BRITISH COLUMBIA HISTORICAL NEWS

Journal of the British Columbia Historical Federation

Volume 35, No. 3
Summer 2002
$5.00
ISSN 1195-8294

Stuart Thomon foto, City of Vancouver Archives CVA 99-429

Above: *This photo of two anymous young women; one holding a baseball, was taken during a picnic for employees of the BC Sugar Refinery on Bowen Island.*
In "Not Always Sweet," starting on page 2, Janet Nicol writes about a bitter labour dispute at Benjamin T. Rogers's sugar refinery during the First World War.

British Columbia Historical News
Journal of the
British Columbia Historical Federation
Published Winter, Spring, Summer, and Fall.

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Subscription $15.00 per year
For mailing outside Canada add $10.00

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Single copies of recent issues are for sale at:

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This publication is indexed in the CBCA, published by Micromedia.
ISSN 1195-8294
Production Mail Registration Number 1245716
Publications Mail Registration No. 09835

The **British Columbia Heritage Trust** has provided financial assistance to this project to support conservation of our heritage resources, gain further knowledge and increase public understanding of the complete history of British Columbia.

British Columbia Historical Federation

PO Box 5254, Station B., Victoria BC V8R 6N4
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Volume 35, No. 3
Summer 2002
$5.00
ISSN 1195-8294

"Any country worthy of a future should be interested in its past."
W. Kaye Lamb, 1937

No Change

This journal shall continue to be called *British Columbia Historical News* as it has been for 35 years. Most attending the council meeting preceding the AGM in Revelstoke wished a change in the name of this quarterly, but when the matter was raised at the AGM, participants were not so keen. One observer's opinion: "the audience was lukewarm at best, puzzled, and basically against change."

Please Let Us Know

Please write me a note, a brief report, or send a newspaper clipping about extraordinary historical events in your community.
Delegates of member societies at the AGM talked about Her Honour the Lieutenant-Governor visting Galiano Island; Don Pedro de Alberni's death, 200 years ago, being remembered with an interesting symposium hosted by the Alberni District Historical Society; and Pixie McGeachie, now an honorary citizen of Burnaby. Remember: This is *your* journal and "news" is part of its name.

Fall 2001 Issue

I have received a request for a copy of the "Spanish presence" issue and have none left. If you have one to spare, could you mail it to me?

the editor

Not Always Sweet

The 1917 Vancouver Sugar Refinery Strike

by Janet Mary Nicol

Janet Nicol has been teaching with the Vancouver School Board for 15 years and is currently a Social Studies teacher at Killarney Secondary School. She was a clerical worker and union organizer with an independent Vancouver-based feminist union, SORWUC.

ALL was quiet along the Vancouver waterfront in the early dawn of 22 April 1917. A lone male figure passed through the refinery gates and observed smoke rising from the factory stacks where men had refined raw sugar for 26 years. Through an arched window on the main floor of an elongated six-storey brick building, he could see five men unloading jute bags of sugar cane. He was determined to turn around and leave with these men if refinery owner Benjamin Tingley Rogers didn't respond to their demands for overtime pay for Sunday work.

But the American-born Rogers, who trained his first group of 75 employees on the alchemy of sugar refining at age 25 and had since made his fortune closely managing the city's pioneering factory, was aware of his employees' rebellious talk. From his yacht *Aquilo*, anchored off a nearby Gulf Island, he had radioed his superintendent the previous day. "I learned the melting house gang intends to quit Sunday morning unless given time and a half. Are led by a man known as Irish Johnny." Rogers ordered the worker fired. "Will discharge Irish Johnny in the morning," superintendent William Aitchison wired back.

"Irish Johnny" could have been any one of the 25 "John's" or "J's" listed as sugar refinery employees in the 1917 Henderson Directory of Vancouver. On that fateful Sunday, the ubiquitous "John" was summoned and dismissed soon after he entered the building, along with a foreman who came to his defence. Next day, when more than 240 employees arrived at work and heard about the firings, most walked off the job. They rallied at the Vancouver Labor Temple on Dunsmuir Street and formed the Sugar Workers Union.

These series of events marked the beginning of a bitter 92-day labour dispute, pitting one of Vancouver's earliest millionaires against recently immigrated labourers. Rogers resided with his wife and seven children in a stone mansion (now a restaurant) on Davie Street at Nicola in the city's west end. He was among the city's first citizens to drive to work in an automobile. Refinery workers owned homes within walking distance of the sugar factory in the east-end neighbourhoods of Strathcona and Grandview. Many of their two-storey wood-framed houses still stand. Though the workers' attempt to form a union at BC Sugar would end in defeat, their confrontation with Rogers provides an insightful glimpse into Vancouver's early days.

Rogers sailed back to Vancouver the day the workers walked off the job and promptly issued a statement to the press: "The men went out on strike because the superintendent saw fit to let out one of the laborers," he maintained. "The men want him reinstated. I don't know what reason the superintendent had for discharging him, but I will stand behind the superintendent until the crack of doom."

Blaming the superintendent for firing John didn't improve Aitchison's popularity with the staff. "No matter when or how the employees return to work there will be serious friction as long as this man is in charge," a striking employee complained in an anonymous letter to Rogers. "We could name about 20 instances of Mr. Aitchison's craziness, meanness, and insulting ways, in dealing with men of long service who have far more intelligence than he. We think he is incapable of handling men."

Rogers had closed the refinery for eleven weeks the previous December, further distressing his employees. He claimed raw sugar cargoes were delayed because of shipping disruptions caused by the First World War. The shortage of manpower on the home front impacted much later in the west. Consequently workers in Vancouver were still receiving layoff notices in the winter of 1916 with slips reading: "Your king and country need you—we don't." Workers also had to contend with inflationary prices of consumer goods (including sugar) while their wages remained constant and BC Sugar, a monopoly operation in Western Canada, continued to profit.

The week before the strike, nearly all of the 206 men and 36 women on staff had signed a petition requesting a wage increase from 32 ½ cents to 40 cents an hour with time and a half for overtime and Sunday work and a maximum ten-hour day and a minimum five-day week. For mechanics, watchmen, and women, the workers

City of Vancouver Archives M-11-65

Above: *B.C. Sugar Refinery, Vancouver, 191-?*

requested a pay increase from 20 cents to 24 cents an hour. The petition was left in the storeroom where it was found by the timekeeper who took it to management. The following day management pinned a response in the staff dressing room, offering a three-cent increase to male labourers only. The workers considered the offer unsatisfactory.

Rogers made it clear he would not deal with a union and continued operating the refinery. He hired a personal bodyguard and retained the services of the Thiel Detective Agency, an American firm specializing in labour relations, with offices in five Canadian cities. Rogers' resolve may have been strengthened by the fact that when he was 18 years old, his father, also a refinery owner, was killed by a brick thrown during a labour dispute at his sugar plant in New Orleans.

Rogers told newspaper reporters the wages for the "common labourer" at the refinery were as high a rate per hour as those for "certain skilled workmen." As for the women who filled and sewed the sugar bags, "they are well paid at twenty cents per hour and I have taken a personal interest in their welfare by giving them each day a plentiful hot lunch free of charge."

An unnamed female striker took a different view. "After getting through a day's work all we can do is to just about get home," she told the press. "And any recreation is altogether out of the question." She said most of the factory girls were between 16 to 20 years old. About half of them support themselves on their earnings. "It is not only having to handle the sacks—on one day 40 of us had 30,000 of them to fill and sew," she said, "but the hours we have to remain standing are unendurable."

As for Rogers's free lunch for girls, refinery striker William Lane argued, "If the girls were paid a reasonable rate for their work they would be able to buy their own meals and would be independent of his charity."

The top news stories of Vancouver's four dailies were about the war overseas but the inside pages gave sympathetic coverage to the numerous work stoppages in the city and across the country, including the strike at BC Sugar. "The older men are grave and self-contained," the *Daily World* observed of the picketers, "the boys delighted to escape a day or two from the daily round and common task, the girls chattering among themselves after their kind and plainly excited by the enterprise on which they had embarked, that of joining a real labour union and opposing the will of him who had reigned so many years as undisputed master of the sugar works."

The *Daily World* also noted the strikers were "...what in labor circles are designated 'white,' that is to say, they belonged to that race which, by whatever channels these representatives reached Vancouver and the sugar refinery, has its ancestral home in the British Isle." Rogers had agreed to exclude Asian workers in a deal he struck with city council when he arrived from Montreal with financial backing in 1890. Eager to encourage industry in a frontier port, council members gave Rogers a $30,000 grant, free water for 10 years and a tax waiver for 15 years. Labour leaders were behind the exclusion hiring demand, believing it was a necessary strategy to prevent employers from undermining wage rates. BC Sugar began an informal practice of hiring relatives of employees.

Spirits were high as three Scottish pipers led a parade of sugar workers through the downtown streets the Saturday following the walkout. Later, 120 men and seven women from the refinery, including a Thiel operative hired by Rogers, attended a meeting at the Vancouver Trade and Labor Council. Parm Pettipiece, VTLC editor of *The BC Federationist*, advised the strikers to go back to work until they had their union properly organized and recognized by the company, the detective reported. "This seemed to somewhat discourage the strikers and a good many of them were undecided as to what to do," the detective told Rogers.

Some staff chose to cross the picket line and new employees were hired. Inside the factory, the refined granulated sugar continued to pour out. Longshoremen who supported the strikers suggested their response to the strikebreakers was too mild-mannered. And so with the longshoremen's help, the tactics got tougher. On 1 May the *Daily World* reported "a crowd of considerably over 100 strikers and sympathizers were gathered at the gates. They howled and catcalled at those inside, inviting them to come out." Fearful strikebreakers were sleeping in the refinery overnight. When a merchant tried to deliver blankets to them, the strikers burned the blankets. A boy attempting to cross to deliver milk was turned around.

"Somebody threw a stone at one man," the *Daily World* reported. "And it struck him on the forehead, inflicting a cut. This man when overtaken was fisticuffed. Several other strikebreakers were roughed up."

On 2 May Harry Burgess, the refinery coppersmith, crossed the picket line, and was seized by three picketers who "pounded him, knocked him down and kicked him about the face and head," according to the *Vancouver Province*. On the same day strikers appeared at the front of the home of strikebreaking electrician Harry Pavey. According to news reports the crowd cat-called and jeered him.

Rogers was dissatisfied with police protection of strikebreakers and complained bitterly to the Vancouver mayor, Malcolm McBeath. Not content with the mayor's response that the entire city depended on a third of its police manpower due to wartime conditions, Rogers wired BC Attorney General M.A. Macdonald and later sent him detective reports of picket-line confrontations. To Rogers' dismay, Macdonald passed responsibility back to the Vancouver mayor.

The longshoremen refused to unload raw sugar at the docks and the VTLC declared a boycott of Rogers "scab" sugar. Picketers received $2 a day, relying on other unions and fund-raising events. But on 10 May, a Thiel detective posing as a striker reported to Rogers of a "growing despondency" among the strikers. "The fact, that smoke was seen coming from the stacks and many guards at work did not serve to cheer them up any," he observed. The company now offered to raise the hourly wage for men to 38 cents and to 22 cents for the women.

A delegation of two strikers met with Rogers to discuss the offer. Rogers' son Blythe, grooming for his father's job, kept a detailed diary of events. He noted that it was a short, tough meeting and that his father would not recognize a union. One of the strikers, William McIntosh asked: "The men would like to know if they can have a union of their own. Would you discrimi-

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nate against any man for that?" Rogers replied in part, "I will not have the few more years I have left to run this refinery spoilt by any union."

On 12 May, the refinery was staffed by 76 people, including 14 Thiel detectives and the crew of the yacht *Aquilo*. They melted 200,000 pounds of sugar, according to Blythe's diary account. Rogers's plan was to "carry on the work and starve us out," Robert Stevenson, president of the Sugar Union, told the press. "We are receiving all the assistance we can desire from other unions and we are fighting for a principle," he said. "We want conditions improved for the girls also and now we want the right to have our union."

But Thiel detectives posing as strikers urged the workers to return to work. Detectives were also harassing strikers, "trailing after the girls on strike no matter where they go, at all hours of the day and night," according to the *BC Federationist*. On 20 May, Blythe's diary recorded 103 men were working at the refinery. A car with curtained windows, dubbed the "Black Maria" by strikers, drove workers through the picket lines. Samuel Bellamy, the union's secretary, was fined $25 plus costs for smashing its windows. In another incident, an unnamed female striker was fined $5 for "roughly persuading" a female strikebreaker not to cross the line.

Two more months on the picket line passed before striking sugar workers acknowledged defeat and met with government officer J.D. McNiven to set up a meeting with management. Rogers refused to recognize a union, McNiven reported, but "agreed to reinstate as many of his former employees as there were vacancies, without discrimination, except as to those who had been convicted of violations of law and order." McNiven advised the refinery workers to accept the offer, believing the strike "was lost to them." On 22 July they voted to end the strike and seek their jobs back. Those rehired—about half of the original staff—gained an hourly wage increase of six cents (with no increase for women), had their hours regularized to ten hours a day, and began receiving employer-subsidized meals for all in the company cafeteria.

When former striker Alex McKinnon made it a point to refer to non-strikers as "scabs" one of the Thiel detectives retained by Rogers reported: "It is evident to the Operative that this man McKinnon is creating dissension and promoting ill feeling and if it is possible to replace him, Operative believes it would be a good thing in the interests of harmony." McKinnon was fired at noon that day. However he was eventually rehired and would retire in 1944 after 48 years of service.

Samuel Bellamy was not hired back at the refinery because of his picket-line conviction. He is listed as a longshoreman in the *1918 Vancouver Directory*. Bill Perry, a crew member of Rogers' yacht, helped run the refinery during the strike. He rose from the position of sugar boiler in 1917 to superintendent, retiring in 1958.

The destiny of "Irish Johnny" is a mystery. After the labour dispute he may have drifted to another job, perhaps as a longshoreman on the nearby docks. Or he may have gone to war following the conscription legislation in June 1917, which saw government agents dragnet for men aged 18 to 35 along Vancouver's waterfront.

A concluding Thiel operative reports "that those men who have gone back to work seem to be a very good class of workmen, being steady, sober and reliable and unless some agitator works his way in among them, he does not look for any trouble for some time to come."

BC Sugar organized a staff picnic at Bowen Island in an attempt to heal the rifts caused by the dispute. The following year Rogers died at age 53. His son Blythe took over the operations and fought another union drive when 141 sugar workers organized into the short-lived Warehouseman's Union and in 1919 sugar workers participated in a citywide one-month sympathy strike in conjunction with the Winnipeg General Strike. Women workers at the refinery did not join the walkout, possibly discouraged by their lack of gains in the 1917 dispute.

In 1944 BC Sugar employees organized into the Industrial Union of Sugar Workers. They later joined the Retail Wholesale Union and currently have about 155 members, mostly men. The manual jobs once performed by female labourers have long since been automated. Sugar is still being refined in the modern buildings on the waterfront property. After three generations of ownership by the Rogers' family, BC Sugar was sold to Lantic whose headquarters are in eastern Canada.

Today, the original six-storey building facing Powell Street is used for storage. Its gothic factory brick exterior is a popular backdrop for film makers, but at one time was the scene of real-life drama among Vancouver's earliest residents.

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Photos: City of Vancouver Archives, Vancouver Public Library, UBC Special Collections.

The Simpcw of the North Thompson

by Muriel Poulton Dunford

Muriel Dunford spent more than half a century in the North Thompson Valley. She is the author of *North River, The Story of BC's North Thompson Valley & Yellowhead Highway 5*, published by Sonotek Publishing in Merritt.

THE SIMPCW ("SEEM-kuh") of the North Thompson form part of the Secwepemc, the largest division of the Interior Salish spread over 56,000 square miles. The closest we come to the pronunciation of the name of the Secwepemc is perhaps "suh-WHEP-muh." In their journals the traders tried several versions of the name: "Shewhoppes," "She-whaps," and eventually "Shuswaps" persisted. For a long time the name was also understood to be a corruption of the French *sauvage* into "Siwash." Some said the name denoted a many-legged insect, like the shape of Shuswap Lake with its four long arms.[1] Others suggest that the name refers to scattered people[2]—aptly so considering their huge territory.

David Stuart first encountered the Secwepemc of the North and South Thompson rivers in 1811, when his search for furs stranded him in a dim, smoky pit house for the winter months. From Fort Astoria on the Pacific he had probed the Columbia-Okanagan route up to the junction of the two Thompson rivers when frigid weather closed in. On a return trip the next year, the North West Company's profits burgeoned as a reported 2,000 Natives congregated at "Cumcloups,"[3] eager for trade goods. Five leaves of tobacco bought a top-quality beaver pelt; the last remnant of white cloth fetched twenty luxuriant skins. Ten days of trading sent sixteen packhorse loads of furs back to Fort Astoria.

Five years after trade began at the Thomson rivers' confluence, Stuart first explored the north branch as far as the present East Barriere Lake, aided by Native guides. He called this lake "Friendly Lake," having had an amicable meeting there with two North Thompson families who were "living on fish, roots and berries, which they were all employed in procuring and seemed in their wretched condition to live very comfortably and happy."[4]

In 1821, at the time of the merger of the North West Company and the Hudson's Bay Company, the traders had established Thompson's Post, later Fort Kamloops. Surrounded and outnumbered by indigenous people, the traders imposed crude law: an early log names a white man who shot and killed a North River Indian, but mentions no retribution.[5] However, in general the Simpcw of the North Thompson proved co-operative on occasional encounters to exchange furs for kettles, ammunition, or blankets with the traders. In an 1822 journal an HBC *bourgeois* described them as the "gentle Shinpoos," noting that a chief had discovered a company officer's medal upriver and brought it to the fort: "This shows their honesty. Indeed, I have better opinion of this band than of any I have yet seen in the Columbia."[6]

The HBC journal often found other Shuswap insolent and quarrelsome; within a couple of years Governor Simpson threatened to close the post down until the Kamloops Band had learned some humility. Simpson thought that were Thompson's Post closed the "Shinpo" could travel by Athabasca Pass to trade at Rocky Mountain House. The Simpcw travelled east of the Rockies to Jasper's House.[7] They endured the rigours of paddling up the North Thompson and Albreda rivers, and portage three days over to the Canoe River, to eventually arrive at the upper Columbia, but it took two weeks just to reach the portage.[8] Fortunately Simpson never did execute his threat.

During the 1820s fur-bearers had been trapped to extinction around Kamloops. Archibald McDonald, *bourgeois* at the Thompson Post from 1826-1828, wrote that he saw only small brown squirrels: "even the name of a Beaver is scarcely heard among the Natives."[9] The North Thompson country was on the other hand a significant source of beaver.

However, not all was well along the North Thompson either; McDonald told of "Chinpoos" reduced to eating roots and moss, having probably sold the traders salmon that should have been their staple. Rich Sockeye and Chinook migrations up the main river and its tributaries were always crucial to the Simpcw's existence. Their ninth lunar month was called "The Salmon Come;" their tenth was "The Salmon Moon, the People Fish All Month," when they harvested with net, line, and weir, or speared fish by torchlight. To prepare for winter, they smoked and air-dried the fish on racks, methods some still use today. Flaked and pulverized between stones, then packed into grass baskets lined and covered with smoked salmon skins, the fish could last several years. What hindered the salmon migration of 1854 is unknown, but its fail-

1 Mary Balf, *Why That Name?* (Kamloops: Kamloops Museum, 1978), 41.

2 Ken Favrholdt, "Piecing Together an Ancient Culture," *Kamloops Daily News*, 12 February 1999.

3 Frequent early spelling was "Kameloops," indicating that the second "c" should have been read as an "e."

4 Alexander Ross, *The Fur Hunters of the Far West* (Norman, Oklahoma: University of Oklahoma Press, 1956), 100

5 Coffey, Goldstrom, Gottfriedson, Matthew and Walton, *The First 100 Years of Contact* (Kamloops: Sewepemc Cultural Educational Society, 1990), 16.

6 HBC Thompsons River Journal, 8 September 1822.

7 *Ibid*. 27 September, 1822.

8 *Simpson's 1828 Journey to the Columbia*, edited by E.E. Rich (London: the Champlain Society for the Hudson's Bay Record Society, 1947), 225.

9 Jean Murray Cole, *Exile in the Wilderness* (Don Mills: Burns and MacEachern, 1979), 119.

Notes continue on page 8

Left: *The Secwepemc Nation as shown by the Secwepemc Cultural Education Society (SCES) on their Web site <http://www.secwepemc.org>.*

Cathy Chapin - Lakehead University - Thunder Bay

ure was disastrous: Chief Trader Paul Fraser wrote, "By the arrival of an Indian from the North River I am informed that the Indians of that quarter with their families have gone to Fraser's River as not a salmon was taken in their country."[10]

The Simpcws' visits continued to be profitable for the HBC, so that in 1850, when the Simpcws requested an auxiliary post up the valley, a small fort was established, where the New Caledonia fur brigades used to cross the North Thompson about sixty miles upriver. Although it closed within two years, the name endures for the modern settlement whose sign boasts, "Little Fort, Established 1850."

With the fur trade shrinking, Natives began bartering a rare new prize. In far-off Fort Victoria in 1861 Governor Douglas spoke of Indians finding coarse gold above the mouth of the Clearwater. While indigenous people had been of use to the fur traders, they were inconvenient competition for prospectors. In 1862 the Cariboo gold rush sent death up the north valley. Smallpox flowing inland with American miners attacked those without immunity to a strange virus and weakened by loss of their old ways. The chief trader tried to vaccinate the few Simpcw who came to the fort by pricking their skin and rubbing it with some of the scab, at best a questionable "kill-or-cure" solution. His journal contains several entries, one reading: "Indians dying off with the Small Pox [sic] up North River." As families migrated for fish and berries, infection traveled alongside. The annual gatherings at Green Lake and Lac La Hache spread disease.

When the hungry Overlanders struggled down the valley that fall, they scrounged potatoes left growing at a village depleted of its inhabitants. In 1863 a British "tourist" travelling the route, Dr. Cheadle, told of a headless corpse of a Native seated against a tree; beside him several small tools and fragments of horse bones sucked dry indicated that he had been too ill to hunt. Farther on, Cheadle's party "…passed two dead Indians laid out, covered with blanket, all goods and chattels around, not yet completely rotten. Could not make out whether starvation or small-pox….They give fearful accounts of ravages of the latter."[11] No one was left there to attend to the dead. Sandford Fleming's survey party of 1872 noted many empty pit houses: "Small pox had reduced the number of Siwashes in this part of the country to the merest handful."[12] Out of thirty Secwepemc bands only seventeen survived the onslaught, including a remnant of the Simpcw. Few pit houses were reoccupied.

Extensive CPR surveys of North Thompson regions in the 1870s furnished jobs for some of the survivors as axemen and packers who carried extraordinary loads from a tumpline across the forehead. The engineer, Marcus Smith, commended the Natives' integrity, but reported: "an Indian injured severely…a poor Indian was drowned…our Indian attendants carried heavy

Right: *This faded photograph shows Joe Saul on his horse in 1933.*

loads over places which looked as if a goat could scarcely find footing on them."[13] A dispatch to the *Colonist* deemed the Simpcw "much more intelligent than those on the Island, and strictly honest."[14]

In 1850, already diminished by foreign infections like measles, whooping cough, influenza, and tuberculosis, the estimated population of Natives of the lower North Thompson was 500; by 1906, it had dwindled to 130. In 1850 the first people of the upper reaches totalled about 250; in 1906, only 70 remained.

In the 1870s the government, without treaty or consent, created the Red Trees Reserve[15] at Chu Chua on river flats with good soil, but partially flood plain. When mining interests opposed plans for a reserve at Tête Jaune, its residents were transplanted to Chu Chua in 1916. Mr. F. Blackman of Valemount recalls a childhood memory of the long, orderly file plodding by on horseback, ignoring the whites staring as they passed. Among those shifted south, "old Catherine" was a familiar sight as she went out daily to carry home on her back a bundle of firewood tied with rags. She died in the bitter winter of 1950, said to be 110 years old, and speaking only her mother tongue. Noel Montagnon remembers as a child in Vavenby in 1930 showing Joe Saul an arrowhead he had found; holding it, Joe mused, "Poor old people." He was of an age to have seen flint used in his youth.

It was thought that granting suitable land and grazing privileges would encourage tribes in farming and ranching, but the acreage of the reserves was insufficient. While some tried to adapt without adequate land or equipment, the old hunting-gathering subsistence prevailed. The Simpcw roamed, camping at ancient fishing stations on ranches like Aveley and Peavine; they gladly used garden produce if invited, but never helped themselves without permission. They picked huge quantities of wild huckleberries and blueberries, and drove their one-horse wagons by settlers' cabins, peddling the berries.[16]

From about 1890 to 1970 Simpcw children were confined most of the year in the Kamloops Residential School, first known as an "Industrial Farm." Its regimen was harsh and comfortless. "A two-ton cattle truck came for us. Kids from six to sixteen had to go, but smaller ones got taken, too. We got the strap if we spoke our own language, so some of the little kids forgot how. Sisters and brothers could not talk to each other. Our parents had no way to visit us. We could not wear our own

Courtesy Muriel Dunford

clothes. Religion was drilled into us. We were told what to think. We were always hungry, although the school grew lots of food. The boys learned farm work but back home in Chu Chua nobody had enough land to farm properly." Indeed, the pupils did most of the physical labour, both indoors and out. The school farm produced dairy products to sell, yet for them butter, milk, and eggs were scarce.

The Simpcw staggered under profound change. After the fur trade economy with its concomitants had permanently disrupted their old ways, the gold rush had introduced smallpox; and a distant authority now imposed reserves and residential schools on them.

Having lost language, culture, and identity, graduates entered the larger world as misfits, belonging nowhere, ashamed of their race. The Second World War offered them an unlikely opportunity to earn respect. One Native veteran said: "In the military we were accepted, we were equal."[17] Some achieved special status as marksmen. One Simpcw lance-corporal lies in Dutch soil. Those who returned from overseas brought a new air of self-assurance to their people.

In the intervening years the North Thompson Band, while cherishing its heritage, has sought to advance in education and business. As with all First Nations, problems deep-rooted in the past still must be addressed but the Simpcw are confidently taking their place in the present.

10 HBC Journal, 1 November 1854.

11 Walter B. Cheadle, *Cheadle's Journal of a Trip Across Canada, 1862-1863* (Edmonton: Hurtig, 1971), p. 214.

12 George M. Grant, Ocean to Ocean (Edmonton: Hurtig, 1967), 295.

13 Sandford Fleming, *Report of Progress on Explorations and Surveys up to January, 1874*, 155.

14 "From Clear Water, North Thompson River," *British Colonist*, 1 September 1871.

15 The aboriginal name for the site meant Red Willow.

16 An old rancher's story illustrates one man's problem with modern transportation. His horse and wagon approached the Peavine railway, where a gate barred each side of the crossing. When his wife opened the first, but before she could open the second, the man drove onto the crossing just as the one and only train that day hove in sight, tooting wildly. Father and youngsters jumped to safety but it demolished the wagon. Hearing the noise, the rancher ran to help, and had to shoot the horse. The family philosophically set off walking.

17 Muriel Dunford, *North River* (Merritt: Sonotek, 2000), 352.

The Honourable Thomas Basil Humphreys

A Controversial Contributor to Change in Early BC Politics

by Jean (Foote) Humphreys

For this essay the society for the Promotion of British Columbia History awarded Jean (Foote) Humphreys a Margaret Ormsby Award for the year 2000.

ANYONE interested in the history of British Columbia would recognize many names associated with early politics, such as Amor de Cosmos, Dr. Helmcken, Joseph Trutch, George Walkem, and Robert Dunsmuir, but not the name of the Honourable Thomas Basil Humphreys, another gentleman who established a considerable reputation while playing a part on the BC political scene between 1869 and 1890.

Over the years Humphreys has slipped into relative obscurity, unjustly so because he was an interesting member of early BC governments, serving in various administrations and holding several portfolios throughout his career. He was a controversial character, variously referred to as a ranting demagogue, a destroyer of governments, a silver-tongued orator, or a generous, wholehearted, and honest friend, depending upon whose opinion was being aired. Humphreys was an apt representative of the rough-and-tumble of provincial politics of his day.[1] A good argument can be made that the Honourable Thomas Humphreys, in spite of his faults, and in the context of the times in which he lived, had the general public interest at heart and attempted to act, for the most part, on their behalf.

Representing the mining riding of Lillooet, Humphreys had been elected to the Legislative Council in 1868 as a pro-confederation candidate. Listed on the electoral rolls as a labourer for his entire life, Humphreys was originally from Great Britain. He had a fair education, having gone to school at Walton-on-the Hill (near Liverpool). He claimed to have served in the East India Company first as a cadet and later as a midshipman, although this and other details of his early life are sketchy.[2] In late July 1858, after mining for a while in California, he arrived in British Columbia on the steamship *Oregon*, later describing himself as a "needy adventurer."[3] His gold-seeking days were brief and he was hired as a constable at Fort Hope in March 1859, later transferring to Port Douglas. Humphreys was a courageous young man, not afraid to track down thieves and outlaws who preyed on miners. One particular incident saw him barricaded in a cabin defending himself against eight outlaws. Shots were exchanged, but he finally managed to capture two of the outlaws and bring them to justice. For this he received a public commendation from Judge Begbie.[4] Humphreys's independent character and way with words was notable even in those days, "intemperance of language" being the descriptive term used. After a stormy resignation in December 1860 he continued at Port Douglas for a short while as auctioneer and conveyancer, then moved to Lillooet where he auctioneered and mined until being elected in 1868 to the Legislative Council as a pro-confederation member.[5] During his Lillooet years Humphreys became convinced of the importance of the mainland and its need for representation in the legislature. He believed in responsible government and wasn't afraid to say so, often in sharp terms. A sample of his views is reflected in these statements taken from his reply to the requisition from the electors of his district in July 1871:

> The next Legislative assembly will probably be the most important that has ever met in this colony, and it behoves all good men to be vigilant, and to exert themselves to insure the successful working of Parliamentary government.... It is not probable that any modern English community has suffered political ills so patiently as the people of British Columbia. The amount of maladministration, and the extraordinary nature of official aggrandisement is perfectly astounding. A more deplorable collection of despotic follies can hardly be imagined. We have seen public servants voting their own salaries, fixing their own pensions, defying public opinion, and pursuing with studied malevolence the popular representatives....There are certain requisites indispensably necessary to the security and efficiency of all just governments, the most important of which I believe to be freedom and security against wrong.[6]

Jean Humphreys likes the great outdoors and BC wilderness areas. She graduated from the University College of the Cariboo this spring. Jean works as a reference assistant at the Kamloops Library.

[1] Michael F. Halleran, "Humphreys, Thomas Basil," in *Canadian Biography,* 1977.

[2] Family accounts and other sources such as the *Daily Colonist*, 19 August 1951, say that as a cadet in the East India Company Humphreys was selected to receive the huge Koh-i-Noor diamond on behalf of Queen Victoria, kneeling before the Lion of the Punjab, Dhuleep Singh, to receive it and pass it on to the Viceroy who sent it to London.

[3] Halleran, *Canadian Biography.*

[4] "Life's Shadows are Past," *Colonist*, 27 August 1890.

[5] Halleran, *Canadian Biography.* Humphreys's resignation in 1860 was connected to his alliance with a Native woman with whom he had children. In 1873 Thomas Humphreys married a white woman, Caroline (Carrie) Watkins, in Victoria. In the 1950s their grandson Llewellyn met his Native counterpart in Lytton. In the Lytton cemetery are several headstones showing the name Humphreys. See also Jean Barman's "Invisible Women: Aboriginal

Notes continue >>>

His views were to place him in direct conflict with the powerful Joseph Trutch. Early governments during Humphreys's lifetime did not have the characteristics of the party-based system we know today: "they revolved around alliances of individuals ...a succession of dynasties held together by shared policy objectives, ideology, religion, social status, and common (often venal) interests."[7] In addition, the legislature featured elected and appointed members; the latter with connections to judicial and powerful figures who resisted change. One of the most prominent appointees was Joseph Trutch, an Englishman, who was the Chief Commissioner of Lands and Works. He represented the development mentality and belief in the superiority of British civilization that characterized the powerful upper classes of the day.

Things livened up considerably with Humphreys's presence in the legislature. He questioned ideas put forward by the conservative elites, placing motions before the house, and making observant remarks. His efforts on behalf of his constituents were evident: for example, on 24 January 1870 a bill had been introduced by Dr. Carrall encouraging the introduction of Thomas's patent road steamers into the province. Amor De Cosmos protested presenting such a measure and Humphreys objected to the bill being so hastily put forward. He was certain his constituents knew nothing about the matter and since it concerned them more than anybody else, he wanted to get their opinion. Other protesting members agreed and they saw the bill successfully withdrawn.[8]

Humphreys found a responsive audience outside parliament in Victoria as well as in his own constituency, but his eloquence landed him in hot water in April 1870, when at a public meeting, he said that he felt "degraded" by sitting in the present Council and accused Trutch of fiscal mismanagement. He further said he had no confidence in the Executive, called the Legislative Council an "infamous, rascally arrangement," and accused Trutch of embezzlement to the tune of $500,000.

Although Amor De Cosmos tried to prevent further action, the Council pursued the issue, moving that Humphreys be suspended for breach of privilege on 19 April 1870. He refused to sign a written apology proposed by Trutch, preferring to submit his own, which was not satisfactory to the Council.

Humphreys's popularity was undiminished. A petition for his reinstatement was circulated (perhaps the same one was sent to Queen Victoria), which contained 160 signatures. On 13 May 1870 at a public meeting chaired by Amor De Cosmos, Thomas Basil Humphreys was presented with an inscribed gold watch and chain from the "grateful citizens of Victoria."[9]

Humphreys then stood for re-election at Lillooet and was returned with a very large majority. With the Queen's approval he was reinstated with honour for the 8th session (pre-confederation).[10]

It wasn't very long before he was back sniping at Trutch and his supporters. For example, the *British Colonist*, which reported daily on happenings in the legislature, related on 23 January 1871 that Humphreys had moved that all flour made from wheat raised in the colony be exempted from road toll. During the ensuing discussion Trutch opined that he would not change his mind in spite of anything that was said and the tolls would stay until confederation. Dr. Helmcken and some members agreed with Trutch while others thought that all tolls should be removed. Finally

Courtesy Jean Humphreys

Mothers and Mixed Race Daughters in Rural British Columbia," in R.W. Sandwell, ed., *Beyond the City Limits: Rural History in British Columbia* (Vancouver: UBC Press, 1999), 159–179.

[6] Family scrapbook reproduction of printed statement. Source not given.

[7] John Douglas Belshaw, "Provincial Politics, 1871–1916," in *The Pacific Province*, ed. Hugh Johnson (Vancouver: Douglas & McIntyre, 1996), 138.

[8] *Daily Colonist*, 25 January 1870.

[9] The gold watch event generated different viewpoints. F.W. Howay writes in his book *British Columbia from the Earliest Times to the Present* (Vancouver: S.J. Clarke, 1914) that the donors "thought they were supporting the movement for more liberal institutions, whereas they were simply placing a premium on vulgar and unmeasured abuse." D.W. Higgins, after being set straight by Humphreys's daughter, published a letter retracting an earlier statement that Humphreys had been expelled, and confirming that as a member of the Council when confederation occurred, Mr. Humphreys was entitled to be addressed as "Honourable." Copies found among the family papers unfortunately without the date and publication title.

[10] *Sessions of the Legislative Council*, 1870, 1871, 338–45, 389–40.

Amor De Cosmos moved that the flour tolls be removed and an amendment bill be sent down by His Excellency the Governor. Before the vote Humphreys voiced his opinion that

> …he was not surprised at what the Chief Commissioner (Trutch) had said. He characterized the acts of the Hon. Chief Commissioner as arbitrary and unjust, and called him the bootmaker of the colony—every man was compelled to wear the boots made by him whether they fitted or not.[11]

The fact was that Trutch was behind all the road building and tolls imposed in those days, the first Alexandra bridge, a toll bridge, in the Fraser Canyon being an example. However, this occasion saw De Cosmos's amendment carried and the flour was exempted.

Confederation was on everyone's minds in 1870 and during the confederation debates Humphreys was concerned that as many offices as possible be retained in the hands of British Columbians. He was concerned that the people had been overlooked and reiterated his call for responsible government. Among other statements he said:

> We must have a government by and for the people. [I]t is a gross libel upon the intelligence of the people of this Colony, to say that we are not fitted for self- government...all the civil wars and troubles have not arisen from the uneducated, but from the ambition of these so-called educated classes...take away the so-called intelligent and educated classes and it will be no great loss, the labouring classes can always supply men to fill their places; but take away the working classes and you kill the world, the educated classes cannot fill their places. In my opinion sir, the people want practical reality... I think that responsible government should be a sin qua non of Confederation.[12]

In some ways Humphreys was ahead of his time by questioning class distinctions when it came to decision making and influence.

That summer, Joseph Trutch stopped in Ottawa on his way to England to lobby Prime Minister Sir John A. Macdonald about the proposed transcontinental railway link. Macdonald and people in Ottawa were impressed by Trutch with the result that he came back to Victoria bearing the title of Lieutenant Governor.[13]

The opening of the first session of the first provincial legislative assembly took place on 6 February 1872. Trutch, the Lieutenant Governor, read the speech from the throne as John F. McCreight, his appointee for premier, sat nearby. After the ceremonies when Trutch left the chambers, T.B. Humphreys described the formalities as "a farce." During the ensuing uproar McCreight said the Sovereign had been insulted. Humphreys apologized if it seemed that way, he just was being critical of gold lace and folderols which he thought unnecessary.[14]

Courtesy Jean Humphreys

Left and opposite page: *In 1870, at a public meeting chaired by Amor De Cosmos, Humphreys was presented with an insribed gold watch and chain from the grateful citizens of Victoria.*

On 11 April 1872, Humphreys made a sensation in the House when he rose to move that in Clause 13 of the Municipal Bill that was being considered, "the word 'male' be struck out, allowing any freeholder, leaseholder, etc. either male or female to vote in Municipal elections." Calling it a fairer deal for females, he argued that they had to pay taxes on estates left to them by deceased relations. But after long arguments the motion was voted down. The editorial comment in the *Colonist* printed the heading "Female Suffrage" and went on to say:

> We draw the attention of our readers to our report of the evenlog [evening] session of the Assembly in which the senior member for Lillooet made a motion tantamount to an assertion that he is in favour of "Women's Rights."[15]

Later that year the issue of the transcontinental railway was the focus of legislative concern, plus the even touchier issue of Chinese labour, for members only had to look to the United States to see who had helped build those lines. Two anti-Oriental bills had been introduced but both were defeated. The second one, moving for the prevention of Chinese labour in any provincial works or federal works within the province, had been described by Humphreys as "pure buncombe."[16] But he was also among those who warned about Canada dictating terms of railway construction to British Columbia, no doubt concerned about the independent character of the

[11] *British Colonist*, Victoria, 23 January 1871.

[12] James E. Hendrickson, ed. *Journals of the Colonial Legislature 1851–1871, Vol.II* (Victoria: British Columbia Provincial Archives, 1980).

[13] Robin Fisher, *Contact and Conflict: Indian European Relations in British Columbia, 1774-1890*, (Vancouver: UBCPress, 1977), 163.

[14] Sydney W. Jackman, *The Men at Cary Castle*, (Victoria: Morriss Publishing, 1972), 22-23.

[15] "Evening Session," "Female Suffrage," *Colonist*, (Victoria), 11 April 1872

[16] James Morton, *In the Sea of Sterile Mountains: The Chinese in British Columbia*, (Vancouver: J.J. Douglas Ltd., 1973), 37–38.

province. Economic union, which could only come with the railroad, would come at a price.[17]

Humphreys found himself in a dilemma in late 1872 because his partner, Andrew Jamieson, passed away while in office (the new regime had given the Lillooet district two representatives). A by-election brought in William Saul, a poorly educated farmer with narrow views, who did not work well with the shrewd, better educated, and capable Humphreys. The latter suggested they both resign and run again, each with a compatible partner. This duly done, they both campaigned furiously and at election day, Saul, who was well-known in the district, and his supporters were feeling confident.

What they did not know is that Humphreys had an ace up his sleeve. During his years in Lillooet he had many dealings with the Chinese in the area. He helped keep their books, sell their gold, write their letters, and so forth, all in an honest and fair manner. So they were ready to help him in his time of need and by a narrow margin of four, Humphreys and his new partner Brown were on their way to the legislature thanks to the Chinese voters. A judge had decreed that they were all Hong Kong subjects and were therefore entitled to vote.[18]

Not long after Humphreys returned to Victoria, he presented a non-confidence motion relating to the question of responsible government.[19] The ensuing vote led to McCreight's resignation and Amor De Cosmos became premier. But for some reason, De Cosmos did not give Humphreys a cabinet position, and disappointed, the latter promptly joined the opposition.[20]

Humphreys was a popular figure in social circles in Victoria, attending banquets and gatherings where his charm and ability with words met with great success. One of Victoria's prominent citizens was Captain Pritchard, who owned a large house and lovely garden at the top of Meares Street. His niece by marriage, Carrie Watkins, possibly met young Humphreys during some social affair at the house and they were married in November 1873 at Captain Pritchard's home.[21] The *Colonist* newspaper congratulated the couple and wished them a long and happy life.

One project Humphreys backed in 1873 was a proposed trail from Lillooet to Burrard Inlet, which was supported by a number of people such as teamsters, who found it frustrating to get around herds of cattle on the narrow Fraser Canyon section of the Cariboo Wagon Road. Ranchers from the south Cariboo were not enthused but Lillooet folks thought it might revive the town, which had suffered after the Douglas section of the Cariboo trail was bypassed by the Ashcroft route. Humphreys was able to persuade the government to finance the work and construction began. It was to take almost four years to complete the trail, which approximated the route that BC Rail takes today, and the description of some of the sections rivals that of Fraser Canyon construction. In November 1877 a Pavilion Mountain rancher named Carson wanted to be the first to drive his cattle over the new trail. He was to be the last. There was hardly any feed, and the trail had numerous washouts, early snow, and incredible amounts of mud. Cattle died of exhaustion, while others had to be shot. The sorry remnant was barged across the inlet to the butcher.[22] In Victoria, a committee set up to investigate the trail advised Humphreys to travel that route himself since he had lobbied for its construction. He evidently did not do this and it looked for a while that he might lose his political head, but fortunately for him, news that the transcontinental railway was becoming more of a reality diverted everyone's attention.[23]

In 1875 the legislature, under Premier George Walkem, passed the first legislation prohibiting Chinese and Indians from voting, a move favourable to Walkem and his colleagues because their opponents, including Humphreys, had support from these quarters. Walkem was also urging members to reject the latest amendments regarding British Columbia's Terms of Union offered by the current Prime Minister, Alexander Mackenzie, and to insist that the province receive its fair share or they would secede. In the first halcyon days of the new session there was no objection but soon regular business resumed and Humphreys introduced a non-confidence motion opposing the government's financial and political policies. The vote resulted in the resignation of the government on 27 January 1876.[24]

Andrew Elliott formed the next government in February, giving Humphreys the finance and agriculture portfolio which he held until 24 July when he resigned after strongly disagreeing with the other cabinet members about financial matters. He crossed the floor to support Walkem, who on returning to power in 1878, rewarded him with the portfolios of provincial secretary and minister of mines. Humphreys was to hold these

[17] *ibid*., 52-53.

[18] For a fascinating account of this episode consult Dr. Mark S. Wade, *Cariboo Road*, Ed. Eleanor A. Eastick, (Victoria: Haunted Bookshop, 1979), 147–152.

[19] Sydney W. Jackman, *Portraits of the Premiers* (Sidney: Gray's Publishing Ltd.), 10, 23.

[20] Halleran, *Canadian Biography.*

[21] Captain Pritchard's fascinating life story is outlined in his obituary in the *Colonist* of 1 November 1883.

[22] Daryl Drew, "The Short, Sad History of the West's Toughest Cattle Trail," in the *Islander*, (*Times Colonist*), 29 December 1985.

[23] *ibid*.

[24] Jackman, *Portraits of the Premiers*, 35–37.

[25] Mel Rothenburger, *The Wild Macleans* (Victoria: Orca Book Publishers, 1993).

[26] *Colonist*, 27 August 1890, obituary.

[27] *Colonist*, 1, 4, and 6 November 1883.

[28] Undated newspaper clipping, probably *Times* February 1887, family papers.

positions until June 1882.

During Humphreys's tenure as provincial secretary, he participated in the transport of the infamous McLean Gang who had committed numerous crimes in the Kamloops area and murdered Johnny Ussher, a police constable. At one point when the gang was barricaded inside a cabin near Douglas Lake, Humphreys considered sending a cannon up country for the pursuers to use but abandoned the idea as too impractical. Finally the gang was apprehended and brought as far as Yale, where Humphreys met the party and, under harrowing winter conditions, accompanied them to New Westminster and prison.[25] It would appear that he had not forgotten his days as Crown constable; in fact he liked to regale visitors in Victoria with stories of routing desperados and thieves who preyed on the miners and honest folk.[26]

Captain Pritchard died in 1883, leaving a sizeable estate, which went to his sister and nieces. Humphreys's wife Carrie inherited the Meares street house and a downtown property among other considerations.[27] In spite of this Humphreys suffered from financial difficulties which could have been due to the fact that he had lost his seat in the 1882 general election. He spent the next four years trying to return, even taking an unsuccessful run at the Canadian House of Commons in February 1887. Calling himself a Liberal–Radical he announced his platform, a quote from which is worth noting:

> True progress, now, as ever, consists in adapting our measures to suit the new conditions of our sparsely settled country and the requirements of modern society....It is useless, as well as ridiculous, for men to seek, or expect, immutability in a world of endless mutation....Laws and institutions that are good and necessary in one generation, become inoperative, and frequently mischievous, to the successors of those who made and needed them.[28]

In December 1887 Humphreys finally made it back into the legislative assembly representing Comox. He had become a vocal critic of Robert Dunsmuir and everything Dunsmuir represented, finding a sympathetic response with a number of voters, including those in coal-rich Comox, which had been affected by the Settlement Act, a railway land-grant proposal that would reap huge benefits for Mr. Dunsmuir.

Coal was the catalyst for Scottish-born Robert Dunsmuir's meteoric rise to fame and fortune as he progressed from worker to entrepreneur to tycoon. In his early days his relationship with his own workers was conciliatory, but the higher he rose the more despotic he became. He was a good friend to Joseph Trutch and he got along with Sir John A. Macdonald, a fellow Scotsman with a taste for fine whiskey that matched his own.[29]

Not content with being a tycoon, Robert Dunsmuir got himself elected to the BC legislature in 1882. He moved from Nanaimo, the scene of his early mining successes, to Victoria, the seat of power, in 1883, an act symbolic of the growing distance between himself and the "ordinary man." Dunsmuir presented the idea to Ottawa

BC Archives A-01376

Above: *The Hon. Thos. Basil Humphreys during his tenure as provincial secretary and minister of mines, 1878–1882.*

<<< Notes on opposite page.

Courtesy Jean Humphreys

Right: *The stone marking the grave of Thomas B. Humphrey, his wife Caroline (Carrie), and their son Thomas Stanley at historic Ross Bay cemetery in Victoria. For more about the life of Thomas Stanley Humpreys read Ron Greene's "Token History: Humpreys & Pittock of Nelson, BC" in this issue.*

that since the transcontinental railway terminus would be at Granville (Vancouver), he could construct a connection between Victoria and Esquimalt, provided he and his colleagues receive a $750,000 subsidy plus a railway belt land grant that included the timber thereon and the coal underneath. This railway belt extended beyond Esquimalt all the way to Seymour Narrows, where a crossing had been considered before Granville terminus had been finalized and included the coal-rich areas of Comox.

This deal, known as the Settlement Act, astounded many but still managed to be passed in the legislature in 1884 thanks to Dunsmuir and his alliance, which then held sway. But federal and provincial legislators were unaware that Dunsmuir had been dealing with the Crockers from Portland, Oregon, a father and son duo who were behind the construction of the California & Oregon Railroad, which had ties to the Southern Pacific system. They also owned over a fifth of the E&N shares. Dunsmuir hoped to convince them to extend their tracks to Port Angeles, which would be a short jaunt by ferries (preferably Dunsmuir-owned) to Victoria. While hedging his bets by buying land in Vancouver, Dunsmuir was looking to the south for commercial ties, and went as far as expressing his regrets to a newspaper in Portland that British Columbia did not belong to the United States.[30]

Meanwhile in Victoria talk of a knighthood for Dunsmuir percolated, encouraged by the *Colonist*, and a petition to that effect was eventually sent to Ottawa describing him as "the leading citizen" in BC. But when the *Victoria Times* and *Vancouver News Advertiser* got wind of what he had said to the Portland newspaper, they published highly critical opinions of his behaviour. Dunsmuir silenced them by threatening lawsuits and through the *Colonist*, his media mouthpiece, attempted to tone down the remarks and reinforce his loyalty to the country.[31]

Thomas Basil Humphreys was having none of it, and at a public meeting in January 1888 he took aim at his adversary. "The present government is the most corrupt that ever existed on the face of the earth," he said.

> There is no part of Canada or Great Britain where unprincipled scoundrels have secured by corrupt means so great an amount of land. I will not go into details as to what corrupt means were used by Mr. Dunsmuir to secure fully one-third of the lands of Vancouver Island. Suffice it to say that the settlement bill was the most iniquitous that ever passed in any legislature....[32]

Dunsmuir launched a blistering counterattack at the Victoria theatre a few nights later, implying that Humphreys would never have been elected if Dunsmuir hadn't allowed it, and then revealing that the financially troubled Humphreys had borrowed $400 from him, which had not been repaid as yet. Humphreys, stunned that Dunsmuir had violated the confidentiality of such a situation, wrote through the *Times* that he had sought to repay the debt twice and been refused. Dunsmuir responded that he would be happy to receive the debt through his solicitor. At this point a horrific disaster at the Wellington mine demanded Dunsmuir's attention and pushed every other news into the background. But Humphreys did not back off that easily.

On 28 January 1888, the Speech from the Throne was the first event in the opening legislature. The second was Thomas Humphreys getting up from his chair and introducing a motion which charged Robert Dunsmuir with treason and stated in part:

> …that the said Robert Dunsmuir did openly express his desire to annex Vancouver Island to the United States of America. And further, that the said Robert Dunsmuir did utter his determination to exert his power and influence to promote such annexation....such open and advised speaking is disloyal to the Queen, a violation of allegiance and oath of office...[33]

Humphreys referred to "credible witnesses" in part of his delivery, but delayed as long as possible in completing his motion, subject to debate, annoying Premier John Robson, who was a Dunsmuir supporter. Finally, in February Hum-

[29] Terry Reksten, *The Dunsmuir Saga* (Vancouver: Douglas & McIntyre, 1991).
[30] *ibid.*, 78–79.

phreys proposed a royal commission of inquiry, which would investigate Dunsmuir's remarks while suspending him from his cabinet position until the inquiry was completed. The legislature watered this down further, voting to appoint a select committee, which eventually cleared Dunsmuir. But newspapers from elsewhere, such as Great Britain and Ontario, had been following this story with keen interest and the result was the abandonment of any further talk about the possibility of a knighthood for Dunsmuir.[34]

For the past year the baronial-style castle "Craigdarroch" had been under construction on select view land Dunsmuir had gradually acquired, and it would take two more years to finish. Meanwhile the E&N lines had been completed from Esquimalt to Victoria and on 29 March 1888 Dunsmuir arrived on the inaugural train to a decorated city, bands, a parade, and an evening banquet at a grand hotel where he made a speech in praise of capitalists and self-made men. A few days later a ditty appeared in the *Times;* set to the tune of "God save the King," the first stanza began as if it were Dunsmuir singing: "I am King Grab you see, I own this country...," with the second stanza taking aim at an adversary:

> Hirelings! Come sing my praise!
> Bulldoze Tom Humphreys
> And crush him down
> He's practiced honesty
> Hence comes his poverty
> Just the reverse with me
> I wear a crown.[35]

The *Colonist* indignantly responded and the two newspapers, each influenced by opposing factions, flung accusations at each other until Dunsmuir sued the *Times* for libel over statements referring to land and roads in Comox. He won the suit but other problems were wearing at him, including threatening letters and the possibility of a strike at Wellington. In the legislature, Thomas Humphreys would be ready and waiting to engage him in verbal combat, bringing forward motions such as appointing a select committee for altering and amending the Coal Mines Regulation act to "afford the requisite protection to the hardy and industrious coal miners."[36]

In 1889, the character of the legislature was much more subdued; Premier Davie was ill, as were Dunsmuir and Humphreys. All three had travelled to the southern states in an attempt to regain their health. Perhaps Dunsmuir had some grudging sympathy or respect for his old adversary, for he wrote to Trutch, "that fellow Humphreys is a very sick man also, in fact looks worse than Davie." But it was Dunsmuir who died first, in April 1889, of uremic poisoning at the age of sixty-four.[37]

Thomas Humphreys was suffering from tuberculosis and was unable to attend the 1890 legislative sessions. On 23 August the *Times* stated that he was "low, but hopeful and cheerful," but three days later, on 26 August 1890, Thomas Basil Humphreys passed away. He was only fifty years old. The obituary published in the *Colonist* was respectfully biographical, hinting at the esteem in which he was held by many in the community.

This has been a brief look at the career and life of a colourful and controversial early BC politician. There is so much that needs further study, such as finding out Humphreys's personal views on the Chinese. He supposedly opposed the idea of reservations for Natives and favoured assimilation but this could not be substantiated at the time of writing. What is certain is his concern about the accountability of governments, and the fact that they should be in touch with working people, not just the privileged elite. He disapproved of appointed politicians, arguing that the people should decide who represented them in government. He questioned the perceived importance of the upper classes, arguing that those in less privileged working-class circumstances were necessary to the country's well-being, and deserving of government who responded to their concerns. Throughout his career he was always concerned about how much money was being spent, or wasted, by government. His methods for getting his ideas across were not always diplomatic, sometimes unorthodox, and he certainly seemed to enjoy being at the centre of a storm. But he persisted in putting forward his views, even if it gained him a reputation of being a loose cannon. The impression is that he saw himself as having a duty to be in Victoria representing the common people, which incidentally also was where he was most comfortable. A product of the Victorian age, his outlook was influenced by British ties, but he was a progressive thinker, perceiving that politics had to evolve, that this province and country had their own unique characteristics. He pushed for the rights of the greater society and suggested that women had some rights too. That Humphreys was a natural politician is certain, that he made an important contribution to early BC politics is undeniable.

[31] *ibid.*, 74, 79.
[32] *ibid.*, 80–81.
[33] *Colonist*, 28 January 1888.
[34] Reksten, *Dunsmuir Saga*, 89–91. One newspaper stated wrongly, that Humphreys' s motion had been defeated by just one vote.
[35] Reksten, *Dunsmuir Saga*, 94–95.
[36] *Colonist*, April 1888.
[37] Reksten, *Dunsmuir Saga*, 102–103.

Three Men in British Columbia: 1887

by Stewart Platts

Stewart Platts, a retired banker, lives in Cumbria, UK. His keen interest in BC history and literature results from more than 30 years of regular visits, in particular to Pender Harbour, where relations own Bertrand Sinclair's old cabin.

THE YEAR 1887 was an important one for the Upper Columbia and East Kootenay region of BC. The CPR line had recently been completed through the Rockies to Golden and on to the west. The previous year Captain Frank Armstrong had commissioned his first steamer, the *Duchess*, to link Golden with Lake Windermere along the Columbia River. Further south Colonel James Baker had established his ranch at Cranbrook, which led to disputes with Chief Isadore and his band. This in turn led to the arrival of the North West Mounted Police "D" Division under Inspector Sam Steele who settled the land dispute and established what was to be called Fort Steele. At the same time the Irish-Austrian entrepreneur and sportsman, William Adolph Baillie-Grohman was beginning work on a scheme to link the Columbia and Kootenay rivers at Canal Flats.

BC Archives B-06811

It was this rapidly changing area that three well-educated young English sportsmen in their mid-thirties chose for their adventure trip in the summer of 1887. James (Jim) Arthur Lees[1] and Walter John (The Skipper) Clutterbuck[2] had already described a similar Norwegian holiday in a book published in 1882[3]. The third member of the trio was "Cardie", Jim's younger brother, who lived in the Colorado Mountains. As stated in *B.C. 1887: A Ramble in British Columbia*, the book about the trip that they published in 1888, the object of exploring "this little known country was to test its capabilities as a home for some of the public-school and university young men who, in this overcrowded old England of ours every year find themselves more *de trop*."

The Skipper and Jim left Liverpool on the *Sardinian* on 28 July 1887. From Montreal, they travelled by rail to Toronto and on to Owen Sound where they boarded the *Alberta* to take them to Port Arthur, joining the CPR again to cross the Prairies. The two arrived at Golden City, as it was then called, at nine in the morning on 16 August 1887, after their train had negotiated a landslip to the west of Field. At five in the evening they were joined by Cardie, who came in on an eastbound train, having taken a month to travel up from Colorado. The three booked in at the Queens Hotel, a log cabin with three bedrooms. But the hotel had an excellent cook in Mrs. Green and the large book in the sitting room entitled *Reveries of a Bachelor* turned out to be the hiding place for a whisky bottle, thus "evading the N.W. drink regulations." The next day the travellers were entertained to lunch by Captain Armstrong on the *Duchess* and heard that a couple of weeks before it had survived a wreck on the Columbia with a full cargo including the stores of the mounted police contingent at Galbraith's Landing. However, the sternwheeler had been raised from fourteen feet of water and was back in service, although she presented "a somewhat decrepit appearance and all her fittings and former smartness had gone."

The Englishmen had intended to go north along the Columbia and round the Big Bend but, warned of the rapids downstream from Golden,

[1] James Arthur Lees. Born 1852 at Alkrington Hall, Lancs. Educated at Eton and University College, Oxford. Trained as barrister. Magistrate in Lancashire and Staffordshire. Author and traveller. Died 1931.

[2] Walter John Clutterbuck. Born 1853 at Hardenhish Park, Chippenham. Educated at Cheam and Trinity Hall, Cambridge. Author and traveller.

[3] *Three in Norway* and *B.C. 1887: A Ramble in British Columbia* were published by Longmans Green & Co.

Centre: *The* Duchess *presented "a somewhat decrepit appearance." A couple of weeks before the three men boarded the vessel, the sternwheeler had been raised from fourteen feet of water and was back in service.*

Opposite page:
Top: *Map showing the area of the the three men's travel.*

Bottom: Duchess *in better days.*

they decided to travel south toward Lake Windermere. As the CPR had not yet delivered their canoes, they left on the *Duchess* on August 17. The air was "hazy with the smoke from forest fires," but the sloughs were full of enormous flocks of geese, ducks, and plover, as well as some swans. The three Englishmen were expert shots and keen anglers and were self-sufficient for game and fish during much of their trip. Their main "big game" exploit was when the Skipper shot and skinned a large wild ram.

At Canyon Creek, the three travellers left the *Duchess* for a three-day hike into the Selkirk mountains. Setting up their tent on the very edge of the canyon, they christened the spot Mosquito Camp for obvious reasons. Returning to the Columbia after their hike, they joined the *Duchess* again on her next southbound trip and found that their canoes, which meanwhile had been delivered by the CPR at Golden, were on board. Crossing the spawning grounds at Salmon Beds (now Athalmer, a suburb of Invermere), the ship reached Windermere Landing on August 23. The travellers disembarked and returned to Lewis's Ranch (near present day Radium Hot Springs). Here another side trip with pack horses took them through the Sinclair Pass and to the Kootenay River, from where they retraced their steps to Lewis's Ranch, which they reached at the beginning of September.

The travellers continued southward by canoe to Geary's Ranch (near present-day Fairmont Hot Springs), where they encountered the remarkable William Adolph Baillie-Grohman lying on a makeshift bed on the floor. They had met the famous Irish-Austrian sportsman and entrepreneur a few days earlier at the small police camp on Lake Widernmere, when he had been on his way to organize the canal cutting between the upper lake and the Kootenay River. But now Baillie-Grohman was seriously ill. The travellers tried to assist the sick man, but his own team managed to get him to Windermere, where he saw a doctor and soon recovered.

From Greary's Ranch the three friends paddled across the upper Columbia lake. At the southern end of the lake they saw a steam boiler "destined for the saw mill which was to cut the lumber for the building of Kootenay City which future metropolis at that moment consisted of a single one-roomed cabin." Then, having dragged their canoes a mile and a half across Canal Flats, they found several men who had started work

Cathy Chapin - Lakehead University - Thunder Bay

BC Archives A-00605

on the canal that was to link the Columbia and Kootenay river systems. The work gang was commanded by "O[nderdonk?], a rare good fellow whose acquaintance we had already made."

The travellers then canoed downstream along the Kootenay River via Skookumchuck and Mathers Ranch to the police camp at Galbraith's Ferry (now Fort Steele). Here they took another side trip to Josephs Prairie and the Catholic Mission and then returned to Galbraith's Ferry, where they found that three mounted police deserters had stolen their canoes.

The Englishmen stayed at the NWMP camp at Galbraith's Ferry and became well aware of the problems with desertion and mountain fever that Inspector Steele was facing. They visited the police hospital where some of the sick men were delirious. One smart young English police officer they met had failed to pass out of Sandhurst but was doing "uncommonly well" in BC. He recounted how he had been put to guard two Natives who had been brought down for trial, having passed the night with one of them chained to his leg. He did not much care for that "but in most respects was enjoying his present life amazingly."

Jim, Cardie, and the Skipper then undertook another long side trip along both branches of the Elk River. During this 13-day excursion they didn't see a single human habitation. They then continued down the Kootenay and finally reached Phillips Ranch just north of the United States border. Crossing briefly into the States, they bought provisions and were able to collect their stolen canoes, which they sent back to Golden. Advised against going further south, they retraced their route to Galbraith's Ferry and reached the States at Tobacco Plains. Passing through Bonners Ferry, they finally reached the Northern Pacific tracks at Sandpoint, Idaho, on November 22.

Here the trio split up. Cardie set off for Colorado, while Jim and the Skipper caught a westbound train through the Cascades to Tacoma. The "gorgeously appointed and very comfortable" S.S. *Olympian* took them to Victoria, and the more modest S.S. *Princess Louise* onward to Vancouver, where they boarded a CPR train to take them back to Golden. They stopped the night at the Queens Hotel, picked up their "scattered goods," and took the train to Montreal, which they reached after five days of increasingly wintry weather. The S.S. *Etruria* finally brought them back to Liverpool where they landed just before Christmas 1887.

Lees and Clutterbuck had been away from Britain for five months in all and the three friends had travelled about 700 kilometres in BC and the States by steamboat, canoe, on foot, and on horseback in just over three months. In the year following their journey, Lees and Clutterbuck published an account of their Canadian journey under the title *B.C. 1887*. Written in a lighthearted style reminiscent of Jerome K. Jerome, the book is enlivened with witty verse, photographs, and sketches and presents a vivid description of the territory. It also contains shrewd comments on the society they found, as well as the possibilities for future emigration and development.

During their journey they met many interesting people, among them members of a number of First Nations bands. They drew their own conclusions about the dispute between Colonel Baker and the Kootenays (Ktunaxa). In their opinion the fears of a Native uprising were exaggerated, although they did find signs of panic among the settlers. However their sympathies lay with the Kootenays, and they foresaw the problems lying ahead for the Natives as they were squeezed out of their best land. In their view the Natives should be given "really good reserves of land" but felt that "this was more than the Government have any intention of sacrificing." They feared that after further disputes the Natives would "be ruthlessly put down, the survivors placed on reserves they don't like and the fire-water, missionaries and other civilising influences of the pale-faces will do the rest of their deadly work."

Our travellers met various other local people such as Phillips, Norbury, Vowel (the Gold Commissioner), and Mrs. Clark, one of only three white women in the area. Two Chinese made a special impression on them. One was Sam, the cook on the *Duchess*, who was described as "the best cook in mainland B.C." The other was "the Captain," who kept a ramshackle hotel near the Cranbrook farm owned by Colonel Baker. They did not meet Colonel Baker, who was probably in Victoria on political business at the time, but they did meet his son and were very hospitably received at the Colonel's ranch.

In assessing the attractions of the area for British emigrants the writers stressed the abundance of game and fish and the impressive scenery. On the negative side they pointed out the enormous numbers of mosquitoes and the variability of the weather. They were unsure about the suitability

Photo from *B.C. 1887*, courtesy Stewart Platts

Left*: Lunch on the upper deck of the* Duchess.

of the climate for fruit growing but mentioned the excellent potatoes that were produced. "For English gentlemen with small capital who do not wish or expect to make fortunes we fancy there is still plenty of room here. They could with moderate industry live comfortably (though not luxuriously) in a healthy climate with the Union Jack over their heads, and the Queen's writs and taxes so to speak on their doorstep; a fish in the river, a joint on the mountain, and game in the forest all ready for every man's dinner; and three acres and a cow in the back garden; in fact all the surroundings which we are taught to believe necessary for a happy existence." The writers summarised their views in the following words: "For young unmarried men with capital say of £2,000 to £5,000 we believe there are great chances." In present-day values this represents between 400,000 and one million Canadian dollars, which gives some idea of the sort of readership the authors were addressing. Lees and Clutterbuck also had a word for the ladies. "The drawbacks from a lady's point of view are considerable and we should not advise any woman to go out there who is not thoroughly able as well as willing to rough it and to trust to her own resources."

The book provides an excellent view of the Kootenays through sharp and independent eyes at a crucial point in the development of the region, but probably more importantly the book itself may have had a considerable influence on the region. At the time of its publication there was already keen interest in Britain in the possibilities for emigration to and investment in British Columbia, now that the Canadian Pacific Railway had dramatically reduced the journey time from London.

Longman Green in London had already published in 1865 Macfie's fine book *Vancouver Island and British Columbia. Their History, Resources and Prospects,* but that contained very little information about the Kootenays. Now the same publishing house had produced a more entertaining and humorous work which would appeal to the well educated and adventurous would-be emigrants, investors, and sportsmen.

The book proved popular and was reprinted in 1889 and in 1892. How many of the young men and women who later set sail from Liverpool aiming for British Columbia had been tempted by the descriptions of Lees and Clutterbuck in *B.C. 1887: A Ramble in British Columbia* ?

Token History

by Ronald Greene

Humphreys & Pittock of Nelson, BC

THE Humphreys & Pittock token, a brass piece measuring 21 mm in diameter, would have been issued in 1899. At least eight have survived. Another token, which reads HP & Co., has been tentatively attributed to the firm but this cannot be confirmed.

We know that in 1898 Thomas Stanley Humphreys operated Humphreys & Co., fruits and candies, on Baker Street in Nelson,[1] next to the Nelson Hotel. By February the following year, 1899, the business was being carried on as Humphreys & Pittock. The occasional newspaper advertisements show various merchandise: fruits, candies, newspapers, tobacco, ice cream soda, etc. Also, an ad for Joy, The Star Baker, lists Humphreys & Pittock as one of the grocers that stocked their bread.[2] On 13 December 1899, a note in the newspaper reads, "John Pittock, of the firm of Humphreys & Pittock, leaves today for California in consequence of a letter received announcing the serious illness of his father. Mr. Pittock expects to be away a couple of months."[3] However, only ten days later the newspaper announces that "Joe Howson has purchased the stock of Humphrey [sic] & Pittock, and is selling out same, to start in the tobacco business."[4] A later report mentions that the business failed[5], which is perhaps not surprising, as it is hard to see how a small grocery would support two partners.

Courtesy Ronald Greene

Centre: *Thomas Stanley Humphreys at Spokane Wash., September 1913.*

In Victoria's Pioneer Square, which is the Old Quadra Street Burying Ground, stands a large monument to Thomas Pritchard and his wife, Margaret. The reader may wonder what this monument has to do with a Nelson token, but this monument provided the answer to the question of the relationship between Humphreys and Pittock. The search in itself would make an interesting story. We found Humphreys descendant Barb Ethier who had never heard of John Whistance Pittock, but she had an ancestor, Margaret Whistance Pritchard Watkins. A rare name appearing on both sides suggested a connection. Through e-mail we also contacted other genealogists; John Young, Graham Ennis (Young family), Michael Cox. (Pittock family) and had a lineage chart by Carol Hubbard (Tamblyn family). We were also able to meet Nora Young Mackenzie and her daughter Stella Cleave. Not one of us had the whole picture but each brought information forward that the others did not have, with the result that finally we can piece together a still sketchy story of the men Humphreys and Pittock.

Thomas Pritchard was quite a wealthy man. He and his wife had no children, so he made bequests to the children of his sister, Margaret Whistance Pritchard Watkins, married to John Watkins. One of the bequests went to Pritchard's niece Caroline Watkins Humphreys, and another to Caroline's sister Anna Watkins Pittock. These two sisters were the mothers respectively of Thomas Stanley Humphreys and John Whistance Pittock, who are thus cousins, and who, together, ran the store in Nelson in 1899.

Thomas Stanley Humphreys was born in Victoria on 22 December 1873. He was the son of Thomas Basil Humphreys, Colonial Constable and later MLA and the subject of some study already,[6] and Caroline (Carrie) Watkins. Thomas Stanley grew up in Victoria. After his father's death in 1890, he left school and worked as a clerk for a while at City Hall, c. 1892–1893. The family is not mentioned in the directory for 1894 and appear to have left Victoria for a time but returned to the family home by 1897. Thomas Stanley is next found in Nelson in October 1898. He appeared as a witness, along with J.W. Pittock, in a notice of dissolution in the partnership of Lewis and Chase, bakers.[7] At the beginning of November 1898

[1] *Williams B.C. Directory for 1899*, which listed Humphrey [sic] & Co.
[2] *Nelson Daily Miner* 3 December 1899, p. 2
[3] *Nelson Daily Miner* 13 December 1899, p. 3
[4] *Nelson Daily Miner* 23 December 1899, p. 7
[5] The Essondale medical history of Thomas Stanley Humphreys was obtained by Barb Ethier, which mentions that his business failed.
[6] See Jean Foote Humphreys, "The Honourable Thomas Basil Humphreys: A Controversial Contributor to Change in early BC" in the issue of *BC Historical News*.
[7] *Nelson Miner* 25 October 1898, p. 3
[8] *Daily Colonist* 2 November 1898, p. 3

he married Jane Ross in Victoria. The Colonist report of their wedding states that Stanley Humphreys was, "a son [of] the late Hon. T.B. Humphreys and is now a successful business man of Nelson, for which city he left with his bride this morning." [8] The couple had several children including one that died at a very early age—a child the family hadn't been aware of until this research was launched.

Following the failure of the business Humphreys went to work as a bookkeeper, although both he and Pittock are still listed as merchants in the 1900 voters' list, dated 7 May 1900 for the June general election of that year. Later, Humphreys found work as a car repairman with the Canadian Pacific Railway. He worked for a time in Eholt and by 1912 was in Grand Forks. As a result of a strike following the First World War, he lost his job with the CPR but was hired back and worked for them at Beaver (or Beavermouth) on the main line between Revelstoke and Sicamous. The family has been told that he was hit by a locomotive while switching cars, which caused some brain damage and loss of memory. Unfortunately we have not been able to uncover any information about such an accident, but Thomas Stanley Humphreys was committed to the Provincial Mental Hospital at Essondale on 1 November 1925 and died there on 1 March 1940. His widow, Jane Ross Humphreys, died in Victoria in November 1945.

As said earlier, Thomas Humphreys' partner in Nelson and cousin was John Whistance Pittock, known as "Jack." His parents were Robert Bonner Pittock and Anna Maria Watkins. The father was born in London and came to the USA in the early 1840s. He came west by wagon train and with his brother, Henry Lewis Pittock, settled in Portland. The brother started as a printer's devil and in 1860 purchased the *Oregonian* newspaper, in time becoming a wealthy man.[9] Robert Bonner's first wife, Maria Buckingham, died in 1857 as a result of childbirth. In his grief, he returned to Pittsburgh to stay with his parents for a while. Returning to Portland he worked for Thomas Pritchard and in 1863 married Anna Maria Watkins, Pritchard's niece. When Thomas Pritchard decided to move to Victoria he gave his business to Robert Bonner Pittock. The Pittocks had eleven children, of which Jack was the seventh, born in Portland, Oregon, on 26 July 1873.

Following Pritchard's death in 1883, the Pittock family moved to Victoria, where Jack became a draftsman. By 1896 Jack had moved to Lewiston, Idaho, where he became involved in a real estate company. Jack came to Nelson in late 1898 and joined his cousin, Thomas Stanley Humphreys, in the confectionery business.

Jack's father probably moved to San Diego, where in 1899 he had a stroke that invalided him for the rest of his life. It was at that time that Jack travelled to California to see his ailing father, as reported in the Nelson newspaper. Robert Pittock died in September 1906[10] and Jack, following the failure of the Nelson business, seems to have returned to Lewiston and resumed his real estate business.

Courtesy Ronald Greene

Left: *Monument to Thomas and Margaret Pritchard, Pioneer Square, Victoria BC.*

On 14 February 1906 Jack Pittock married Stella Tamblyn, whose father, Francis (Frank) Tamblyn, ran the Nelson Wine Company, which was also located on Baker Street.[11] In 1899 both Humphreys & Pittock and the Nelson Wine Company had listed their telephone number as No. 93, so they may have been sharing premises. The 1906 wedding took place in Lewiston, Idaho, at the home of Stella's mother. At some time Jack became diabetic, which in the early part of the twentieth century was tantamount to a death sentence. By 1907 he was living in San Diego, and a letter from his sister to a brother says that he was camping in the mountains nearby and feeling and looking better. However, he did not live much longer and died in Claremont, California on 19 January 1908.

In 1911 Stella Pittock married again: Charles Warburton Young, who was Chief of Police in Nelson at that time and also an outstanding artist. The marriage produced four daughters, one of whom, Nora Mackenzie, we were able to interview.

Both Thomas Stanley Humphreys and John Whistance Pittock had their share of misfortune and even tragedy in their life. If it hadn't been for a small brass token these stories might never have been pieced together. While the story on the token issued by Humphreys & Pittock in 1899 is brief, it is amazing how much information about the two men has surfaced—information that otherwise might have remained scattered in archives, official registries, and even the memories and papers of the Humphreys and Pittock descendants.

[9] Henry Lewis Pittock built Pittock Mansion, which was later purchased by the City of Portland, restored, and is today a part of the city's parks system.

[10] *The Pittock Descent*, genealogical notes by Michael Cox.

[11] Incidentally, Frank Tamblyn also issued a token in Nelson.

Book Reviews

Books for review and book reviews should be sent to:
Anne Yandle, Book Review Editor BC Historical News, 3450 West 20th Avenue, Vancouver BC V6S 1E4

Milton Parent
Circle of Silver,
reviewed by Naomi Miller.

Colin Castle
Lucky Alex: The Career of Group Captain A.M. Jardine, AFC,CD,
reviewed by Mike Higgs.

Catherine A. Cavanaugh and Randi E. Warne, Eds.
Telling Tales: Essays in Western Women's History,
reviewed by Ellen L. Ramsay.

Peter E. Palmquist and Thomas R. Kailborn
Pioneer Photographers of the Far West: A Biographical Dictionary 1840–1865,
reviewed by David Mattison.

Keith Carlson, *et al*.
A Stó:lō Coast Salish Historical Atlas,
reviewed by Cole Harris.

T.A. McLaren and Vickie Jensen
Ships of Steel: A British Columbia Shipbuilder's Story,
reviewed by Robert Allen.

Andrew Neufeld and Andrew Parnaby
The IWA in Canada: The Life and Times of an Industrial Union,
reviewed by George Brandak.

Jean Cochrane
The One-Room School in Canada,
reviewed by Kirk Salloum.

Frank W. Anderson
Old Bill Miner: Last of the Famous Bandits,
reviewed by Arnold Ranneris.

Constance Horne
The Tenth Pupil,
reviewed by Pat Allejo.

Winner of the Lieutenant-Governor's Medal for Historical Writing, 2001.

Circle of Silver

Milton Parent.
Nakusp: Arrow Lakes Historical Society, 2000. 375 pp. Illus. $45 hard cover.
Order from Arrow Lakes Historical Society, Box 819, Nakusp, BC V0G 1R0

Reviewed by Naomi Miller

This well-written, superbly illustrated book is Volume 4 of the Centennial Series prepared for the Arrow Lakes Historical Society by Milton Parent, assisted by his wife Rosemarie and others. The book presents a detailed history of the Lardeau district which covers a mountainous area extending from the north arm of the Arrow Lakes to the northern tip of Kootenay Lake. A community named Lardeau sprang up at the mouth of the Fish River near Arrowhead. That Lardeau was abandoned when the use of lake steamers replaced the need for a circuitous road. Then a new settlement, Lardo, was created at the mouth of the Lardeau River draining into Kootenay Lake.

Having clarified the geography in my mind, the history of a succession of mines with accompanying boom towns unfolded systematically through the years. Thomsons Landing (later known as Beaton) was the entry point for supplies coming in to Trout Lake City, Ferguson, and Camborne. These three towns boomed with stores, hotels, a sawmill, churches, a school, a hospital, and a newspaper. In 1902 the first, and only, rail line in the district was built between Lardo and Gerrard. Gerrard prospered not only from receiving freight down Trout Lake, but also as the site for an early fish hatchery and a major sawmill.

The mining claims in the Lardeau district held high-grade ore. Bringing these into production as working mines was challenging due to steep mountain terrain and very heavy snowfalls. Although the developers managed to overcome some of the difficulties and work for a few profitable seasons none of the mines was worked to exhaustion. Fluctuating commodity prices, the First World War, the Depression, and the lack of decent roads impeded any incentive to continuous mining. As one wag explained a certain flurry of exploration, "It was a New York outfit and they were mining New Yorkers."

Large sawmills at Comaplix and Gerrard provided employment for many in the years before the First World War. Logging operations with specialty mills worked intermittently . Marble was quarried north of Meadow Creek and shipped out to create major buildings not only in Nelson, but as far away as Winnipeg and Edmonton. The biggest crew at Marblehead numbered 90. Quarrying provided work over the years until the rail line was taken out in 1949.

The lake steamers quit serving Lardo. A road was built along the west side of Kootenay Lake to connect with the abandoned rail bed to Trout Lake. The earliest user of that road was the contractor bringing in supplies and equipment to build the Duncan Dam. W.A.C. Bennett imagined that a new recreational lake would be created by the dam, but because no money was allocated for clearing the basin the flooding created a debris-laden debacle. Tourism, however, has become part of the present life in the Lardeau district, with heli-skiing drawing greater numbers than summer activities.

Circle of Silver details life in the early mining communities. The government records quoted and pictures paint a vivid panorama from the 1890s to the present. The author researched archives diligently and collected personal memories of many oldtimers. He began interviewing pioneers in 1972 and has concentrated on collecting Arrow Lakes history since returning to Nakusp in 1984. Augmenting and assisting Parent's work was Edna Daney who has a good memory and holds records and photo albums of two families. Mrs. Daney, now of Nakusp, was a resident of Trout Lake and Ferguson for almost fifty years. This is a history of mining laced with details of how families adapted to changing circumstances. All in all, this is an amazing history of the remote Lardeau district, a very valuable addition to British Columbia history.

Reviewer Naomi Miller is a former editor of the B.C. Historical News.

Lucky Alex: the Career of Group Captain A.M. Jardine, AFC, CD, Seaman and Airman; Adventures at Sea, on Land and in the Air, from Hard Times to Cold War, 1929–1965

Colin Castle. Victoria: Fighting Fit Publishers, 2001. 332 pp. Illus., $30 soft cover.
Available from Fighting Fit Publishers, 101 - 110 Douglas Street, Victoria, BC V8V 2N9

REVIEWED BY MIKE HIGGS.

It is not often that a biographer is so fortunate in the availability of his subject-matter, and the sheer interest of his subject, as the writer of this book. From an enormous trove of letters, diaries, records, photographs, official histories and personal memoirs, Colin Castle, himself a teacher of history, has produced an admirable and compelling narrative, the life story of Group Captain Alex Jardine.

Born in Vancouver in 1914, "Lucky" Alex Jardine, who at this writing is still, aged 87, attending functions of the Air Force Officers Association in BC, has led a life of extraordinary achievement and purposeful activity. The book, beautifully printed and well-bound in glossy soft-cover, traces his career as an ambitious young man. From a job as bridge-messenger on the CP Steamship's *Empress of Canada* and later as an officer-apprentice with Donaldson Line, Jardine moves smoothly ashore to enlist in the pre-war Royal Air Force as a pilot. The book teems with the details of his life, his relations, sponsors, supporters, addresses, adventures, hosts, friends, and their sisters. This detail also gives an overview of the Thirties in England: the age of flappers and cads has passed, but there is still a layered society. Without money but with good looks and plenty of worldly experience, Lucky Alex made his way unerringly to a commission as Pilot Officer Jardine and to qualification as a flying boat pilot. There had been a succession of girlfriends, but perhaps Alex had been reading the memoirs of the flinty British explorer Wilfred Thesiger, who remarked of his quasi-official travels in Arabia that "a wife would certainly have been a crippling handicap". Alex, aged 23, sailed to his new posting at Singapore with the world before him. The book conveys perfectly the social dynamics aboard ship, and then the atmosphere of life at a peace-time RAF station (duty hours: 7.30 A.M.. to 12.30 P.M.).

There was plenty of flying, sailing, sport, and partying, but soon we are into the Second World War, and then the Japanese assault on Singapore. Here the author, perhaps with the historian's dispassionate eye when dealing with events few now remember from personal experience, continues his relentless unreeling of the minutiae of Lucky Alex's daily life. With an unvarying smoothness, which is perhaps its only fault, the narrative carries us through stomach-churning adventures in combat flying, all-weather operations in dangerously ill-equipped and basic aircraft, military disaster, capture, escape, recapture, survival, and a return to normality in 1945 in which the legendary luck played no small part. In addition to his other virtues, Jardine is a compulsive correspondent, diary-keeper, and memorialist. This part of the book is enlivened by pages of direct quotation from his papers and letters, which give an almost boyish immediacy to the account. There are also photographs, cartoons, and simple maps, which are clear and adequate for following the action.

The second half, or remaining part, of the book is equally detailed but rather less inspirational. Alex is able to transfer from the RAF to the RCAF—"the service that had refused to consider his application in 1935"—and, with his usual diligence, to climb purposefully up the career ladder. He soon gains a permanent commission (as distinct from a limited engagement), he attends staff college, he commands the RCAF component of the National Research Council, is appointed Director of Military Studies at RMC Kingston, and makes a semi-official tour of Australia for both personal and military purposes.

Then there is that inevitable hiatus in the military career, a diplomatic posting. But first, in an almost choreographed way, he decides that bachelorhood need not continue, and he marries his first cousin Ann Johnston in 1957. There follows a dreary interval of learning to speak Russian, and a period of almost three years in Prague as military attaché to the Czech government. The book conveys exactly the hollowness of life during the cold-war period in a Russian-dominated context. The shortages, the meaningless shadowing by spooks, the evasions and half-truths of a foreign administration, are accurately recounted. But the pull of the west, both political and geographic, is changeless, and Alex Jardine's last assignment is very appropriate. He ends his career as CO of RCAF Station Penhold, in Alberta.

"Lucky Alex" is much more than the record of a man's life as seaman and pilot. It is a rich source-book for anyone interested in the lives and attitudes of British Columbians in the first half of the twentieth century. In those days, anything seemed possible, most of it could be reached by aeroplane, and Alex Jardine did it all.

Reviewer Mike Higgs is a retired Canadian Pacific airline pilot, who has also flown with the Vancouver Search and Rescue Squadron.

Telling Tales: Essays in Western Women's History

Catherine A. Cavanaugh and Randi R. Warne, Eds. Vancouver: UBC Press, 2000. 359 pp. $29.95 paperback

REVIEWED BY ELLEN L. RAMSAY

Telling Tales, an anthology of eleven essays edited by Catherine Cavanaugh and Randi Warne, deals with women's history in western Canada from 1880 to the 1940s. The chapters have been arranged chronologically from first "encounters" to the development of "diverse communities" in later years. The editors suggest that the volume takes a multicultural and cross-cultural perspective engaging with the convergence as well as the difference between women of many cultures.

The introduction by the editors situates the volume in the context of contemporary history writing on women with a highly theorized opening section. The editors suggest that the "battle lines" of historiography have been drawn in three directions: firstly the traditional national narratives; secondly the oppositional history of the "particularity" school (e.g. women's history, social history, working-class history), which questions the homogeneity and objectivity of the traditional narratives. The third direction is the postmodern school where the homogenized identity of "woman" (now part of "gender" studies) is questioned by a theory of multiple subject positions and shifting identities of race, gender, class etc.

The editors present their volume as a contribution to women's history celebrating the diversity between women. The sources consist of both conventional sources (official documents, newspapers and government records) and broader sources (diaries, letters, memoirs, and oral histories). However the intent is to ask new questions of these sources and to tell history from the point of view of the women who lived it. Women are to be seen as active agents shaping their lives within the resources available to them.

The most successful essays in this anthology base their findings on letters and diaries as opposed to those that rely on reading between the lines of official sources. The chapter on Native women by Sarah Carter, based on the letters of Mary E. Inderwick, for instance, demonstrates how the acceptance of Native women into the white community altered over time from the prized companions of European men in the early years to "dissolute and dangerous" menaces following the Riel Rebellion and the invalidation of mixed marriages. The volume then begins to strengthen midway with Sheila McManus's diligent work on the primary sources of Alberta farm women from 1905 to 1929. The stories of Kathleen Strange, Sarah Roberts, and Evelyn McLeod settling on the prairie and turning sod shacks into their new homes resonate as distinctly personal tales. McManus deals with the contradictions in the women's lives between "inside" work and "outside" work, which were segregated in the public realm. Only inside work (in the home) is spoken of despite the fact that many of the women were most active in the public realm, especially with the United Farm Women of Alberta. The UFWA women campaigned actively for municipal hospitals at a time when death from childbirth at home was a common occurrence. The UFWA supporters also joined the campaign for better property laws so that wives could hold joint ownership of property with their husbands in the 1920s.

Chapters 6 and 7 further develop women's struggles around medical provisions demonstrating the resourcefulness and fortitude of the women involved. Nancy Langford, in her essay "Childbirth on the Canadian Prairies, 1880-1930" provides us with an account of sisterhood amongst women who helped each other with their deliveries in the absence of midwives and doctors. Women came face-to-face with the issue of their own mortality, as so poignantly illustrated by Sophie Puckette who, in 1905, arranged all her personal belongings in the event of her death during delivery. Even some trained public health nurses saw themselves as "nurse and undertaker" during these deliveries. Beverly Boutilier develops the story of the struggle for trained nurses and municipal hospitals through the Victorian Order of Nurses, which was founded in 1897 by the National Council of Women of Canada. Boutilier examines the new sense of solidarity that was emerging at the end of the nineteenth century when women joined together across the divide of religion to fight for improved conditions in western Canada.

Other chapters provide fine reading. Frieda Esau Klippenstein contributes a chapter on Mennonite domestics; Frances Swyripa a chapter on Ukranian women in the Vegreville Bloc of East Central Alberta; Sherry Edmunds-Fletton on African-American women on Vancouver Island; and Ann Leger-Anderson on Gertrude Telford's commitment to the co-operative ideal in the early years of the CCF. The essay on African-American women demonstrates a skilful use of primary sources including census, church, cemetery and court records, as well as will and probate files to locate the estimated 179 women of African-American origin on Vancouver Island from 1858 to 190l.

The main criticism this reader has of *Telling Tales* is that the introduction to the book promises a level of theoretical reflection that is not carried out in the remainder of the book. The individual chapters provide samples of the diversity in women's lives but they do not contain much theoretical reflection. Perhaps in the attempt to avoid a homogeneous narrative, the contributing authors have chosen to stay away from any generalizing comments about theory. This is unfortunate. While the lack of theoretical reflection in the essays doesn't detract from the volume's usefulness as case studies of individual women, it does make for uneven reading. For instance it would have been interesting if Nancy Longford's chapter on "Childbirth in the Canadian Prairies, 1880-1930" had commented on another volume on the subject, Elaine Leslau Silverman's *The Last Best West: Women on the Alberta Frontier 1880-1930* (1984), which also has a section on childbirth. Silverman's volume is omitted from the bibliography of this volume. It would be interesting to learn in which ways Langford's chapter is similar or departs from Silverman's book.

Telling Tales challenges many of the deeply rooted myths surrounding the founding of western Canada through the recovery of women's histories in the region. While the book does not fully develop the theory that the editors outline in their introduction, it does provide the historian with some useful histories of women in the west. The volume reads easily, is carefully researched, and leaves the reader with a clearer impression about the history of particular women in the western region.

Reviewer Ellen Ramsay is Recording Secretary of the Vancouver Historical Society.

Pioneer Photographers of the Far West: A Biographical Dictionary, 1840-1865

Peter E. Palmquist and Thomas R. Kailbourn. Stanford: California: Stanford University Press, 2000. 679 pp. US$125 hardcover.

REVIEWED BY DAVID MATTISON

Peter Palmquist, who lives in northern California, is likely the world's most prolific photographic historian. Certainly in North America he is unequalled for the depth and quality of his research and writing. Palmquist's enthusiasm for the field led him early on to the amassing of a large personal archive and museum of photographic artifacts (referred to in this book as the "study collection"). Palmquist's own bibliography stretches back nearly 25 years and includes some of the most detailed accounts of the first photographers in California. This massive volume is the capstone of a brilliant and dedicated second career as an independent researcher, along with his co-author, into the history of photography. I cannot claim to be entirely neutral in my praise for this work. As a photographic historian myself and a frequent correspondent with Palmquist over the past two decades, I must acknowledge his thanks for my own modest efforts at documenting our province's earliest photographers. I am also gratified to see British Columbia's photo history during its colonial era incorporated into Palmquist's book. It is especially fascinating to read of Richard Carr's (Emily Carr's father) first career as an itinerant daguerreotypist in New York, Latin America, South America, Mexico, and California, the details of which are found in his diaries in the BC Archives (MS-0610). Up until Palmquist's book, preceded by his 1987 article about Carr, the full breadth and significance of Carr's photographic travels were virtually unknown.

The bulk of the book (about 600 pages) consists of meticulously researched biographical entries for every known photographer, anonymous and named, along with photo studio employees, who worked in the American West, Alaska, Hawaii, British Columbia, Central America, and Mexico. The entries range in length from a single short paragraph to several pages constituting a major article about some of these photographers. Over 1,000 individuals are documented, including more than two dozen men and women working in or passing

through BC before 1866. BC even served as an advertising ploy for one California photographer during the Fraser River gold rush. Thomas M. Wood warned miners that should they not survive, or if they did return, a photo portrait would serve as a reminder of their death and life. The only other comparable work to Palmquist and Kailbourn's monumental work is the almost equally monumental *Biographies of Western Photographers* by Carl Mautz (1997). It covers more territory, both geographically and chronologically, but the entries are much more abbreviated.

The well-illustrated introduction covers the role photography played in establishing the American West as suitable for settlement: that it was not, as described by the early explorers, all desert; the excitement generated by the California gold rush; how the photographers operated as merchants and trades people; the technical and artistic aspects of photography, especially outdoor or field work; the incorporation of photography into entertainment such as panoramas and magic lantern shows; and the use of photography in the publishing industry.

The question of who took the first daguerreotype on the west coast of North America remains unanswered. The archival and published historical records have failed to yield a definitive name and identity of this mystery man or woman. Palmquist and Kailbourn have, however, traced some of the earliest daguerreotypes to a 12 year old daughter of a Mexican general who may have produced some portraits around 1847. The authors conclude that given the intricacies of the daguerreotype process, someone, an as yet anonymous photographer, must have taught the girl how to operate the camera and produce the daguerreotype. The earliest years of photography were the most difficult and exhilarating for its practitioners, as well as the most elusive to document for today's historians. For the photographer, there was the thrill of being the first to capture the splendour of unknown vistas or to venture deep into Native territory, risking life and camera equipment for the precious novelty, when they would be allowed, of photographing exotic customs and peoples. Many photographers regarded the Indians as both customer and subject matter. Fire and long-term health damage from exposure to hazardous chemicals were daily worries. Fresh water was a constant requirement for processing work. As with any commercial enterprise in mid-nineteenth century North America, photographic businesses were varied in their level of capitalization and staffing, from mom and pop operations such as Victoria's Maynards to early franchisers such as California's Robert H. Vance to partnerships, quite often between brothers.

Among some of the entries about photographers and ex-photographers who lived in or visited BC are those for Richard Carr, Francis George Claudet, the Corps of Royal Engineers, Amor De Cosmos (formerly William Alexander Smith), George Robinson Fardon, Charles Gentile, David Roby Judkins, Hannah and Richard Maynard, Noah Shakespeare, Stephen Allen Spencer, and John William Vaughan. Of all these individuals, Judkins, who resided in the Puget Sound area at the time, had the most innovative approach: he barged his studio—Judkins' Floating Sunbeam Gallery—around, including a trip up the Fraser River in June 1882. One of BC's most famous early photographers, Frederick Dally, does not make the book because he is known to have started his photography business in 1866.

Minor imperfections mar an otherwise exceptional presentation. Although death dates are recorded in the biographical narrative for individual photographers, the date does not always appear at the start of the entry. There is no evidence the authors used Internet/Web resources. For example, digital libraries such as The Making of America (University of Michigan and Cornell University) and American Memory (Library of Congress) provide alternate and immediate access to otherwise difficult to locate published and archival sources. The Library of Congress site contains several digital representations of early photography in the U.S., including photographs from the Denver Public Library documenting the American West back to 1860. Works that exist in hardcopy and electronic formats such as my own online biographical dictionary, *Camera Workers: The British Columbia, Alaska & Yukon Photographic Directory, 1858-1950*, and John S. Craig's *Craig's Daguerreian Registry*, are only referred to by their hardcopy editions.

The bibliography is extensive, but as noted, flawed by its lack of references to the Internet/Web. The authors give no rationale or justification for excluding electronic references. The bibliography, while extensive, is also far from complete. Works cited as endnotes may not necessarily be in the bibliography and works in the bibliography are not always referenced in the endnotes of the individual entries. Appendixes include cross-reference lists and indexes. There is no overall index and given the long (71 pages) introduction, a subject index to its contents would have been useful. A technical glossary explaining photographic processes used between 1840-1865 would also serve the reader better than the explanations offered at various points in the introduction. A separate index by variant forms of names would also be useful. For Canadians, the other major problem with this book is the price.

Aimed at a specialized audience as well as the library and archives reference market, Pioneer Photographers of the Far West, as historian Martha Sandweiss concludes in her foreword, "becomes the standard that future biographical compendia and photographic history books will aspire to match."

Reviewer David Mattison is an Access Services archivist at the BC Archives and a widely published historian of British Columbia photography. Web site: http://members.shaw.ca/dmattison/index.html

A Stó:lō Coast Salish Historical Atlas

Keith Carlson, ed., Albert McHalsie, cultural advisor, and Jan Perrier, graphic artist.
Vancouver: Douglas & McIntyre; Seattle: University of Washington Press, 2001.
208 pp. Maps, illus. $65 hardcover.

REVIEWED BY COLE HARRIS

I know what is required to produce a good historical atlas, and I am astonished by this one. It has been created in less than two years, is full of absorbing detail, and is beautifully presented. There is nothing like it elsewhere in Canada, perhaps on the continent. Moreover, given the price of books these days, it is a bargain that I cannot recommend more highly.

The Stó:lō, essentially the people of the lower Fraser, have been well organized for years, and have accumulated a rich pool of interpreted information about themselves and their territories, past and present, some of which is displayed in this atlas. Using this information and the techniques of modern cartography, they have set out to show the world who and where they are, something of what they have been through during the last two hundred years, and even to imply that a renegotiated relationship between themselves and the people who now surround them would be mutually beneficial.

Almost 140 years ago the Stó:lō chief Peter Ayessik protested the loss of Stó:lō land, a protest that would continue, virtually unaltered, through the years. In a sense, this atlas is a sophisticated contemporary successor of generations of petitions and protests, but this time with more confidence and with the sense that the Stó:lō have something to give as well as to get back.

The atlas is a treasure trove of information about the Stó:lō and their world. It begins with Stó:lō cosmology, the creation stories, and the peopling of the Stó:lō world—all set against maps of late Wisconsin and Holocene deglaciation. It maps Stó:lō settlement patterns and house types, and deals at length with the vexed question of the Stó:lō population before and after the main epidemics. It considers traditional resource procurement strategies and seasonal rounds, also pre-contact geopolitics and warfare. There is a good deal of meticulous genealogical data, and a careful record of Halkomelem toponyms. The atlas deals even more with changes in the Stó:lō world introduced by explorers and gold seekers, and followed by settlers and industrial capital. It deals with Stó:lō employment in the canneries and on the hop farms, and with Stó:lō attempts to become the sedentary farmers advocated by missionaries and Indian agents. It deals with the residential schools, and with introduced systems of law and justice. It deals with an increasingly transformed and, from a Stó:lō perspective, damaged environment: sloughs diked and diminished from the 1870s, Sumas Lake drained in the mid-1920s, clear-cuts reaching with the introduction of the bulldozer and logging truck further into what had been Stó:lō territory, streams channeled and reapportioned among different users. At the end it reproduces the main Stó:lō petitions over land—they are poignant reading—and the astonishing images—almost Klee-like but infused with Stó:lō spirituality—in the "Dreambook" of a Stó:lō chief in the early 1880s.

A powerful foreword by the distinguished Stó:lō judge Xwelixwelth (Stephen Point) places the atlas squarely in the political context that, in any event, it cannot escape. The Stó:lō are more than willing to share, but they do want to enter into respectful negotiations with the society that now surrounds them over the terms of the relationship. In this atlas they describe themselves as a proud people in a defined territory. They make little of the reserves, the spaces of colonialism, and instead treat their whole former lands. They are saying that they need some of these lands back and, with them, more opportunity for local Stó:lō government. But they are also saying that they bring an immense knowledge of these lands, and a distinctive way of being in the world, and that these are contributions that can enrich the larger society. In effect, the atlas is an example of another way of thinking about British Columbia, a way that welcomes the province's most fundamental differences as part of a whole that would be diminished and duller without them. In my view, the Stó:lō are right; this atlas itself is a compelling part of the case.

Reviewer Cole Harris, Department of Geography, UBC.

Ships of Steel: A British Columbia Shipbuilder's Story

T.A. McLaren and Vickie Jensen.
Madeira Park: Harbour Publishing, 2000. 288 pp. Illus. $39.95 hardcover.

Reviewed by Robert Allen

Shipbuilding is one of those businesses I have never really given much thought to in the past. Having lived most of my 50 plus years on British Columbia's coast, I suppose I have just taken it for granted. A day doesn't go by though without at least a dozen vessels going past our home in Sechelt and a lot of these were built by T. Arthur McLaren and family and Allied Shipbuilders Ltd.

This book chronicles the building of steel ships in British Columbia over the past 100 years but deals mainly with those built by Arthur McLaren and the various companies he worked for and especially his own company, Allied Shipbuilders Ltd. Much of the text comes from McLaren's own writings and stories and has been nicely woven into the history of the industry by marine writer Vickie Jensen.

There are numerous photographs, charts, drawings, and maps and they are well placed throughout the book. There are two appendices: the first has the details of all of Allied's vessels from Hull #001 to Hull #257 and the second is a list of the BC builders of steel and aluminum commercial vessels.

In the preface, Vickie Jensen writes: "The McLarens have never been one to toot their own horn, but readers can be grateful they made the commitment to this book."

The epilogue starts out with: "Arthur McLaren died on February 19, 1999. From early childhood he had dreamed of building ships, and he did exactly that for nearly 60 years."

Thank you, Arthur McLaren, for your determination to build ships, thank you to the McLaren family for the commitment, and thank you to Vickie Jensen for putting it all together.

Anyone remotely interested in shipbuilding would be wise to read this interesting book.

Robert Allen, BCLS, CLS.

The IWA in Canada: The Life and Times of an Industrial Union

Andrew Neufeld and Andrew Parnaby.
Vancouver, New Star Books, 2000. 336 pp. Illus. $50 hardcover.

Reviewed by George Brandak

"Success and Struggle" is not only a chapter heading for the 1946–1971 period of the IWA, but it is also the theme of this well-illustrated narrative on the economic gains of its workers. The word success comes first, as symbolized by the three historic strikes of 1946, 1953, and 1986 that gave members significant union rights and security. Struggle is always present, as the economic market conditions dictate employment and employers attempt to dictate wage rates and work conditions. The book gives the reader a feeling of appreciation for the social activism and union pride that motivated the IWA's pioneers.

Chronologically, the book summarizes its radical roots (Industrial Workers of the World, One Big Union, and the Lumber Workers Industrial Union) the emergence of the IWA in 1937, the breakthrough that occurred at the end of the Second World War in gaining membership, its success and struggle to 1971, the raids of "Canadian" unions, and the struggle of the "red" versus "white" factions for control of the union. It covers consensus to conflict in the decades of a wage freeze in 1975 and Operation Solidarity in 1983 (Jack Munro is no villain in this book, as a solid case is made for the IWA's point of view), and concludes with the approach of IWA-Canada in the 1990's to technological change and the needs of the environment. A bibliographical narrative follows with a detailed index that lists most persons and activities mentioned in the book, but doesn't include strikes.

Throughout the book, the history of individual locals throughout Canada is told in a way that doesn't interfere with the general history. There are also feature articles such as "Assassinated by their Occupation" and other articles relating to health and safety that fit in well. The insert "David versus Goliath" with the IWA-Canada as "David" and the Greenpeace Foundation, a multinational lobby group, as "Goliath" clearly shows how well the union members stood their ground and promoted a conservation of the woods program that was superior to the "Goliath." There is a photograph with the caption "Clayoquot economic refugees" showing loggers unemployed as a result of land use decisions. Most of the photographs are clear, well captioned, and placed where they are relevant to the story.

Andrew Neufeld and Andrew Parnaby are to be commended for taking the mass of information on the unions in wood, especially the early history assembled by Clay Perry, and turning it into a good read. May equally good work follow on many of the diverse issues covered in the life and times of a mighty union.

George Brandak, Manusrcipt Curator, UBC Library, Rare Books and Special Collections Division.

The One-Room School in Canada

Jean Cochrane.
Calgary: Fifth House Ltd., 2001. 340 pp. Illus. $16.95 paperback.

REVIEWED BY KIRK SALLOUM

Jean Cochrane's *The One-Room School in Canada* contains photographs, documentation, and recollections that capture the nature of rural education across Canada during the latter part of the 1800s through to the mid-1900s. Each chapter focuses on a theme that assists the reader to appreciate that the one-room school was more than a building. A critical approach to understanding these educational facilities enlightens the reader to Canada's history: they were integral to the settling of communities throughout Canada during specific periods of time. Most chapters begin with a discussion of the topic and are enriched by the recollections of educators, students, community officials or members, or quotes from archival materials. The numerous black-and-white photographs have been well selected and are of good quality.

Cochrane points out that as compulsory attendance laws came into existence, "one-room schools began to sprout like dandelions, dotted around the countryside to serve the next hundred years." How each school operated was determined by the community. Teachers were often expected to reflect community values and standards. Today the one-room schoolhouse has mostly vanished, as have many of the communities that supported them. The one-room schools that still exist have many of the characteristics of their earlier counterparts: they serve the needs of "small, scattered communities, whose children would otherwise have to travel miles to get to a school, if they could get there at all."

Cochrane does a good job of explaining the reasons for the emergence and disappearance of the one-room school in the realm of social, political, and governmental contexts of the day. Using documentation of various sorts, she covers a number of topics that inform readers of the realities of the facility. For those readers that have attended one-room schools, memories of personal experiences will likely be sparked.

This book would be of interest to a general readership while students of education would find value in the content. Cochrane manages to preserve a piece of history that was significant to the settling of Canada. Her discussions illustrate how provincial governments needed to address certain issues so that schooling became standard throughout each jurisdiction. The shaping of how specific educational policies came about in a changing society are underlying in Cochrane's lucid work.

Reviewer Kirk Salloum is an educational consultant living in Vancouver, BC.

Old Bill Miner: Last of the Famous Bandits

Frank W. Anderson. Surrey; Heritage House, 2001. 95 pp. Illus., maps. $9.95 paperback.

REVIEWED BY ARNOLD RANNERIS

Bill Miner has been adopted as part of British Columbia history, although he spent most of his "working life" in the United States. He has been immortalized as a "gentleman bandit", known for his good manners and courtesy, especially toward his customers. His life was popularized in the 1982 movie *The Grey Fox*, and he is credited with the coinage of the phrase "Hands Up!"

This small book of 95 pages is an update of the original 1963 edition entitled *Bill Miner: Train Robber*, and a second edition in 1982 entitled *Bill Miner Stagecoach & Train Robber.* This 2001 Heritage House edition draws on some new sources and adds some original police files as appendices, giving more details about his British Columbia time. The activities of himself and his accomplices in the 1904 train robbery near Mission, BC, and the Princeton robbery of 1906 are described in particular detail.

Bill Miner was born in 1847 in Kentucky, into a traditional family with good religious training. He moved west in the 1860's, presumably to escape the compulsory service of the Civil War, which was raging in the United States at the time. His travels took him to Texas, New Mexico, Colorado, and California, and it was about 1865 that he began his career as a stagecoach robber in these states. The decade also saw the first of several imprisonments (1866) in San Quentin Prison. The punishment meted out in these prisons was severe, but Miner appears to have ingratiated himself to other inmates and staff. Indeed, he was to spend about half of his adult life in prisons, including a time in New Westminster Penitentiary in the early 1900s.

Miner spent his last years in a Georgia prison, among people somewhat in awe of their famous gentleman bandit. He died in 1913, at the age of 66, and was buried with an appropriate Christian burial, with pallbearers and interment in Milledgevillle's cemetery.

This book is a delightful reading experience, well illustrated with appropriate maps and such interesting additions as "wanted posters", letters, and a ballad written in Bill Miner's honour. The authors and editors have provided good sources and bibliography. The book would be enjoyed by anyone with a special interest in the history of the Western Frontier and a biographical approach to history.

Reviewer Arnold Ranneris is President of the Victoria Historical Society.

The Tenth Pupil

Constance Horne.
Vancouver: Ronsdale Press, 2001. 159 pp. $8.95 paperback.

REVIEWED BY PAT AJELLO

The Tenth Pupil is a novel set in a logging camp, Camp Mellor, on Lake Cowichan. Although Camp Mellor is imaginary, it provides an accurate picture of the camps of the period in terms of location, environment, buildings, equipment, flora, fauna, and the daily lives led by the loggers and their families. It tells of the ordinary and sometimes extraordinary occurrences during the school year 1934–1935 through the eyes of the main character, Trudy Paige, a grade 6 student. Each chapter tells of a separate incident: a fishing trip, a cougar threat, a storm, a school concert, the finding of a lost child, and so on.

Constance Horne provides a teachers' guide which gives excellent information about the period, including historical facts concerning the racial prejudice against Japanese Canadians current at the time, who had been forbidden from fishing by law a year or two earlier, and forced to find other work, such as logging. It also tells of the race riots that occurred in Vancouver. A map is also provided showing the location of the camp, and there are notes giving thoughtful topics for classroom discussion, suggested social studies projects, and archival photographs of the period. There is, in fact, nothing in the current social studies curriculum concerning the period covered by the novel, though this book could certainly also be used in a language arts class.

The title *The Tenth Pupil* refers to the fact that a rural or camp school needed to have at least ten pupils before being assigned a full-time teacher. At Camp Mellor the enrolment at the beginning of September 1934 is only nine. There is consternation among both parents and students, and much discussion takes place. Trudy has a brainwave: why not enrol the family dog Shaggy? He comes to school most days as it is. This is a delightful idea and might have led to some lively dialogue among the children, but unfortunately it is adopted and acted upon, though reluctantly, by both Mrs. Paige, a member of the School Board, and by the young teacher whose appointment is the first of her career. I find this a poor plot device, which could easily have been avoided while retaining the imaginative idea of the child. One might also take a moral stance and argue that children should not be introduced to the concept that parents and a teacher may lie to achieve their purpose.

The story opens with Trudy and two of her friends on "spark duty." They stand by the railroad track waiting for the Shay engine to pass by, showering sparks. Their task is to dip strips of fabric into pails of water, and to swat any embers which threaten to set fire to the dry grass. Children may find this activity of interest, as well as other chores expected of the children of their grandparents' time, compared with the chores they are responsible for today.

The Tenth Pupil is aimed at grades 4 through 7. It introduces the students to racial prejudice. Though the terminology is accurate for its time, I find the term "Japs" used by both children and adults in dialogue, offensive and unnecessary. A teacher might find herself compelled to explain that today the term is not considered polite, and this in itself could lead to difficulties, particularly for a Japanese Canadian student present in the class. The most dramatic incident of the novel describes a race riot witnessed by Trudy when she visits Vancouver and becomes caught up in it.

Generally, however, the writing is lacklustre, the characters bland, and incidents occur and are over with little attempt made to build toward a climax. One incident that does build tension concerns the Japanese Canadian boy, Shisi, (the "tenth pupil"), who saves the lives of loggers by walking bravely along the railroad track in a severe storm, swinging a lantern, in an attempt to halt a train that otherwise will collapse a badly-damaged bridge. However, even at this point, the climax, when Shisi sees the train approaching, abruptly ends the short paragraph with the words "It stopped."

In 2002 racial prejudice remains a serious concern for all of us, and particularly in schools in cities such as Vancouver, where frequently a large proportion of the students are immigrants hailing from many countries and speaking diverse languages in their homes. School boards, as well as the staffs of individual schools, have spent time, energy and imagination in building programs to help children focus on the similarities between peoples of different races, faiths, and customs. I doubt that this book, though likely of interest because it covers many and varied aspects of life in a 1930s era logging camp, has much to say concerning the solving or combating racial prejudice.

Reviewer Pat Ajello is a retired Vancouver schoolteacher.

Correction

April 22, 2002

Dr. Jacqueline Kennedy Gresko,
Douglas College,
Box 2503,
New Westminster, V3L 5B2

Dear Jackie:

I just got around to reading my latest *British Columbia Historical News* [35:2, Spring 2002, p 34] and noted with pleasure your review of the first Quest Library releases.

You had some very nice things to say about the series and about me but I must let you know that I cannot accept the credit you gave me.

I wrote the Robert Dunsmuir book and I do the Chronologies for each book in the series. I am also on the Editorial Board but I must give all the credit for the series to its Editorial Director, Rhonda Bailey of XYZ Publishing, Lantzville, B.C.

Rhonda Bailey is a publisher and editor with wide experience in Canadian publishing. She was approached by Andre Vanasse of XYZ Editeur of Montreal to establish an English version of the French language series of Canadian biographies he has been publishing for some time now. Since she began work in 1998, Rhonda has published seventeen books for The Quest Library—a publishing feat of amazing proportions I think you'll agree.

She deserves the credit you so kindly heaped on me in the final paragraph of your review.

Sincerely,

Lynne Bowen

cc: Rhonda Bailey,
Anne Yandle, Book Review Editor, *BCHN*

News and Notes

Please send information to be published in News and Notes to the editor in Whonnock before 15 August, 15 November, 15 February, and 15 May.

Above: *Ron and Kathy Blair at the book fair in Revelstoke. They claim to have ink in their veins after 34 years with Friesens. The Blairs recently donated a hundred BC and Alberta history books to the Revelstoke Museum and Archives.*

Friesens in BC

Community historians frequently choose Friesens to publish a book on their locality because of the helpful guidance offered in literature and workshops. Ron Blair has become the consultant to several hundred book committees, each with a satisfying conclusion.

Ron Blair was recruited by Friesens in 1968. He moved his family to Altona, Manitoba, where he did cover designs, then became a sales representative for school yearbooks. A group in Three Hills, Alberta signed on for a history book. Ron quickly designed a history book program and kit. This first history book led to many more and the Blair family transferred to Alberta, then later to British Columbia. In the early years he was assigned to present workshops in all four western provinces. His office has been in his home and his wife, Kathy, the faithful office manager who sorted out problems, made appointments, and kept things running smoothly for family and Friesens.

The workshops are available for interested groups, such as our own Historical Federation, or small local gatherings of nervous novices. Ron inspires and instructs. If a group agrees to proceed a contract is signed and work begins. Ron circulates through the province, stopping to check on each group. He is willing to explain, encourage, and advise on everything from picture management to computer techniques. Many a person feeling frustration and burnout has received helpful hints and a dose of renewed enthusiasm from him. Ron is quick to respond to queries by phone, fax, or e-mail but his visits over the kitchen table best serve to explain puzzling terms or procedures to worried editors.

Blair likens himself to a midwife at the launch of each community history book. He has worked with historians and would-be historians across the province. Most of the books combine family stories with accompanying reports on businesses, schools, churches, transportation and industry.

Recently Friesens printed *High Grade and Hot Springs* written by Edward L. Affleck. This history of Ainsworth held personal interest for Ron who had holidayed there with his aunt from his own childhood through his years as a family man with Kathy and their own children. Another Friesens success story is the Arrow Lakes Historical Centennial Series, the fourth of which, Milton Parent's *Circle of Silver*, took the Lieutenant-Governor's Medal for 2001 publications. Ron and Kathy have occasionally been dubbed, "Mr. & Mrs. Friesen."

—Naomi Miller

Honorary Citizens

Frances Welwood was selected Nelson's "Citizen of the Year" with a particular reference to her extensive volunteer work in the community including the Nelson Museum, &c., &c. Pixie McGeachie, member of the Burnaby Historical Society was made Burnaby's "2001 Citizen of the Year" and was presented with the Kushiro Cup at an Awards Ceremony in May.

Young Bambury's Travels

(See *BC Historical News*, Spring issue, 35:2, p 42). Harry M. Bright wants you to know that he is ready to ship a copy of his booklet *William H. Bambury's Travels-1894*, (spiral bound, softcover) to anyone sending him a cheque or money order for Cdn. $22.00. That includes mailing. Write to Harry M. Bright. PO Box 433, Metaline Falls, WA 99153, USA. This is a somewhat rough, but well told first-person account by a young prospector of his wanderings, mostly on foot, from the Boundary District to Douglas on Harrison Lake and back. It is an entertaining story with some surprises and glimpses of the relationships between First Nations and the new white settlers often ignored in historical writing.

Scots Heritage in British Columbia and the West

On page 41 of the Spring edition of *BC Historical News* (35:2) is a list of the talks that will be given at the conference on Scots Heritage in the west "and beyond," organized by the Centre for Scottish Studies at SFU, to be held in Vancouver from 12 to 14 September. The speakers and the subjects presented convey a sense of the range and breadth of the conference agenda. At this time the Centre for Scottish Studies is in the process of arranging for the addition of several musical performances and lining up experts for the Archival Roadshow component of the event. Space does not allow us to give more information, but please contact Wendy Sjolin at wendy_sjolin@sfu.ca by e-mail, or call her at 604.291.3689.

Women's History Month

The 10th anniversary of Canadian Women's History Month is coming up in October. Information will be available at http://www.swc-cfc.gc.ca/whm or contact founder Lyn Gough at yk239@victoria.tc.ca.

Powerhouse at Stave Falls

MOST Vancouverites are puzzled when I say that I have written a history of BC Hydro's plant at Stave Falls. Very few know where Stave Falls is, and most have no idea that it is part of BC Hydro's system of hydroelectric generating stations. This is not surprising. Although for a time between the wars Stave supplied most of the Lower Mainland's electricity, in the postwar period it has been eclipsed by giant developments on the Columbia and Peace Rivers.

Stave Falls, on the lower Stave River, is located north of the Fraser River, about 50 km east of Vancouver. First identified as a potential source of water power in the 1890s, electricity generated at the site has been sold commercially since late 1911. Today, power is still being generated there, but the old plant is no longer in use. Instead, a new facility has been built and the old building transformed into a visitors centre. This old power plant is an outstanding reminder of the richness of British Columbia's industrial heritage.

Built by Western Canada Power in 1909-1912, the plant had two generating units when it opened, and plans to add two more were already in place. Each unit consisted of a Swiss-made Escher-Wyss turbine and a generator built by General Electric. The total capacity of the plant was 26,000 horsepower. Western Canada Power and its predecessor, the Stave Lake Power Company, had a long, hard battle building the plant. Although local financiers played an important role in getting the project started in 1900, they ultimately had to go east, to Montreal, to meet the big-time capitalists at the Bank of Montreal and Royal Securities to raise additional funds.

When Western Canada Power took over the project, Robert E Hayward was appointed engineer-in-charge. Hayward, an Englishman with a number of hydroelectric projects to his credit, worked on the project for over ten years. He oversaw the project's development from a construction site to an operating power plant and supervised the installation of another generating unit in 1916. One of Hayward's first initiatives when he arrived in 1909 was to build a railway from the CPR's track at the mouth of the Stave River to the construction site, 10 km north. Reputed to be the shortest chartered railway in the world, the railway's slogan was "not quite as long as the CPR, but just as wide!" Until it was abandoned in 1944, the railway was used to haul a variety of cargo, transporting-among other things construction materials to the site and raw logs from the surrounding forests to mills at the mouth of the river.

In the early 1900s, when the Stave plant was built, the electricity business was at an early stage of development. BC Electric, the dominant player in the Vancouver market, provided power for the street railway interurban system and street lighting. Western Canada Power's early marketing strategy, in contrast, concentrated on supplying industrial customers with bulk power in order to maximize the return on its investment without having to build an extensive distribution network. This approach worked for a while, but wartime exigencies, combined with other factors, eventually forced the company into the arms of BC Electric in 1920.

Part of the attraction of the Stave Falls site to both Western Canada Power and its rival, BC Electric, was the fact that a second site, downstream at Ruskin, could also be developed to generate power. BC Electric had an advantage in that it held water rights in the nearby Alouette watershed. By diverting water from the Alouette into Stave Lake through a tunnel, even more power could be generated. Market demand forced BC Electric to act quickly, and by 1930 dams were raised at Stave Falls and two more generating units were added, while entirely new facilities were built at Ruskin and Alouette.

For many years, there was a company town at Stave Falls. Beginning as a raw construction camp it eventually matured into a relatively stable community. Recreation facilities and other amenites provided by the company helped make it an attractive place to live. The last operational employee left the camp in 1984. Two brick houses that were part of the campsite survive today.

When men signed off their shift at the power plant they sometimes noted that they were leaving the "station normal." That simple phrase captures a lot about what it was like to work at the plant. While in the early years the work required a certain amount of innovation, for most of the time working there was about mastering routines-endless rounds of maintenance and record keeping. The workplace had a clear hierarchy-from the helpers and apprentices through to journeymen and managers. Indoors, there were operators, electricians and machinists. Outside, there were labourers, carpenters, locomotive engineers, and even a ship's captain.

For BC Hydro, the question of what to do with Stave Falls only became a pressing issue in the 1980s, when the plant could no longer operate efficiently. Construction work on a new plant began in 1995 and was completed four years later. A number of options for the old plant were considered, including demolition, passive interpretation, and the establishment of a visitors centre. Demolition costs, combined with BC

Hydro's desire to contribute to local economic development and to educate the public about electricity and energy conservation, led to the decision to create a visitors centre in the old plant. The site's proximity to Vancouver also played a role. The official opening is scheduled for May 2002. In the meantime, organized school tours are being held; over 800 children visited the facility between November and December last year.

—Meg Stanley

Reprinted from Heritage, *Spring 2002, with kind permission of the Heritage Canada Foundation and the author.*

Meg Stanley is a historian and interpretive planner with Commonwealth Historic Resource Management in Vancouver. She prepared the interpretive plan for the history exhibit at Stave Falls and co-authored Station Normal: The Power of the Stave River *(Vancouver, Douglas and McIntyre, 2001), winner of a certificate of merit in the Competition for Writers of the British Columbia Historical Federation.*

The "Spanish Jar:" New Light from an Old Chart

NEW research strongly suggests that an 18th-century "Spanish jar" found in B.C. waters came from the frigate *Aránzazu*, and was lost July 20-22, 1792. The artifact came up in a fishing net in 1987 off the east coast of Langara Island at the northwest tip of the Queen Charlotte Islands. It is the lower portion of a large earthenware jar. Research identified it as a Spanish-style "olive jar" (though they were used to contain many things), possibly made in Mexico. Thermoluminescent dating showed it was made between 1720 and 1790.

In 1990, a UASBC team dived the area where the jar was found. They did not find any evidence of a shipwreck and speculated that the jar had probably broken and been tossed overboard.

But from what ship? A Spanish pot does not necessarily mean a Spanish ship. However foreign ships were banned from trading in Spanish ports. so a Spanish vessel was the most likely source. Only two Spanish ships are known to have been in the vicinity of Langara Island in the early days—the *Santiago* in 1774 and the *Aránzazu* in 1792—and only the *Aránzazu* went to the east side of the island. Trouble was we did not know precisely where she had gone.

Recently, the UASBC assisted John Crosse, a maritime historian researching the Spanish explorer Jacinto Caamaño. Caamaño commanded the *Aránzazu*. In July 1792 he anchored her off the southeast corner of Langara Island, staying two days and mapping the immediate area. Unfortunately, Caamaño's maps have not been properly published because his pen lines are too fine to reproduce well. Last year, John Crosse visited Spanish archives, tracing exact copies from Caamaño's originals, including the one of Langara Island. His results were published in the *British Columbia Historical News (*vol. 34, no. 4, Fall 2001).

The Langara map showed where the *Aránzazu* anchored (marked by an anchor, of course) and recorded a line of depth soundings up the east side of the island. The soundings were near to where the jar was found and were about the right depth too, a reassuring point since Caamaño was probably only estimating his distance from shore. So he was close. But how close?

To check that, my wife and I got on the computer. We superimposed a scan of Caamaño's map over a modern chart that is marked with a circle showing where (approximately) the urn was found. Naturally, there were lots of dissimilarities: varying orientations, a tendency for Caamaño's bays and peninsulas to be more prominent than in reality, and a glaringly inaccurate distance scale on his map. Fortunately, an article by Nick Doe, also in the Fall 2001 *British Columbia Historical News, e*xplained the scaling problem, which was common on old Spanish charts. We knew how to dispense with the scale and seek a "best fit".

We shrank the maps until selected landmarks were the same size on both. We got a good match for eastern Lucy Island and the reef off it—Caamaño was careful to get them right because they formed one side of his anchorage. Further north, both maps lined up at a headland where the shore starts to trend west, another important landmark for navigators. With this alignment, Caamaño's track went right over the area where the jar was found. One sounding is actually inside the circle!

An alternative approach was to align two widely-spaced "known" points. Again we used the eastern tip of Lucy Island but this time we stretched Caamaño's map further north along the headland, where his drawing most resembles the shoreline. This method swelled the size of the landmarks but hardly changed the end result. Caamaño's track still passes over the eastern edge of the circle.

A "best fit" implies some inexactitude, of course, but our results strongly suggest that the "Spanish jar" came from the *Aránzazu*. The very ship most likely to have had such a jar went pretty much right over the find spot.

It follows that the jar went into the sea between the evening of July 20, 1792, when the Aránzazu arrived at Langara, and her departure two days later. John Crosse speculates that a broken jar would most likely have been tossed on departure, as the crew cleared the decks after setting sail. If so, that places the "loss" shortly after 11 a.m., July 22, 1792.

The Spanish jar, which now graces the Dixon Entrance Maritime Museum at Masset, may well be the best—perhaps the only—artifact in BC to link us to a Spanish voyage of exploration.

—David Stone

David Stone is the executive director of the Underwater Archaeological Society of British Columbia. He also edits and takes care of the layout of their bimontly publication Foghorn.

Reprinted from Foghorn, *volume 13, No. 2, March-April 2002 with kind permission of the author and the Underwater Archaeological Society of British Columbia.*

Letters from Readers

The Depression

I was most interested to read in Vol 35, No. 1, Lillian Corriveau's article entitled "Looking for Grass," in which she describes the 1933–1934 migration on foot of the Eppard family with 300 sheep from the drought belt of Southern Saskatchewan to Nahun on the west side of Okanagan Lake. I have some childhood recollection of the travails that ensued when the Eppards discovered that they lacked the wherewithal to cross Kootenay Lake on the ferry from Gray Creek to Fraser's Landing. The Eppard migration was probably the largest sort of its kind, but they were not the only western migrants to find themselves stranded at the Gray Creek ferry landing on the east shore of Kootenay Lake. The following excerpts from the memoirs of former Gray Creek resident Frank Drew may be of interest to your readers:

Throughout the spring and summer, an endless stream of people headed west through the province searching for work and a better climate than the harsh, cold, long winters of Eastern Canada and the Prairies. The majority dreamed of Vancouver, a big city in a wonderful climate, where there must be the possibility of work and where existence would at least be easier. Some chose the Banff-Windermere route south to Cranbrook, others came through the Crowsnest Pass via Fernie. All had to travel through Creston up the east side of Kootenay Lake to Gray Creek. Many of them did not know that the ferry crossing to Fraser's Landing would cost money, or that the last trip for the day left Gray Creek wharf at 4:30 P.M. A car and driver were charged at $1.25; foot passengers 25 cents each. Many of the men travelling alone had "ridden the rods," that is, stowed away in railroad boxcars; others hitch hiked by car or truck and many just plain walked for hundreds of miles, seeking food or shelter at the small farms or settlements they passed.

Our house was set well back from the road, out of sight, so the majority passed us by and ended up at the ferry landing. If they had money, they could rent a cabin at the Auto Camp for $2 or $3 for the night and get a bowl of soup or a sandwich at the Lodge for 25 cents. They would still have to keep enough money for the steamer fare the next day. Many, or course, could not afford a cabin, so they spent the night on the beach or in their vehicles. Those who had no money at all would search for the nearest ranch or house to ask for assistance. They were men of all ages, some only lads of sixteen. We never encountered one who was rude or demanding. They all offered to work—splitting wood or digging the garden—to compensate for any meal and the privilege of sleeping in the hay barn. Having a surplus of fresh eggs, and, in the summer, fruit and vegetables, we incurred no great expense in giving them a decent meal, except the extra effort by my wife in cooking it.

I remember one elderly man who arrived leading a horse. He was trying to get back to his home near Castlegar but had missed the last ferry. Although he had enough money to pay for the crossing, he had none for food for the horse or himself. Having tended to the horse, the little man set to work splitting wood until suppertime. After supper, we told him not to carry on working as he and the horse had had a long day. So he retired gratefully to the barn. At about 5 A.M. the next day, I was awakened by the Labrador retrievers, Zephyr and her daughter Breeze, barking furiously. Sticking my head out of the window, I saw the little man on his hands and knees weeding a large vegetable patch. When we called him in for breakfast at about 8 A.M., he told us that he felt he had not done enough the night before to repay our food and accommodation, and he had noticed that the garden needed weeding and thinning, and hoped he had done the right thing, as wood splitting or sawing would have made too much noise and disturbed our sleep.

Another time, a small migrating family arrived in a haywire jalopy. The parents asked if they might walk through the orchard; the children, aged about six to eight, had never seen fruit growing on trees, especially cherries, plums or peaches. I think they had come from the great drought area of Saskatchewan.

—Edward Affleck

Lardeau: Two Settlements

Henry E. Stevenson of Nelson BC, familiar with the settlement of Lardeau on the west shore of Kootenay Lake, wondered if there could have been two settlements bearing the same name.

On the map on page 23 of the Spring 2002 issue of *BC Historical News*, a settlement named "Lardo (Lardeau)" is shown on the north east arm of Upper Arrow Lake, east of Arrowhead.

I apologize to volunteer mapmaker Cathy Chapin for insisting, against her advice, to show the Upper Arrow Lake settlement of Lardeau as "Lardo." The name of this settlement Lardeau was never spelled that way.

Indeed, two settlements existed at the same time, with the same name, but with

a different spelling. As this detail of an 1897 CPR map shows, the name "Lardeau" was used for the Upper Arrow Lake settlement and the name "Lardo" for the settlement on Kootenay Lake. In 1899 a post office was opened at Lardo, but not before 1947 did Lardo on Kootenay Lake become Lardeau. (See also: Akrigg, *BC Place Names*).

The 1901 article on the Lardeau published in the Spring 2002 issue of *BC Historical News* does not mention the lumber settlement of Lardeau on Upper Arrow Lake. By that time Lardeau had lost its struggle against nearby Comaplix and Thomsons Landing (Beaton) to become the shipping centre for the mining camps in the western part of the Lardeau mining division. Milton Parent deals with this at length in his prize-winning book *Circle of Silver.*

—the editor

Historical Diversion

R.G. Harvey's interesting article, "The Trek of the Huscrofts in 1891" (35:2) unfortunately repeats a century-old error. The author prefaced his essay by stating "William Adolph Baillie-Grohman *conceived* a perfectly feasible scheme" to divert the Kootenay River into the Columbia River at Canal Flats. The error that Baillie-Grohman conceived the idea of the diversion is so frequently stated that it has assumed the guise of historical fact.

The original idea for the diversion scheme came from a Kootenay pioneer, David McLoughlin, son of HBC's Dr. John McLoughlin. His lengthy letter to the *Spokane Falls Chronicle*, published in September 1881, outlined the project in detail—one year before Baillie-Grohman arrived at the flats south of Kootenay Lake and two years before he ventured into the East Kootenay region where a canal was later constructed. Circumstantial evidence suggests that another Kootenay pioneer, Richard (Dick) Fry, was also instrumental in devising the scheme.

—R.J. (Ron) Welwood

Archives and Archivists

Editor Frances Gundry

Museum at Campbell River Archive Research Centre

NESTLED on the lower floor of the Museum at Campbell River is a gateway to the diverse history of the Northern Vancouver Island region. That gateway is the archival collection in the Museum's Archive Research Centre: letters, diaries, company records, oral histories, photographs, and ephemera. Overlooking Discovery Passage, the Research Centre is an excellent setting to discover the history of the coastal communities and people of the region.

Campbell River's museum was begun by a small group of collectors in 1958. It was during the 1970s however, that a series of local initiative projects established a firm foundation for the archives. The records collected during this period provided a solid body of information and confirmed a commitment to documenting the history of the region through continued active collection of archival material.

Over the years the archives has initiated and collaborated on several research and collecting projects. One such example is the "Women of Northern Vancouver Island" historical record, developed in response to the limited material available about the lives and experiences of women who lived on this coast. The interviews recorded and archival material collected during the project document an often isolated transient lifestyle, which was inextricably connected to the resource industries of logging and fishing. The project produced four widely respected videos, and a range of researchers with varying research topics access the Women's History Fonds.

Aside from the results of subject driven research projects, the archival collection continues to grow with incoming donations. Recent notable acquisitions are the personal papers of Roderick and Ann Haig-Brown and the files of long serving Comox-Alberni MP Tom Barnett. These and other acquisitions provide an ever increasing range and depth of topics that can be explored in the Archives Research Centre.

One of the most commonly requested areas of the collection are the original archival photographs. The images, numbering over 30,000 in total, provide infinite details and wonderful glimpses into the everyday lives of the people of the region. Photographs from the collection are frequently featured in books, magazines, video productions, and more recently Internet Web sites. You will also find copies proudly displayed in several local businesses and private homes.

Initially access to the archival holdings was severely limited due to the shortage of space in our previous location. However, when the museum moved to a new purpose-built facility in 1994, the Archives Research Centre was open for business. Within the first two years of operation in the new location the number of researchers increased by a hundred percent. Yet, despite the marked increase in use, many people are still unaware of this valuable resource and are pleasantly surprised by the quality and quantity of material housed at our facility.

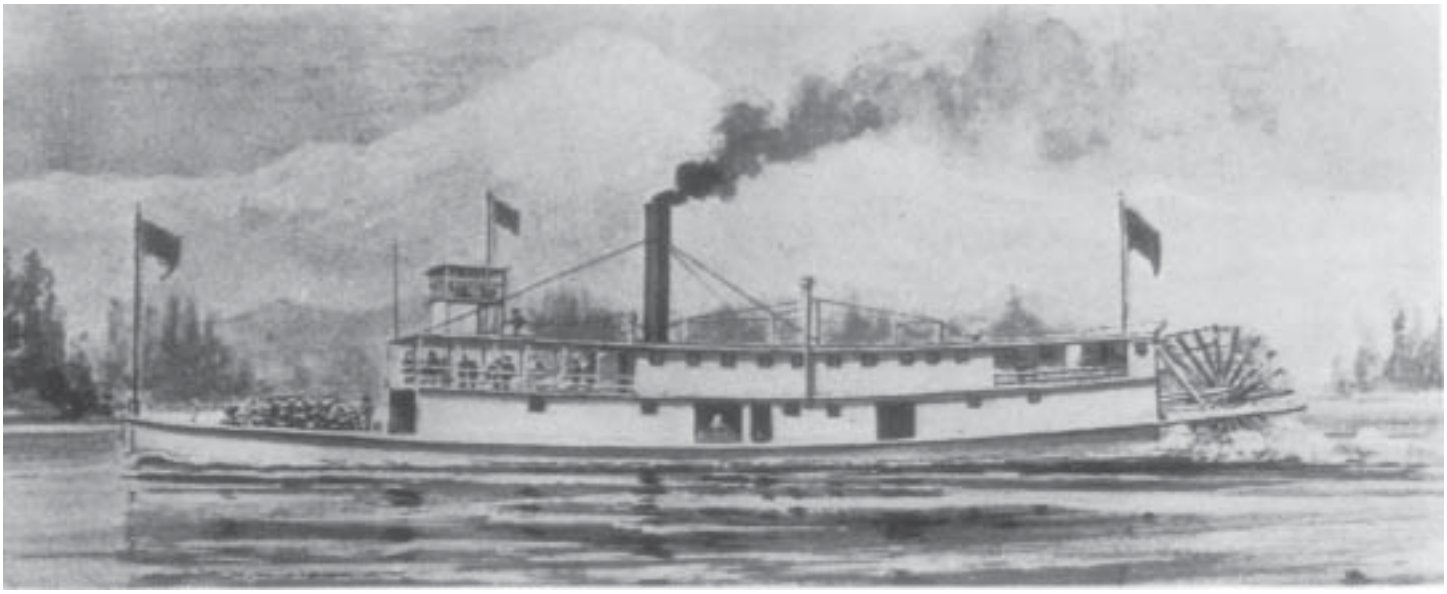
A listing of the Archive Research Centre's holdings appear on BCAUL or can be accessed through our Web site at <www.crmuseum.ca>. The Archives Research Centre is open Tuesday through Friday from 1–4 P.M. and is located at 470 Island Highway in Campbell River, BC.

—Sandra Parrish

Sandra Parrish has been Collections Manager at the Museum at Campbell River since 1990 and responsible for the management of archival and artifactal collections.

Steamboat Round the Bend

by Edward E. Affleck



Above: *The picture of the* Colonel Moody *originally came from Lewis and Dryden's* Marine History of the Pacific Northwest. *Through the skilful manipulations of Helga Martens, Art at Work Productions, the vessel was given a new background and a snappier sheer than the original vessel may have had.*

The *Governor Douglas*, the *Colonel Moody*, and James W. Trahey

THE discovery of gold on the bars of the Fraser River above Hope and on the Thompson triggered an invasion of British Territory by seasoned prospectors who now found that the pickings in California and Nevada were somewhat slim. By 1858 the human invasion was in full force and it was accompanied by an invasion of US coastal and river steamers, particularly that efficient economic battering ram the sternwheeler. Strictly speaking US vessels had no business working between Victoria and the Fraser River or up the Fraser, but Governor Douglas was in an invidious position. If he attempted to close the Fraser to US vessels, the pesky Yankee prospectors would simply sneak into the Fraser Valley via Bellingham Bay and the Sumas gap. Douglas proceeded to issue "sufferances" to US vessels and yearned for the day when sufficient British bottoms would be available to cope with all the traffic.

The vacuum in local shipbuilding was filled promptly in mid 1858 by the appearance of a native of Nova Scotia, James Trahey, who had learned the shipbuilding trade on the eastern seaboard, but had been lured with many of his countrymen to the California gold rush. On his arrival in Victoria, Trahey established a shipyard on Songhees land in Victoria's inner harbour, and by September, 1858 had launched his first steamer, the pint-sized sidewheeler *Caledonia* for a Yankee concern intent on working a lighter between Esquimalt and Victoria harbours. The *Caledonia* was adequate for this type of service but the temptation to send her over to the Fraser River was too great. She was too small and underpowered for the Fraser trade and got into many difficulties.

Before Trahey moved his yard across the harbour to Laurel Point, he completed a considerably more imposing vessel, the sternwheeler *Governor Douglas*, for the Victoria Steam Navigation Co. a syndicate whose driving force was a seasoned steamboat man, Alexander Sinclair Murray, who sold out in 1860 to Captain William Irving, perhaps the most famous of the Fraser River skippers, and went out to Australia to make his fortune on the Murray River. Equipped with powerful engines manufactured in San Francisco, the *Governor Douglas* gave a brilliant performance during her trials in January, 1859 and proved to be the first in a long line of successful shallow-draft sternwheelers designed by the gifted Trahey for the inland trade in the new colony of British Columbia. A second sternwheeler, the *Colonel Moody*, virtually a sister ship, was launched at Trahey's Laurel Point yard in May, 1859 for the syndicate, which then purchased a small US sternwheeler. The syndicate sought to establish a monopoly on the Fraser River trade when they petitioned the colonial government for incorporation as the British Columbia and Victoria Steam Navigation Co. Ltd., but the monopoly section of the bill of incorporation was rejected by a government well acquainted with a formidable competitor, the Hudson's Bay

Company. The amended bill was passed in February, 1860 and the new company managed for about two years to dominate the trade, with the *Governor Douglas* working between Victoria and New Westminster, the *Colonel Moody* between New Westminster and Hope, and the Str. *Maria* between the mouth of the Harrison River and Port Douglas at the head of Harrison Lake.

The lives of both the *Governor Douglas* and the *Colonel Moody* were relatively brief, and thereby hangs a tale. The wily William Irving apparently realized that the coming transfer point for trade to the Cariboo would be established at Yale. Both of the bigger vessels of the B.C. & Victoria Steam Navigation drew too much water to work the Fraser River upstream from Hope with much success. In the mode of the time, Irving proceeded in 1862 to sell his shares in the existing company, then to form a rival concern, the Pioneer Line. He ordered from Trahey a more nimble vessel, the sternwheeler *Reliance*, capable of working up to Yale without undue difficulty. Within two years the older company was bankrupt. The *Governor Douglas* and the *Colonel Moody* were bought up at a distress sale, promptly broken up and their powerful machinery sold out of the colony, thus removing them from competition in an increasingly sanguinary competition developing in the Fraser River trade. In a series of articles published decades ago in the *British Columbia Historical Quarterly*, Norman Hacking has written a vivid account of the cut-throat competition pervading steamboating on the Fraser River in the 1860s. Steamboat afficionados will find Hacking's series irresistible.

An early demise robbed the *Governor Douglas* and the *Colonel Moody* of their renown as the first sternwheelers built in British Territory on the Pacific Coast. An early demise also snatched from James W. Trahey his due laurels as a pioneer shipbuilder. Contemporary issues of the *Victoria Colonist* do give him some credit for his shipbuilding prowess, but more frequently his name appears in press reports of court proceedings. The magistrate's court saw fit to fine the convivial but choleric Trahey for his involvement in bar brawls, while the supreme court wrestled with his claims against steamboat owners, who went broke with some frequency in the 1860s. Trahey died suddenly on 26 December 1868 at his home in Victoria of a heart attack, leaving a grieving widow but no offspring. The grieving widow is said to have remarried with commendable promptitude and to have departed from the colony. There was, accordingly, no one around to hold the torch for Trahey when Lewis & Dryden's Marine History of the Pacific Northwest was compiled in 1896. To be granted sketchy coverage in Lewis & Dryden was to be virtually erased from marine history.

Trahey and his legacy to British Columbia of well designed sternwheelers deserved a better fate.

This is the first of what promises to be an interesting series of brief accounts on the history of early steamers in British Columbia by this authority on the subject.

Winners of the Competition for Writers

SHIRLEY Cuthbertson announced the winners of the Federation's Historical Writing Competition at the Federation's Award Banquet in Revestoke.

From the hands of Alice Glanville, honorary president of the Federation for the past year, MILTON PARENT received the Lieutenant-Governor's Medal for his book *Circle of Silver* published by the Arrow Lakes Historical Society. In the judges' opinion [Milton Parent's book] "…adds to the mining history of the province, covers the subject thoroughly, and shows strong original research, using excellent pictures and unique maps."

Runners up were the late TERRY REKSTEN for *The Illustrated History of British Columbia*, published by Douglas and McIntyre: "…the best yet of the illustrated histories, with over 300 maps, illustrations and unique archival photographs....The emphasis is on people and their individual stories...a delightful read and good visual presentation;" and DEREK HAYES for *First Crossing: Alexander Mackenzie, His Expedition Across North America, and the Opening of the Continent*, "...a landmark book on the Mackenzie expedition,...an attempt to give Mackenzie the same level of [regard] that Americans give Lewis and Clark....an extraordinarily beautiful book...crammed with information and insights."

Mentioned with distinction were: ROBERT D. TURNER for *Those Beautiful Coastal Liners: The Canadian Pacific Princesses*, published by Sono Nis Press. "...a beautiful book [that] provides enough for the buff, and is still readable for the generalist."

A Stó:lō-Coast Salish Historical Atlas, edited by KEITH CARLSON et al. published by Douglas & McIntyre: "...a unique and significant approach to First Nations history."

DOUGLAS C. HARRIS for *Fish, Law, and Colonialism: The Legal Capture of Salmon in British Columbia* published by University of Toronto Press: "...an original and unusual study of Native self-regulation ... a [resource] for teaching Native-European history, [including] how conflicts were shaped by law."

MEG STANLEY and HUGH WILSON for *Station Normal: The Power of the Stave River*, published by Douglas & McIntyre for B.C. Hydro: "…*a* good, solid, readable and attractive study of Stave Falls development in the 1920s and re-development in the late 1990s."

Pioneer Poetry

Orchards frothing with blossoms or spangled with fruit have inspired generations of poets. The vast Okanagan orchards were the most renowned in BC but the Kootenays also had a thriving fruit-growing industry.

While travelling in that area, Lloyd Roberts (son of famed poet Sir Charles G. D. Roberts) considered the orchardist's lot.

THE FRUIT-RANCHER

He sees the rosy apples cling like flowers to the bough;
He plucks the purple plums and spills the cherries on the grass;
He wanted peace and silence,—God gives him plenty now—
His feet upon the mountain and his shadow on the pass.
He built himself a cabin from red cedars of his own;
He blasted out the stumps and twitched the boulders from the soil;
And with the axe and chisel he fashioned out a throne
Where he might dine in grandeur off the first fruits of his toil.

His orchard is a treasure-house alive with song and sun,
Where currants ripe as rubies gleam and golden pippins glow;
His servants are the wind and rain whose work is never done
Till winter rends the scarlet roof and banks the halls with snow.

He shouts across the valley and the ranges answer back;
His brushwood smoke at evening lifts a column to the moon;
And dim beyond the distance where the Kootenai snakes black,
He hears the silence shattered by the laughter of the loon.

—Lloyd Roberts

Yvonne Klan is putting together a collection of pioneer poetry from which she kindly selected this poem for BC Historical News.

Family History

by Brenda Smith

AN "I Brake for Cemeteries" bumper sticker is fair warning that the passionate family history researcher has hit the road. All winter you have studied census records, corresponded with relatives, worked hard to understand your discoveries. But oh, how you long for a glimpse of the old homestead, or to read the inscription on great-uncle's grave marker.

Now is the season for a field trip to satisfy your craving for on-the-ground experience in ancestral territory. This may be the opportunity to visit an aging relative, or attend a family reunion. Here are a few tips for making your trip more than a wander through the countryside.

Before planning your itinerary, get an overview of the history and geography of the region you plan to visit. Be alert for jurisdictional changes that may affect where you look for traces of your forebears. If possible, make advance contact with newspaper, church, and municipal offices. Be aware that local family history organizations are often recessed in the summer. Know the open hours and costs for research assistance in the archives of local museums. Determine the holdings of archives and libraries so that you can make the most of your research time. Make appointments to visit archives, relatives, and neighbours. And make alternative plans in case the first plan is frustrated, or you have a chance to extend the scope of the trip.

Have mercy on your travelling companions. Give them the opportunity to contribute to the program. For the tourists in the group, plan holiday events and rests. If you are travelling with children, arrange childcare for your research time.

Develop checklists of the clothing and equipment you will need to take advantage of the research opportunities on your trip. Checklists help you pack to leave home, support preparations for day trips, and are a useful tool for repacking when it is time to leave.

Prepare a workbook for each surname you expect to research. Include pedigree charts, family group sheets, research notes, photographs, and your prioritized questions. Add plenty of lined letter-size paper and polypropylene sheet protectors. Take along summaries and photographs to share with relatives.

Maps are an invaluable part of trip planning and execution. Historical maps help you understand how the countryside looked in times past, and how your ancestors might have used the land. Road and topographical maps help you pinpoint the present-day lay of the land, and reduce the likelihood of getting lost.

Dress for archival work should be "business casual" and comfortable. But for prowling in a cemetery, pack comfortable shoes, mud boots, rain gear, and warm clothing. Your travel tool kit should include money for parking, photocopying, and nourishment; gentle tools for cleaning cemetery markers; camera and film; and tape recorder, video camera, and blank tapes.

Serendipity doesn't just happen. Happy accidents are the result of good background research, effective communications, and careful planning.

Sources: Maps: Geological Survey of Canada, Vancouver, BC; Rose, Christine and Kay Germain Ingalls. *The Complete Idiot's Guide to Genealogy*. New York: Alpha Books, 1997; Smith, Brenda L. *Pack Your Parachute: The Research Plan*. Maple Ridge, BC: Wellspring Communications, 1999.

Web Site Forays

by Gwen Szychter

IN my last "Web site Forays," I wrote about what I considered the major archives in British Columbia. In this issue I'll undertake to explore some smaller community archives, with no particular focus except to bring them forward for readers' attention.

Most small community archives have no on-line databases and their respective Web sites merely state the general contents of the archives. The Web site for the Chilliwack Archives at <http://chilliwack.museum.bc.ca/cm/archives/index.htm> includes a listing of its holdings which one can browse and a search feature for accessing the database.

Even when a listing is all that is made available, some times those contents can be especially revealing. The Creston and District Archives, for example, in its resource list at <http://www.museum.bc.ca/cvm/archives.htm> includes the birth, death and marriage records from 1909 to 1973, as well as a partial index of the Creston Review from 1909 to 1975 and a complete index of the Creston Valley Advance from 1900 to the present.

The Courtenay Museum, which I visited earlier this year, has a fabulous collection of photographs. Samples of over a dozen from the Archives can be viewed on the Web site at <http://www.courtenaymuseum.ca/directory/main.html> by clicking on the photograph. Interestingly, this institution charges a "$5.00 annual user fee for the archives," which is certainly not an onerous expense for researchers.

On occasion, when the institution is linked to the local government, the Web site is a little more difficult to find. This is the case with the archives in my own community, Delta. One has to travel through the Web site of the Corporation of Delta before arriving at the page for the Delta Museum and Archives at <http://www.corp.delta.bc.ca/p&r/museum/museum_home.htm>.

In some instances, the archives contain municipal records, as well as materials relating to individuals, families and organizations. A case in point is the Archives of the Fraser-Fort George Regional Museum for which the link is <http://www.pgonline.com/ffgrm/research.htm>. In the list entitled "selections from the archives" you will find municipal records such as the Prince George and District cemetery records for the period 1928 to 1983.

Small communities in the past often didn't have their own newspaper, which can make research doubly difficult. The Gabriola Island Archives has solved that problem by extracting relevant news items from the Nanaimo newspaper and posting them on its Web site. These items from the 19th century can be found on the Gabriola Archives site at <http://www.island.net/~gm_chin/gmarch.html>.

Not all small or community archives include a list of their holdings on their Web sites. The Web site for the South Peace Historical Society Archives at <http://www.calverley.dawson-creek.bc.ca/HiSoc.html> is among the many that do. However, it is the only listing that I can recall which included a "Restaurant Menu Collection" and a "Commercial Calendar Collection." Those two entries stood out in the company of the more usual items of an obituary collection and many photo collections.

And, lastly, there are new discoveries to be made in community archives. In this case, the town of Whistler, for which the URL of the Archives is <http://collections.ic.gc.ca/myrtlephilip/flash_index.html> has a very sophisticated site. Not being a fan of either sound or movies on Web sites, I didn't click on the "Play Intro Movie," a feature that will no doubt appeal to some internet users. The quality of the photographs displayed is impressive—no doubt a reflection of the fact that the Web site is connected to Industry Canada's Digital Collections program.

I've gathered here a smattering of what we can access for research on the internet. The only possible order is alphabetical, but I would point out that in every case research in archives, whether large or small, still demands that we go back to the basics: a personal visit and a commitment of time.

The link to Gwen Szychter's own Web site is <http://www.ladnerslanding.com.home.html> She just added an archive of her *History Helps* newsletter to the site.

Best Article Award

The winner is Freeman Tovell

The jury writes: "Again, it was a challenge to choose the best article in British Columbia Historical News (2001). The amount and depth of research that went into several of the articles was impressive. Writing skills presented the research in a readable way. There was one article that stood out and that was our choice: "Chief Maquinna and Bodega y Quadra" by Freeman Tovell (Vol. 34:4). We congratulate Mr. Tovell on his outstanding research and ability to translate it into enjoyable reading."

History Web site Prize 2001

by Christopher Garrish

British Columbia Licence Plates

WE are surrounded by licence plates in urban British Columbia. We see them everyday on the roads we travel and in many instances we possess a pair or more of our own. These funny little pieces of metal that we attach to our vehicles can, if properly read, reveal a lot about who we are.

They let people know where we come from, and they announce the arrival of out-of-province visitors to our roadways. They can indicate a motorist's occupation, skills, or even their hobby. A licence plate can further reveal where and when a vehicle was first registered.

It is also possible to identify with licence plates in a personal sense. Many years ago BC motorists could request certain numbers that matched their phone number, address, or birthday. Today, we have the option of personalizing our plates; announcing to anyone, and everyone who we are, distinguishing our vehicles in the process.

A licence plate can also reflect the values of a society. After a long absence from its plates, New York is once again announcing that it is "The Empire State," New Hampshire will "Live Free or Die," the District of Columbia resents "Taxation Without Representation," Quebec will always remember: "*Je Me Souviens*," while Puerto Rico controversially pushes its own sovereignty: "*Estado Libre Asociado de Puerto Rico*." In British Columbia, we have been "Beautiful" for almost forty years, but is this all we are? Most of the proposed slogans that have never made it onto our plates have dealt with the natural beauty of the province ("Land of Beauty," and "Supernatural"). But other suggestions have attempted to celebrate industry ("Industry Moves West," and a proposal to design plates in the shape of a log to promote forestry), and First Nations heritage ("Totemland").

Above: *Christopher Garrish's licence plate reads "BC plates," as does the address of his winning Web site <hrrp://www.bcpl8s.ca>.*

Why have our licence plates carried the same old slogan for so long? Unfortunately, the history of BC licence plates is one that has remained largely unrecorded. For instance, why did ICBC switch to pink coloured registration decals for the last two months of 1996? Why were the 1967 plates painted red-on-white? Did somebody really sabotage the 1948 plates causing all the paint to peel off? Is it true that prisoners once made BC's plates? Who was the first vehicle in BC registered to, and when? The list of questions could go on.

I am, therefore, very honoured that my site; "British Columbia licence Plates," has been selected by the British Columbia Historical Federation and David Mattison to receive the 2001 BC Historical Web Site Award. Not only has winning this award encouraged me to continue my research, but it has also been very important to me on a number of other levels. To a degree, it has validated the study of licence plates as an historical topic (albeit, as a rather obscure one). More importantly, it reinforces my belief that the Web is the ideal medium in which to publish such a history.

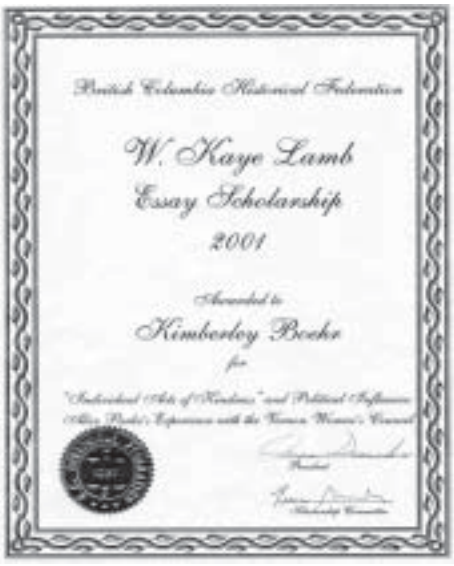
If you haven't already done so, please feel free to click your way through cyberspace and visit:

http://www.BCpl8s.ca

Writing Competition

Above: *Honorary president Alice Glanville presented the Lieutenant-Governor's Medal for Historical Writing for 2001 to Milton Parent for his book* Circle of Silver *published by the Arrow Lakes Historical Society. More winners on page 35.*

W. Kaye Lamb Essay Scholarships



British Columbia Historical Federation's scholarship judges awarded a W. Kaye Lamb Essay Scholarship of $750 to Kimberly Boehr for her essay "Individual Acts of Kindness and Political Influence: Alice Parke's Experience with the Women's Council," recommended by Dr. Duane Thompson of Okanagan University. Readers will find the winning essay in the Spring issue of *BC Historical News* (35:2).

Revelstoke 2002

by Naomi Miller

REVELSTOKE, the Railway City, presented an attractive face with its revitalized homes and businesses, colorful gardens, and backdrop of peaks topped with new snow. Ninety-four delegates from 21 member societies plus a few friends appreciated the program, tours, and overall hospitality. Revelstoke boasts four museums: the Revelstoke Museum & Archives, Revelstoke Railway Museum, B.C. Interior Forestry Museum, and Revelstoke Firefighter's Museum. We saw them all. A book fair and quilt show was open to the public for the three days adjacent to the meeting rooms. Members of Mt. Revelstoke Quilting Guild brightened the book fair room considerably with a display of their beautiful quilts.

Thursday evening in the Revelstoke Museum the official welcome was given by Gail Bernacki, Mayor of Revelstoke. Museum Curator Cathy English and Historical Association president Helen Grace gave the background of their museum development under the leadership of the dynamic Ruby M. Nobbs. A panel display dedicated to the memory of Mrs. Nobbs was unveiled by her son, Fred Dowdy, his wife Minnie and their son Grant.

Friday morning the eager attendees were given descriptions of past and present programs and activities that make Revelstoke a great place to live. Dr. Battersby, Lyn Dyer, Lynne Barisoff, Tom Knight and Ken Magnes presented their committee's highlights. Cathy English, museum curator, finished the morning with tales of very special, mostly humorous, activities and people in early Revelstoke.

Delegates had a choice of four tours each afternoon. The Rogers Pass tour was conducted by two Parks Canada staff members who wove together railway history with descriptions of flora and fauna, geology, and avalanches. They looked at Avalanche Mountain while the drama was recounted of the slide that killed 58 workers in 1910.

Above: Emily Joan Desrochers has never missed a conference since her first one in Surrey in 1998. Here she is with Revelstoke Queen Kristin Marcolli and Revelstoke First Princess Christy Tisdale..

Those who visited the BC Hydro's Revelstoke dam were startled when told: "No backpacks, no purses, no cameras allowed." This security measure had come to this friendly site in the aftermath of 9/11. The groups were escorted through many different floors and chambers, then to the top of the dam where the panoramic view included "toy cars" in the parking lot below. Following the dam tour we visited the BC Interior Forestry Museum, a new facility with some excellent displays.

The city tour by bus, with Cathy English as guide, drew rave reviews. The walking tour led by Helen Grace of necessity covered less ground but was rich in commentary and a closer look at a couple of heritage homes.

The Railway Museum hosted all on Friday evening. Everyone becomes a train buff in that setting. Diesel engines pulling up to 125 cars glided along the main CPR line beside the building, while a giant Mikado steam locomotive and a business passenger car loomed over observers indoors. The simulator turned many a greybeard into a boy at the controls.

Saturday the annual general meeting was very well attended by 78 voting delegates. Treasurer Ron Greene reported that financial affairs are most satisfactory. Shirley Cuthbertson described the hurdles overcome by the judges who had to read 42 books between November and February. Frances Gundry outlined the format for the senior and junior W.K. Lamb Essay contest, and John Spittle presented updates on Trails and Markers with his usual flash of humour. Regrets were expressed that our Archivist, Margaret Stoneberg, had not recovered enough to attend. The Federation currently has 4,200 members across British Columbia, involved in 44 local societies. Each society representative told of the highlights of activities in his or her community.

A hearty vote of thanks was given to Melva Dwyer for arranging two workshops given on Thursday. Linda Wills of the Vernon Museum spoke on the pres-

ervation of historic photographs and Allen Specht lectured on oral history. The AGM concluded with election of officers, chaired by Ron Welwood.

That Saturday afternoon we were out and about again. The dam tour, city bus tour, and walking tour were repeated for different participants. A fourth group went onto Mt. Revelstoke to view the site of championship ski jumping—we also saw a bear. Pat Dunn of Parks Canada led a leisurely walk laced with ski history and a botany lesson.

At the awards banquet on Saturday night Milton Parent of Nakusp received the Lieutenant-Governor's Medal for Historic Writing from the hands of outgoing Honorary President Alice Glanville for his book *Circle of Silver;* the fourth in the Arrow Lakes Historical Society's Centennial series. After the awards had been announced, patrons filled their plates from a delicious buffet, catered by a third generation Italian restaurateur. The theme for the banquet was "A Salute to Revelstoke's Italian Community" and the hall was decorated with posters prepared by pioneer Italian families for Revelstoke's centennial in 1999.

After dinner Helen Akrigg accepted the nomination as Honorary President of the Federation and Myrtle Haslam was lauded for her many contributions to BC history and named an Honorary Life Member.

Ramona Rose of the University of Northern BC received the yardstick to take home in preparation for the 2003 conference in Prince George. A happy weekend concluded with a concert by local musicians Saskia Munroe, Darrel Delaronde, and Krista Stovel. Their six songs were all based on stories from local history events.

Thanks to Revelstoke volunteers, hosts and hostesses, and especially the conference committee of Liz Barker, Helen Grace, Shirlee Ludwig, Marlene Pelttari, Cathy English, and many other volunteers.

Left: A word of thanks spoken by Helen Grace, president of the Revelstoke & District Historical Association, to Cathy English, conference co-ordinator. In return Cathy thanked the other Revelstoke volunteers, hosts and hostesses, and especially the conference committee: Liz Barker, Helen Grace, Shirlee Ludwig, Marlene Pelttari.

Right: Peter and Naomi Miller and Joel Vinge, our always good-humoured subscription secretary. Naomi served as president of the Federation, as editor of BC Historical News, *and kindly agreed to write a report about the conference for "the News."*

Left: *At the welcome reception at the Revelstoke Museum a panel display dedicated to the memory of the dynamic Mrs. Ruby Nobbs was unveiled by her son, Fred Dowdy, his wife Minnie and their son Grant.*

Right: *At the BC Interior Forestry Museum Enabelle Goreck, president of the Okanagan Historical Society, Irene Alexander of North Vancouver, and Tom Lymbery of the newly-established Gray Creek Historical Society are studying a slice of a 480-year-old Engelmann spruce providing a timeline starting from about the time Jacques Cartier explored the St. Lawrence to find a water route to the Pacific and the Orient. Tom may be pointing at the time when BC joined Canada.*

Left: *A hearty vote of thanks to Melva Dwyer for arranging two succesful workshops by Linda Wills and Allen Specht. Melva (left) is seen here with Allen Specht and Ramona Rose, conference chair of the 2003 conference in Prince George.*

Right: Morag Maclachlan (centre), Yvonne Klan, and Peter Trower discussing Morag's plan of action to give Annacis Island its orginal name back. Annacis Island was originally named after Noel François Annance: Annance's Island.

Right: *Against a backdrop of the Columbia and the snow-capped mountains are Alistair Ross, Ron Welwood, Frances Welwood, and John Spittle..*

Right: *Springtime in the rockies. Bag lunch on the shores of the Columbia. From left to right: Irene Alexander, Ron Greene, Ann Greene, Arnold Ranneris, Eileen Mak, and Helmi Braches.*

Right: *Officers of the British Columbia Historical Federation. Front row, left to right: Ronald Greene (treasurer); Gordon Miller (recording secretary); Arnold Ranneris (member at large). Back row, left to right: Roy Pallant (2nd vice president); Ron Hyde (secretary); Wayne Desrochers (president); Jacqueline Gresko (1st vice president); Ron Welwood (past president). Missing are Melva Dwyer (member at large), and Fred Braches (editor), who took the photo.*

Federation News

New Members

Welcome to the Women's History Network of British Columbia, who joined our members as an Affiliated Group. The WHN BC incorporated as a society in 1996. Their mandate is to enhance interest and encourage activity in women's history across BC. We encourage interested readers to contact WHN's president, Carrie Nelson, Malaspina University College, 222 Cowichan Way, Duncan BC V9L 6P4. 250.743.3679. <nelson@mala.bc.ca>

Gray Creek Historical Society is the most recent addition to the membership of the Federation. The society has just been incorporated. They have five directors and a growing number of members. If you are interested in joining them, call Treasurer Janet Schwieger at 250.227.9210. Or call President Tom Lymbery at 250.227.9315. Tom Lymbery is an avid supporter of the Federation and *BC Historical News.* He never seems to miss a conference and for many years the Gray Creek Store has been selling copies of our magazine.

Warm Welcomes & Fond Farewells

During the conference in Revelstoke we said goodbye and thank you to a few members of the executive and committees. Their contribution and dedication helped us achieving our goals promoting BC history. We also welcomed and thanked those stepping forward to replace them in their positions. Some just changed hats.

Alice Glanville stepped down as honorary president. We are honoured that Helen Akrigg agreed to assume that position.

Ron Hyde has agreed to be the Federation's secretary, replacing Arnold Ranneris, who will continue on the executive as a member at large.

Elizabeth (Betty) Brown has served the Federation since 1999. Gordon Miller will assume her position as recording secretary.

Frances Gundry retired from her position heading the W. Kaye Lamb Essay Scholarship Committee. We welcome Robert Griffin as her replacement in that position.

Shirley Cuthbertson ably headed the Writing Competition since 1998. She has now handed the torch to Helmi Braches.

John Spittle

Above: *Helen Akrigg, the Federation's honorary president, at the Awards Banquet in Revelstoke.*

PATH Conference,

First Vice President Jacqueline Gresko and Treasurer Ronald Greene thank the conference sponsors, Canada's National History Society and the Historica foundation, for a wonderful opportunity to visit Quebec, to network with historical society representatives from across Canada, and to discuss history in education. We would also like to thank the British Columbia Historical Federation for sending us as delegates.

The goal of this conference was to establish a national network of people working to popularize Canadian history at the grassroots level. The conference activities included tours of Quebec historic sites, sessions on organization, publications, education activities, and fundraising for historical societies.

The PATH group in Quebec identified two distinct issues to fight for: Canadian history course for secondary school students and the post-1901 Canadian census information. For more read *PATHnewsletter* May 2002 on Canada's National History Society's Web site <http://www.historysociety.ca/en/path/pathen.html#12>

Sound Opportunity

FOR SALE: A COMPLETE SET of the Sound Heritage Series. This set, 36 volumes in total, is complete from the first volume, # 1 through #40. There were two quite splendid double issues and the associated but unnumbered Aural History Program publication *Steveston Recollected: A Japanese-Canadian History*. The original owner of the set, a well-known historian and book reviewer, signed many of the covers and made ink annotations to some issues, and there is slight cracking to the perfect-bound spines of some issues. Otherwise the copies are in quite reasonable condition.

The content of the Sound Heritage volumes were primarily edited transcripts of recorded interviews and reminiscences, covering a wide variety of topics related to BC history. Articles were usually accompanied by archival photographs, sometimes with maps and illustrations. The collection was donated to the Victoria Historical Society and the society wishes to sell the set complete. Proceeds will go to the Scholarship Fund.

The Sound Heritage Series was born at the Aural History Convention at UBC in June 1973. With new funding by the provincial government, the Reynoldston Research and Studies group (RR&S) was re-designated as the Aural History Institute of BC, chaired by W. J. Langlois and located within the Provincial Archives. At that time the RR&S quarterly journal was renamed "Sound Heritage."

The first issue of the Sound Heritage Series was numbered volume III #1 and published in 1974. Langlois continued to edit Sound Heritage through VII # 2, when Derek Reimer, one of his assistant editors, took over. After VIII #4, the Aural History Program of the Provincial Archives changed its name to the Sound and Moving Images Division (S&MI). The numbering of the series changed to straight numerical beginning with Sound Heritage #28. Reimer continued as editor through #35 when he became head of the S&MI division. Charles Lillard was editor of the Sound Heritage series through #39. No editor was listed for the final issue #40 but Reimer was still head of the Sound and Moving Images Division at that time (1983).

Please contact Michael Layland at (250) 477-2734 or <baytext@islandnet.com> with offers or for further information.

Prince George 2003

Work and Society: Perspectives on Northern BC History

THE THEME of next year's conference "Work and Society: Perspectives on Northern BC History" will provide participants with a unique look at BC's industrial heritage and on the communities that diverse peoples created in British Columbia's north.

Hosted by the University of Northern BC and Prince George's heritage supporters it will combine local tours of industrial and transportation heritage sites with presentations by UNBC students and local historians focusing on the events and people who have shaped the North. Tours of railway and sawmill sites are planned as well as walking tours of the surrounding communities.

Our committee is looking forward to hosting this event and hope that everyone will mark "Prince George May 8-11, 2003" on their calendar! For more information please contact the conference chair.

Ramona Rose
Conference Chair
BCHF 2003 Prince George Organizing Committee
<roserm@unbc.ca>

MANUSCRIPTS submitted for publication IN *BC HISTORICAL NEWS* hould be sent to the editor in Whonnock. Submissions should preferably not exceed 3,500 words. Submission by e-mail of the manuscript and illustrations is welcome. Otherwise please send a hard copy and if possible a digital copy of the manuscript by ordinary mail. All illustrations should have a caption and source information. It is understood that manuscripts published in *BC Historical News* will also appear in any electronic version of the journal.

W. KAYE LAMB Essay Scholarships

Deadline 15 May 2003

The British Columbia Historical Federation awards two scholarships annually for essays written by students at BC colleges or universities on a topic relating to British Columbia history. One scholarship ($500) is for an essay written by a student in a first- or second-year course; the other ($750) is for an essay written by a student in a third- or fourth-year course.

To apply for the scholarship, candidates must submit (1) a letter of application; (2) an essay of 1,500-3,000 words on a topic relating to the history of British Columbia; (3) a letter of recommendation from the professor for whom the essay was written.

Applications should be submitted before 15 May 2003 to: Robert Griffin, Chair BC Historical Federation Scholarship Committee, PO Box 5254, Station B, Victoria, BC V8R 6N4.

The winning essay submitted by a third- or fourth-year student will be published in *BC Historical News*. Other submissions may be published at the editor's discretion.

BC History Web Site Prize

The British Columbia Historical Federation and David Mattison are jointly sponsoring a yearly cash award of $250 to recognize Web sites that contribute to the understanding and appreciation of British Columbia's past. The award honours individual initiative in writing and presentation.

Nominations for the BC History Web Site Prize for 2002 must be made to the British Columbia Historical Federation, Web Site Prize Committee, prior to 31 December 2002. Web site creators and authors may nominate their own sites.

Prize rules and the on-line nomination form can be found on The British Columbia History Web site: <http://www.victoria.tc.ca/resources/bchistory-announcements.htlm>.

Best Article Award

A CERTIFICATE OF MERIT and fifty dollars will be awarded annually to the author of the article, published in *BC Historical News*, that best enhances knowledge of British Columbia's history and provides reading enjoyment. Judging will be based on subject development, writing skill, freshness of material, and appeal to a general readership interested in all aspects of BC history.

British Columbia Historical Federation

Organized 31 October 1922

Affiliated Groups

Archives Association of British Columbia
Women's History Network of British Columbia

Member Societies

Alberni District Historical Society
PO Box 284, Port Alberni, BC V9Y 7M7
Anderson Lake Historical Society
PO Box 40, D'Arcy BC V0N 1L0
Arrow Lakes Historical Society
PO Box 819, Nakusp BC V0G 1R0
Atlin Historical Society
PO Box 111, Atlin BC V0W lA0
Boundary Historical Society
PO Box 1687, Grand Forks BC V0H 1H0
Bowen Island Historians
PO Box 97. Bowen Island, BC V0N 1G0
Bulkley Valley Historical & Museum Society
Box 2615, Smithers BC V0J 2N0
Burnaby Historical Society
6501 Deer Lake Avenue, Burnaby BC V5G 3T6
Chemainus Valley Historical Society
PO Box 172, Chemainus BC V0R 1K0
Cowichan Historical Society
PO Box 1014, Duncan BC V9L 3Y2
District 69 Historical Society
PO Box 1452, Parksville BC V9P 2H4
East Kootenay Historical Association
PO Box 74, Cranbrook BC V1C 4H6
Finn Slough Heritage & Wetland Society
9480 Dyke Road, Richmond BC V7A 2L5
Fraser Heritage Society
Box 84, Harrison Mills, BC V0M 1L0
Galiano Museum Society
20625 Porlier Pass Drive
Galiano Island BC V0N 1P0
Gray Creek Historical Society
Box 4, Gray Creek, BC V0B 1S0
Gulf Islands Branch BCHF
c/o A. Loveridge S22, C11, RR # 1
Galiano Island BC V0N 1P0
Hedley Heritage Society
PO Box 218, Hedley BC V0X 1K0
Jewish Historical Society of BC
206-950 West 41st Avenue,
Vancouver BC V5Z 2N7
Kamloops Museum Association
207 Seymour Street, Kamloops BC V2C 2E7
Koksilah School Historical Society
5213 Trans Canada Highway,
Koksilah, BC V0R 2C0
Kootenay Lake Historical Society
PO Box 1262, Kaslo BC V0G 1M0
Langley Centennial Museum
PO Box 800, Fort Langley BC V1M 2S2
Lantzville Historical Society
c/o Box 274, Lantzville BC V0R 2H0
Lions Bay Historical Society
Box 571, Lions Bay BC V0N 2E0
London Heritage Farm Society
6511 Dyke Road, Richmond BC V7E 3R3
Maple Ridge Historical Society
22520 116th Ave., Maple Ridge, BC V2X 0S4
Nanaimo & District Museum Society
100 Cameron Road, Nanaimo BC V9R 2X1
Nanaimo Historical Society
PO Box 933, Nanaimo BC V9R 5N2
Nelson Museum
402 Anderson Street, Nelson BC V1L 3Y3
North Shore Historical Society
c/o 1541 Merlynn Crescent,
North Vancouver BC V7J 2X9
North Shuswap Historical Society
Box 317, Celista BC V0E 1L0
Okanagan Historical Society
PO Box 313, Vernon BC V1T 6M3
Princeton & District Museum & Archives
Box 281, Princeton BC V0X 1W0
Qualicum Beach Historical Society
587 Beach Road,
Qualicum Beach BC V9K 1K7
Revelstoke & District Historical Association
Box 1908, Revelstoke BC V0E 2S0
Richmond Museum Society
Minoru Park Plaza, 7700 Minoru Gate,
Richmond BC V6Y 7M7
Salt Spring Island Historical Society
129 McPhillips Avenue,
Salt Spring Island BC V8K 2T6
Silvery Slocan Historical Society
Box 301, New Denver BC V0G 1S0
Surrey Historical Society
Box 34003 17790 #10 Hwy. Surrey BC V3S 8C4
Terrace Regional Historical Society
PO Box 246, Terrace BC V8G 4A6
Texada Island Heritage Society
Box 129, Blubber Bay BC V0N 1E0
Trail Historical Society
PO Box 405, Trail BC V1R 4L7
Union Bay Historical Society
Box 448, Union Bay, BC V0R 3B0
Vancouver Historical Society
PO Box 3071, Vancouver BC V6B 3X6
Victoria Historical Society
PO Box 43035, Victoria North
Victoria BC V8X 3G2
Yellowhead Museum
Box 1778, RR# 1, Clearwater BC V0E 1N0

Please keep the editor of *BC Historical News* informed about any changes to be made to this page.

The British Columbia Historical Federation is an umbrella organization embracing regional societies.

Local historical societies are entitled to become Member Societies of the BC Historical Federation. All members of these local historical societies shall by that very fact be members of the Federation.

Affiliated Groups are organizations with specialized interests or objects of a historical nature.

Membership fees for both classes of membership are one dollar per member of a Member Society or Affiliated Group with a minimum membership fee of $25 and a maximum of $75.

Questions about membership should be directed to:
Terry Simpson
Membership Secretary,
BC Historical Federation
193 Bird Sanctuary,
Nanaimo BC V9R 6G8
Phone: 250.754.5697
terryroy@nanaimo.ark.com

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561 Woodland Drive
Cranbrook, BC V1C 6V2

Canadian Publications Mail Product Sales Agreement No. 40025793
Publications Mail Registration No. 09835

Canada We acknowledge the financial support of the Government of Canada, through the Publications Assistance Program (PAP), toward our mailing costs.

CONTACT US:

BC Historical News welcomes stories, studies, and news items dealing with any aspect of the history of British Columbia, and British Columbians.

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THE BRITISH COLUMBIA HISTORICAL FEDERATION INVITES SUBMISSIONS OF BOOKS FOR THE TWENTIETH ANNUAL COMPETITION FOR WRITERS OF BC HISTORY.

2002

Any book presenting any facet of BC history, published in 2002, is eligible. This may be a community history, biography, record of a project or an organization, or personal recollections giving a glimpse of the past. Names, dates and places, with relevant maps or pictures, turn a story into "history." Note that reprints or revisions of books are not eligible.

The judges are looking for quality presentations, especially if fresh material is included, with appropriate illustrations, careful proofreading, an adequate index, table of contents and bibliography, from first-time writers as well as established authors.

The Lieutenant-Governor's Medal for Historical Writing will be awarded to an individual writer whose book contributes significantly to the recorded history of British Columbia. Other awards will be made as recommended by the judges to valuable books prepared by groups or individuals.

Winners will receive a Certificate of Merit, a monetary award and an invitation to the BCHF annual conference to be held in Prince George, May 2003.

SUBMISSION REQUIREMENTS: All books must have been published in 2001 and should be submitted as soon as possible after publication. Two copies of each book should be submitted. Books entered become property of the BC Historical Federation. Please state name, address and telephone number of sender, the selling price of all editions of the book, and, if the reader has to shop by mail, the address from which it may be purchased, including applicable shipping and handling costs.

SEND TO: BC Historical Federation Writing Competition
PO Box 130, Whonnock BC V2W 1V9

DEADLINE: 31 December 2002