were the original residents at Winnipeg's Portage and Main. Helen Rothney Drever, the fierce servant-girl who defied her employer, the formidable Judge Thom, and successfully took him to court to win her rights, deserves a book to herself.

James MacLeod dominates the first half of the book, the age of

survival and settlement, and Ernest Cross the second half, the entrance into an industrial age. The supporting cast is strong. The women include Janet Selkirk Cross, Ernest's grandmother, who began the family's entrepreneurial enterprises with her general store in Ormstown, Quebec; Helen Drever's daughter Mary, a suitable match for James MacLeod; the Frenchwomen Lea and Marguerite, who were never quite accepted by either Montreal or Victoria. Among the men are William Drever, frontiersman par excellence; Alexander Cross, Ernest's father and lawgiver for Quebec; Willie Heber Cross, who was more Wildean than wild; and Harry Cross, pioneer senator of Wyoming.

Suffering was a frequent companion, through terrible winters and long droughts, as they faced the starvation of cattle and the sudden deaths of children, the dreariness of separations and the bitterness of failure. MacLaren identifies the ideals which impelled them to continuous effort, and Ernest's daughter, Mary Drever, has explained his perception of their roles as developers and public servants: "he felt that we should take our place."

"Braehead" is a unifying symbol as well as the name of places in Scotland, Alberta and Wyoming. The word means "riverbank" and was "the name given to the Cross ancestral home established on the Clyde River in Scotland in 1721. Throughout this story it symbolizes the flow of generations, and the riverbank homes provided a refuge from the floods and frozen waters they endured or confronted over more than a century."

The research behind the telling of the Braehead saga has been formidable. MacLaren has been tireless and thorough, stressing that the Cross family left her free to present and interpret facts as she found them. The result is of benefit to us all. One of Ernest's sons observed, "We survived because we were dedicated, and you know, we did a damn good job."

Sherrill MacLaren, too, has done

a damn good job.

Phyllis Reeve

(Cont. from p. 27)

Report on the B.C. Historical Federation Conference — 1987

Shillings a Year. Jacqueline Gresko, a history instructor from Douglas College, gave an indepth account of Indian Schools in the Fraser Valley. Her after dinner talk wrapped up what had been presented earlier, leaving delegates knowledgeable about the history of Mission, and very appreciative of the work done by Dorothy Crosby and the Mission Historical Society.

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 seen endowment which will guarantee a \$100 prize can be paid to the 1986 winter. 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.

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

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

(Cont. from p. 18)

A History of Dollarton

able area and the park was approved. Cates Park, as it is now called, was named after a prominent North Vancouver family who donated property to the site.

Today the squatters' shacks and the mills are gone but some aspects of Burrard Inlet have not changed from bygone days. These are best described in the writings of Malcolm Lowry: the Roche Point light beacon "standing lonely on its cairn," the "hallooing" of distant trains, deep sea vessels moving up and down the inlet, and "seagulls blowing four ways at once."¹⁰

Notes

¹ Various interviews with long-time residents of Dollarton were conducted during 1985/1986. Information from specific individuals is indicated in the body of the article; where individuals wish to remain anonymous, names are not given. Warm thanks are extended to all those who so generously helped me to piece together this history.

² Robert Dollar, *Memoirs of Robert Dollar* (San Francisco: W.S. Van Cott & Co., 1921), Vol. II, p. 13.

³ Kathleen Marjorie Woodward-Reynolds, *A History of the City and District of North Vancouver* (Master's Thesis, University of B.C., 1943), p. 135.

⁴ From a letter to the author, dated October 11, 1985.

⁵ "Subdivision Planned For Dollarton Site," *The Vancouver Sun*, 17 May, 1944: 1.

⁶ Cummins Place in Dollarton was named after the community pioneer Percy Cummins.

⁷ "Dollarton Road Work Commenced," *The North Shore Press*, 31 October 1930: 1

⁸ "Roslyn Park Renovation Provides More Homes," *The Vancouver Sun*, 14 June 1944: 12. Information regarding development of the Roslyn Subdivision was also obtained from area residents.

⁹ "Town Planners Approve Roche Point Park," *North Arm News*, 15 September 1949: 1. North Shore Museum and Archives, No. 85 - 11.

¹⁰ These excerpts are taken from Malcolm Lowry's "Forest Path to the Spring," *Hear us O Lord from heaven thy dwelling place* (Philadelphia and New York: J.B. Lippincott, 1961), 218, 217, 254.

Selections from this article have been previously published in Sheryl Salloum's, "Eridanus: Another View," *The Malcolm Lowry Review* No. 17 and No. 18 (Fall 1985 and Spring 1986); *Malcolm Lowry: Vancouver Days*, Maderia Park B.C.: Harbour Publishing Ltd., 1987.

WRITING COMPETITION 1986

The following books were submitted for the 4th annual Competition for Writers of B.C. History. Each is available at local bookstores or may be ordered from the address listed below the title.

FIRST PRIZE AND LIEUTENANT-GOVERNOR'S MEDAL

Seven Shillings a Year, Charles Lillard, Horsdal & Schubert Publishers Ltd., Box 1, Ganges, B.C., V0B 1E0, 248 pages soft cover, \$12.95. An overview of the history of Vancouver Island.

BEST ANTHOLOGY

Forest to Fields, Wynndel Heritage Group, Box 1, Site 23, R.R. No. 1, Wynndel, B.C., V0B 2N0, 615 pages, hard cover. \$50.00, \$3.00 postage. Wynndel celebrates a Century — an anthology.

SPECIAL AWARD

Okanagan History — 50th Report of OHS, Editor Jean Webber, Order From: O.H.S. Treasurer, Box 313, Vernon, B.C., V1T 6M3, 208 pages soft cover. \$10.00, \$1.55 postage. The Okanagan Historical Society's 50th anthology. Interesting variety of topics.

OTHER ENTRIES

British Columbia Place Names, G.P.V. & Helen B. AKRIGG, Sono Nis Press, 1745 Blanshard St., Victoria, B.C., V8W 2J8, 346 pages, \$16.50 soft cover, \$29.95 hard cover. A Dictionary of B.C. place names.

Buildings of Samuel MacLure, Martin Segger, Sono Nis Press, 1745 Blanshard Street, Victoria, B.C., V8W 2J8, 276 pages hard cover \$39.95. A well illustrated biography of one of B.C.'s earliest architects.

Camera West: B.C. on Film 1941 - 65, Dennis J. Duffy, Sound and Moving Image Division, Provincial Archives, Victoria, B.C. V1V 1X4, 318 pages soft cover, \$12.00. A catalogue of films produced in B.C. from 1941 - 1965. The list includes where these are held in storage.

An Early History of Coldstream & Lavington, Anne Pearson, 784 Claremont Avenue, Victoria, B.C. V8Y 1K1, 176 pages, soft cover, \$10.00 plus \$2.25 postage. An intimate look at the lives of early settlers in North Okanagan.

Deeper Roots & Greener Valleys, Fraser Lake Historical Society, c/o Box 56, Fraser Lake, B.C. V0J 1S0, 316 pages hard cover, \$24.95 plus \$2.95 postage. An anthology of the people and activities at Fraser Lake and District.

Fraser Port: Freightway to the Pacific, Edited by J. Gresko and R. Howard, Sono Nis Press, 1745 Blanshard Street, Victoria, B.C. V8W 2J8, 131 pages soft cover. \$12.95. Compiled projects of students at Douglas and Kwantlen Colleges.

Gordon Shrum: An Autobiography, As told to Peter Stursberg, University of B.C. Press, 303 - 6344 Memorial Road, Vancouver, B.C., V6T 1W5, 158 pages hard cover, \$19.95. Memories of a man who was a legend in his own time — the story of a dynamic educator, project manager, organizer.

Historic Spallumcheen, Jessie Ann Gamble, Armstrong-Spallumcheen Museum, Box 308, Armstrong, B.C., V0E 1B0, 135 pages paperback, \$6.95. A brief history of Armstrong and District explained in terms of local road names. An Anthology.

Journal of Lady Aberdeen, Edited by R.M. Middleton, Sono Nis Press, 1745 Blanshard Street, Victoria, B.C., V8W 2J8, 91 pages soft cover, \$8.95. See the social life of the "upper class" in the Okanagan in the 1890's.

Ladysmith's Colorful History, Viola Johnson-Cull, Ladysmith Historical Society, c/o Mrs. Johnson-Cull, R.R. No. 2, Ladysmith, B.C., V0R 2E0, 315 pages hard cover, \$20.00 plus \$2.00 postage. Colorful memories of Ladysmith during the Dunsuir coal mining era.

Lucky to Live in Cedar Cottage, Editor Seymour Levitan, Lord Selkirk Elementary School, 1750 East 22nd Avenue, Vancouver, B.C., V5N 2P7, 72 pages soft cover, \$10.00. A neat anthology compiled by an elementary school celebrating its 75th anniversary.

Mayor Gerry: The Remarkable Gerald Grattan McGeer, David R. Williams, Douglas and McIntyre, 1615 Venables Street, Vancouver, B.C., V5L 2H1, 315 pages hard cover, \$24.95. The biography of Gerry McGeer, populist, M.L.A., MP, mayor of Vancouver and Dominion Senator.

More English than the English, Terry Reksten, Orca Book Publishers, P.O. Box 5626, Stn. B., Victoria, B.C., V8R 6S4, 180 pages soft cover, \$9.95. True history written with delightful levity. Victoria pioneers analysed rather than eulogized.

On the Shady Side: Vancouver 1886 - 1914, Betty Keller, Horsdal & Schubart Publishers, Box 1, Ganges, B.C., V0S 1E0, 121 pages soft cover, \$9.95. Documentation of interesting happenings that are rarely noted in a history praising "good" pioneers.

Oregon Train Journal: Honore Timothee Lempritt O.M.I., Patricia Meyer & Catou Levesque, Societe Historique Franco-Colombienne, 9 Broadway Avenue East, Vancouver, B.C., V5T 1V4, 261 pages hard cover, \$21.00 plus \$1.50 postage. Travels across the continent to Ft. Victoria. Translations from the diary of the first priest on Vancouver Island.

Pioneers of Revelstoke, Revelstoke Senior Citizens Assn., Book Committee, Box 2145, Revelstoke, B.C., V0E 2S0, 345 pages hard cover, \$32.00 plus \$2.50 postage. Revelstoke — a railway city — an anthology.

Shipyards of British Columbia, G.W. Taylor, Sono Nis Press, 1745 Blanshard Street, Victoria, B.C., V8W 2J8, 216 pages hard cover, \$17.50. Detailed studies of a west coast industry.

Stories About People of German Language Background in Victoria, Dr. Elizabeth Mayer, German Canadian Historical Assn., P.O. Box 406, Station K, Toronto, Ontario, M4P 2G7, 208 pages soft cover, \$6.00 plus \$1.60 postage. Victoria seen from a different viewpoint.

Story of the B.C. Electric Railway Company, Henry Ewert, Whitecap Books Limited, 1086 West 3rd Street, North Vancouver, B.C., V7P 3J6, 336 pages hard cover, \$39.95. Transportation in the lower mainland — painstakingly documented.

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Will to Power: The Missionary Career of Father Morice, David Mulhall, University of B.C. Press, 6344 Memorial Drive, Vancouver, B.C., V6T 1W5, 221 pages hard cover, \$29.95. The Biography of Fr. Morice, OMI, who built a veritable kingdom for himself in northern B.C. 1885 - 1903.

Youngblood of the Peace, Shirlee S. Matheson, Lone Pine Publishing, No. 414 - 10357 109 Street, Edmonton, Alberta, T5J 1N3, 246 pages soft cover, \$9.95. A Catholic priest serves natives in the Peace River Area 1930 - 1983. See the changes in Indian lifestyle in 50 years.

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