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2005

23nd Annual Competition for Writers of BC History
Lieutenant-Governor's Medal for Historical Writing
Deadline: 31 December 2005

The British Columbia Historical Federation invites book submissions for the twenty-second annual Competition for Writers of BC History. Books representing any facet of BC history, published in 2004 will be considered by the judges who are looking for quality presentations and fresh material. Community histories, biographies, records of a project or organization as well as personal reflections, etc. are eligible for consideration.

Reprints or revisions of books are not eligible.

Lieutenant-Governor's Medal
The Lieutenant-Governor's Medal for Historical Writing will be awarded to an individual writer whose book contributes significantly to the history of British Columbia. Additional prizes may be awarded to other books at the discretion of the judges.

Publicity
All entries receive considerable publicity. Winners will receive a Certificate of Merit, a monetary award and an invitation to the Awards Banquet of the Federation's annual conference to be held in Kelowna, BC on May 14, 2005.

Submissions
For information about making submissions contact:
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phone 604-274-6449 email robert_mukai@telus.net

Books entered become property of the BC Historical Federation.

By submitting books for this competition, authors agree that the British Columbia Historical Federation may use their names in press releases and Federation publications regarding the book competition.

From the Editor

Our mascot Moti the elephant, 1929

Happy New Year to all our readers.

We start the new year with a new name for the Federation's journal, I'd been giving some thought over the last month on how to mark the occasion and I've decided to create a writing prize.

A few years ago a very good friend of mine passed away and left me a small amount of money which I set aside while I thought about what to do with it. Since my friend played a big role in sparking my life long interest in history I've decided to lauch a new writing competition for BC History called the Moti Prize. It will be for elementary school students writing on local history. The prize will be small - $50 to the winner and a subscription to BC History for the school library - but I hope to inspire kids to be curious about their community and be fascinated with its history.

The rules are simple: the competition is open to elementary school students in BC; the submissions must be on local history; the editor is the judge; entries must be submitted by May 1st of each year; and the winner may be published in BC History.

I think this will be a good way to use the money and I hope you'll help spread the word to students in your area.

The new name of the journal means new ISSN numbers, they can be found on the inside front cover. Don't forget our website at www.bchistory.ca

JOHN ALEXANDER BOVEY 1934 - 2005

John Alexander Bovey, historian and archivist, died in Winnipeg on 12 January 2005. The seeds of John's lifelong enthusiasms were sewn during his happy childhood in Vancouver. He was educated in Vancouver and received his BA and MA in History from the University of British Columbia, and undertook graduate research at the University of London, England.

He had a distinguished archival career of over 35 years, and in retirement he continued to contribute to the profession. He was Archivist of the Northwest Territories in the early 1960s, Provincial Archivist of Manitoba (1967-1979) and Provincial Archivist of British Columbia from 1979 until his retirement in 1998. He also served as the Archivist of the Diocese of Rupertsland and that of the Ecclesiastical Province of Rupertsland. Among his proudest achievements during his Manitoba tenure were the 1973 deposit agreement for the transfer of the Hudson's Bay Archives from London, England to Winnipeg; and the transformation of the former Civic Auditorium into the Provincial Archives Building in 1975.

In BC, he established the Community Archives Assistance Program and was a founding member of the BC Archives Council. His contributions to the archival profession were many, including his early promotion of the use of the Internet for archival reference and research and the period he served as chair of the Provincial Documents Committees in Manitoba and British Columbia. He served on many historical and community boards including the Canadian Conference of Historical Resources, the Manitoba Record Society and the Historical Sites and Monuments Board of Canada.

At the time of his death he was a member of the Council of St. John's College, University of Manitoba, The Manitoba Historical Society, Friends of the BC Archives and the Vestry of All Saints Church. Perhaps the most remarkable characteristic of John's distinguished career was his distinctive genius for bringing to life historical material that would otherwise have been forbiddingly dry, arcane or obscure. In the 1980s he shared his seemingly endless supply of revealing - and often hilarious - historical anecdotes with a wide audience during a regular weekly spot on a CBC radio program. His command of historical fact was formidable, but always offset by his ready wit, modesty and evangelical confidence in the importance of history. John was an omnivorous reader and brilliant conversationalist, who carefully recorded items of particular interest, amusement or irony in a little black book. He enthusiastically pursued interests including maritime history, opera, horticulture, gastronomy, art and literature, which he shared with his wife, children, family, and an army of devoted friends. A man of enormous charm and generosity, John demonstrated his affection for his friends and family with subtlety and imagination. Always loquacious, John's company was entertaining and instructive, as were his inimitable postcards and envelopes of newspaper cuttings. He will be sorely missed by his family, whom he cherished, and who cherished him, above all else.

This obituary appeared in newspapers across Canada in January 2005.

Len McCann, curator emeritus of the Vancouver Maritime Museum, remembers: "Mr Bovey had an abiding interest in the nautical world for his father was the founder of Bovey Marine, a major supply house for all things nautical (you can still find Bovey Marine compasses around). John grew up in a marine atmosphere and always maintained the interest."•

A Woman of Stature:

Dr. Henrietta Anderson and the Victoria Provincial Normal School

By Vernon J. Storey

Public schooling in British Columbia was formalized in 1872 through *Bill 16, An Act Respecting Public Schools*, which made its way through the Legislative Assembly soon after Canada's westernmost province was established. The first Act did not provide for a provincial system of teacher preparation, however; that would emerge some thirty years later with the establishment of the province's normal schools.

Most often, mention of this pioneering teacher preparation movement evokes the question, "What does the term normal school mean?" The term ecole normale, introduced in the first half of the nineteenth-century, referred to a normative operation for the training of (primarily) elementary school teachers. Educators such as Horace Mann and Egerton Ryerson were impressed by its leading exemplars, such as Ecole Normale Superieure in Paris, and pressed for similar action in North America. By the late 1800s, the normal school movement was firmly established in North America and had spread across Canada.

In British Columbia from 1901 to 1956, normal school was the means by which elementary teachers received training leading to certification. Prior to that, the sole requirement was to pass a Department of Education examination. During the early years, the training programs were very brief, though gradually the sessions were increased until four or five months became standard. In 1926, British Columbia instituted a course of one academic year (nine months). In 1930 the completion of Grade XII Junior Matriculation became the prerequisite for normal school entrance.

The province's first normal school was established in Vancouver in 1901, the second several years later in Victoria. On June 9, 1913, the province formalized a contract with Luney Bros. Ltd., a Victoria contractor, for "the construction and completion of a new Normal School at corner of Lansdowne Road and Richmond Avenue, Victoria, B. C."[1] The new school, which opened in 1915, was regarded by locals as a significant gain for the capital city, even though for years they had lobbied for a university, not a teacher training institution. The Victoria Provincial Normal School remained in operation until 1956. From 1942 to 1946, the school was relocated to Christ Church Cathedral's Memorial Hall to accommodate a military hospital at the Lansdowne campus. From the time of its 1946 return to Lansdowne until the closure of the two normal schools in 1956, VPNS shared the facility with Victoria College, which had outgrown its Craigdarroch Castle campus.

The story of VPNS is the story of its people – the students and staff who enlivened this forty-year segment of education history in British Columbia and Victoria.

One remarkable contributor to that story was scholar and educator Dr. Henrietta Anderson, vice-principal of VPNS from 1944 to 1946. Dr. Anderson was a member of the instructional staff at VPNS from 1934 until her retirement at the age of fifty-nine in 1946, the year the Normal School returned to its Lansdowne campus home. Among the six administrators appointed to lead the Victoria Provincial Normal School between 1915 and 1956, Dr. Anderson (Ph.D. Washington) was not only the sole woman, she was also the only VPNS administrator to hold a doctoral degree during tenure at the School.

Henrietta Anderson was born in Aberdeen, Scotland in 1885. Dr. Mary Harker, recently retired from her work as an instructor at the University of Victoria, Faculty of Education, recalls warm memories of this family friend of her parents' generation:

Her father was the principal of Aberdeen University, and from the moment she had any consciousness she realized she wanted to be a teacher, was driven to teach, wanted to teach badly. And when she was a young person, she was the most lackadaisical student you could ever imagine, she said. She was bored out of her wits, she couldn't care less. She loved to read, she was a voracious reader, and knew and quoted easily and often from anything from Chaucer to T. S. Eliot. She was amazing.

She often told this story: they had to write some kind of matriculation exam in order to get into the Teachers' College . . . she was living in typical adolescent [dreamland], not caring a hoot about her studies and reading happily away. And her father said to her, "You're never going to get to be a teacher; you haven't got the marks," and it had never occurred to her that there was any question. And she said, "What do you mean?" And he said, "You're not going to pass . . ."

And so then she started . . . she used to go to sleep every second night, and she'd boil tea on this heater in her room, to keep herself awake. And she often talked

Dr. Henrietta, vice-principal of Victoria Provincial Normal School 1944-1946.
Photo courtesy of Dr. Mary Harker.

Vern Storey is the author of *Learning to Teach*, a history of the Victoria Provincial Normal School and accidental historian and a professor of Educational Psychology and Leadership Studies. Faculty of Education at the University of Victoria

Students on the main approach to Victoria Provincial Normal School. *Picture by Edward Goodall, used by permission of Richard Goodall.*

about that, and she recapitulated all these subjects that she had to know, and . . . didn't even care about . . . to become a teacher. And she worked and worked and worked at her math, which was her failing...and did well enough and went into Teachers' College, and became a teacher . . . And then her first assignment was in the east end of London, which I think she found very hard, but very, very interesting.[2]

Myths and legends abound in the annals of organizational history. Many of these tales cannot be substantiated, but some stories have a plausible ring when considered alongside other evidence. Perhaps in part because she was physically "very little, tiny, well under five feet," Dr. Henrietta Anderson was the subject of one of those vignettes, a story that perhaps reflected an ethos of her time. A teacher who attended VPNS in the mid-1940s after returning from military service recalled Dr. Anderson's comment to him that early in her tenure as a VPNS instructor, one of the school's administrators had suggested "Probably a little lady like you would not want to be called Doctor." According to the informant, Dr. Anderson had responded quite vigorously that "Doctor" was precisely the correct salutation!

On the face of it, that is simply an interesting and perhaps unverifiable anecdote. However, its credibility is enhanced in Harry Gilliland's file record of the VPNS principals and vice-principals. There, the relevant entry is clearly titled "Miss Henrietta R. Anderson,"[3] even though further down that page her three degrees are listed. In fact, even in his *Brief history of the Victoria Normal School*,[4] the school's last principal persisted in his decision not to speak of "Dr. Anderson." Despite his own listing of this woman's earned Ph.D. among her qualifications, he identified her in the official record simply as "Miss." However, elsewhere in that report Gilliland acknowledged the Deputy Minister of Education's honorary doctorate by referring to him as "Dr. H.L. Campbell." Gilliland's

mention of Donald MacLaurin's doctorate in the record of MacLaurin's tenure as first principal of Victoria Provincial Normal School also was historically inaccurate. MacLaurin received his doctoral degree in 1934, two years after leaving his position at VPNS.[5]

Former VPNS students' memories in regard to Dr. Anderson, their language arts instructor, were remarkably clear. Without exception, they both knew and referred to her academic qualification. Joe Lott (VPNS 1941-42) remembered a lively personality and an effective teacher: "We had Dr. Henrietta Anderson, who I am sure you've heard about. She was a real character, but a heck of a good teacher. She was really an inspiration."[6] Marjorie (Thatcher) King, a VPNS student in 1940-41, was particularly clear about the formalities of address in the 1940s, especially in regard to those in positions of authority or seniority:

"We all liked her, as far as I know, but nobody ever thought of calling her anything but Dr. Anderson. You know, in those days, we called everybody Mr. or Mrs. or Doctor . . . like Dr. Denton [sic], we called him Doctor, and there was Mr. English and Mr. Gough, and Mr. Wickett."[7]

Dr. Anderson's work at VPNS included the supervision of student teachers during the practicum. Her reputation and qualities, coupled with her arrival in the classroom on one such occasion, triggered Norma (Matthews) Mickelson's (VPNS 1943-44) memory of that occasion:

I was at North Ward, my first practicum. My first supervisor was Dr. Henrietta Anderson, and I can remember, I was supposed to be teaching a Science lesson. I will never forget it . . . it was a methodology course, it was how to teach things. And I was going to have the kids plant peas. We were going to plant peas, and they were going to watch these peas, and water them.

Well...the class was at one level, and then there was a slight rise to where the teacher stood - it was kind of like one step up . . . And I was up on that little platform there, and Dr. Anderson walked into the room, and I was so nervous, my hands relaxed, and my bottle of peas fell on the floor and went in a hundred different directions! Every kid in the room leapt up out of his or her seat to pick up those peas. I will never forget that experience![8]

Perhaps in part because of her own life experiences, Dr. Anderson cautioned her students about the world they would face after graduation. Norma recalled a personal admonition passed on to the young women in her class just before they left VPNS to begin their teaching careers:

I remember one of our instructors, Dr. Anderson, just before we finished and went out into the world, her advice to us

Mary Harker remembers Henrietta Anderson as "very important in my life, very much of a guiding force . . . animated and lively. She was really a wonderful person to have around. And she was always the life of any conversation that went on in our house." She was not one to dwell on her own adversities, which included stepping off a steamer in Halifax in 1912 to discover that her life's plans had fallen through, leaving her abandoned and having to make her own way in a new country. Undeterred, she continued on as a single woman in a man's world to make contributions that might have been impossible for her had she been married. She became a school administrator in the Vancouver area, serving as the first woman principal of South Vancouver Elementary School and subsequently as principal at Lonsdale and at Queen Mary. She received her B.A. degree at Queen's in 1925, her Master of Arts in 1929 and her Ph.D. in 1931, the latter two from the University of Washington. In 1934, she joined the faculty of Victoria Provincial Normal School as assistant professor. From 1944 to 1946, during the Normal School's period at Memorial Hall, she served as vice-principal under Harry English. On her retirement, Harry Gilliland succeeded her vice-principal position at VPNS. In 1954, Gilliland became principal for the final two years of the School's operation.

Perhaps Henrietta Anderson is most remarkable when viewed in the social context of her own time. In those days, women faced limited career options. Prior to World War Two, young women who became teachers faced an abrupt end to their employment if they married. Further, whether one was a woman or a man, the craft of teaching school was not highly regarded. Schools, especially those in rural areas, were sparsely equipped, support services were minimal or non-existent, and in many cases rural living was far from idyllic. Henrietta Anderson, then, was something of an anomaly. Thoroughly well educated, and recognized by her students and others in the community as a capable professional woman, she completed her career in the distinctly male world of administration.

Perhaps it is significant that Henrietta Anderson moved on to retirement at the end of the war, just at the start of what was to become a changed though not always better world for women in the work force. She would have welcomed the new era that opened

VPNS faculty and staff, 1941-42.
Front row: *Muriel Pottinger (Secretary), K.B. Woodward.*
Middle row: *Percy Wickett, Isabel Bescoby, Barbara Hinton, Marian James, Nita E. Murphy, Henrietta R. Anderson, Vernon L. Denton (Principal).*
Back row: *Sgt. Major Pocock, H.O. English, John Gough.*
Photo courtesy of UVic Archives reference #004.0400. Ken McAllister photographer.

Notes

1 Contract document, British Columbia Archives (hereinafter BCA), GR0054, Box 36, File 517.

2 Dr. Mary Harker, interview by Vernon Storey, 12 March 2003, interview 27, transcript in interviewer's file.

3 Harry Gilliland, "Staff Duties" (Victoria BC: University of Victoria Archives AR 329, 2.7).

4 *ARPS 1956*, 50.

5 D.L. MacLaurin, "The history of education in the crown colonies of Vancouver Island and the Province of British Columbia" (Ph.D diss., University of Washington, 1934), 297.

6 Joe Lott 2002

7 Marjorie (Thatcher) King 2003.

8 Norma (Matthews) Mickelson 2002.

9 Norma (Matthews) Mickelson 2002.

10 *Daily Colonist*, March 30, 1961, 5.

11 *Victoria Daily Times*, February 24, 1936.

12 Ibid., 13.

13 Ibid., February 28, 1936, 9.

14 Ibid., February 15, 1939, 6.

15 Ibid, ca July 16, 1968.

classroom and other workplace doors more widely for women. At the same time, she would also have recognized that some of the change surrounding her was more about workforce supply and demand issues than about matters of equality. Her response, though, even in retirement, was to speak and act rather than simply to observe.

Beyond her work as vice-principal at VPNS, Henrietta Anderson was a driving force in her community, collector of an impressive array of 'firsts' – the first teacher to become President of the British Columbia Parent-Teacher Federation; first winner, in 1932, of the Fergusson Memorial Award for her outstanding contribution to the field of teaching; and founder of Victoria's Silver Threads Society. Remarkably, given the times and the audience, she was "the first woman to give a toast to the Robbie Burns dinner." She was an advocate for improved teaching conditions for British Columbia's rural schools, which faced perennial and systemic problems of high turnover, low salaries, poor equipment, and isolation. In 1949, retired and working with others, she revived the local Music Festival.

Henrietta Anderson also raised an early voice on behalf of trades education for high school students, noting, "A university education is not in itself a passport to success or happiness…We must inculcate the ideal that all labour well done is dignified."[10] In a perceptive comment on a social reality of the time, she noted regretfully that "It is a sad commentary on our system that the quickest way for pupils to get good trades training is to get sent to one of our correctional institutions."[11]

Where school sports were concerned, Henrietta Anderson was an advocate of broad participation. Speaking of sports trophies awarded during her public school years, she observed:

There is too much silverware attached to sport at present. There has been too much making the team and nothing else. There have been times when as principal I would have liked to dump the whole lot of silverware into the inlet.[12]

An enthusiastic participant herself in all of life's opportunities, Dr. Anderson also urged other women toward action. In 1936, she urged the members of the Victoria Business and Professional Women's Club to action, "If we are seeking equality, we must produce equality. Let us stand by each other and be all for women and for all women . . . world peace can only be achieved by women."[13] Perhaps Henrietta

Anderson best captured her commitment to service in a remarkably John Kennedy-like observation a few months before the start of the Second World War:

I don't see any hope for a great Canada until we see more and more of our young people imbued with the ideal that they have a contribution to make to our country . . . Living means giving as well as taking.[14]

Perhaps Henrietta Anderson carried that hope with her as she retired from Victoria Provincial Normal School in 1946. She continued her active and contributing life in Victoria until shortly before her death in 1968 at the age of 83. In a far different use of the term "grand little lady" than that cited earlier in this article, a newspaper reader wrote to the editor about the woman whose work as a school principal "paved the way for other women." This reader recalled Henrietta Anderson as:

The most remarkable woman I have ever had the pleasure of knowing. She knew how to use time, and used every minute. As she once said... "You can always make time for anything you want to do." Henrietta was only happy when she felt she was being of some use in the world, and right to the last she was helping young people to get a start on life.[15]

She carried and communicated a zest for life; an active enthusiasm for education, for young people, for the efforts of women, for her community, and for the English language. Inside the front cover of a book given to Mary Harker, she inscribed a quotation from poet Elizabeth Barrett Browning's *Aurora Leigh*. It captured Dr. Henrietta Anderson's own message of observation, thoughtfulness, and initiative:

Earth's crammed with heaven, and every common bush, afire with God:
But only he who sees, takes off his shoes,
The rest sit around and pluck blackberries. •

Axe Murder in the Okanagan
A Forensic Case Study

By Carolann C.E. Wood

THE CASE: On May 11, 1987 while working on a mining claim, a backhoe uncovered human bones near Cherryville, B.C. The bones were located in an area under the confines of an old cabin, buried four or five feet below ground level and appeared old. Further excavation revealed more bone, square nails, a button, glass from an old bottle and an old boot containing some foot bones (figure 1). The skull was examined on site and found to have a large cut on the back on the head. The holder of the mining claim recalled a story about a poll tax collector who was killed back in the 1880's by a miner known as "Smart Aleck." In light of the unique injury to the skull and the location of the body, it seemed highly probable that the skeleton was that of Aeneas Dewar, a gold commissioner.[1]

THE VICTIM: The forensic analysis was performed without prior knowledge of the case.[2] The skeletal material represents a white male, in his early fifties to early sixties. The height of the individual was estimated to be between 5'5" and 5'9" (65.9-70.9 inches or 167.4-180.1cm). The gentleman was right-handed. The health of the individual was fair although he suffered from age-related osteoarthritis of the joints and spine. In addition, it is apparent that this individual was affected by osteoporosis due to extensive porosity in the skeleton and compression of the vertebrae. Past injury or dislocation of the right foot with improper healing may have caused some difficulty walking. The individual suffered an injury to his right shoulder joint and elbow as apparent by the presence of periostitis, a type of non-specific infection.

Poor dental care is apparent in the presence of dental caries, the build up of calculus and staining (figure 2). Of thirty-two teeth, the gentleman had only seven and of those seven, only one was cavity free. Periodontal disease, one of the most common dental diseases, is apparent in loss of bone holding the teeth in place (figure 2). Periodontal disease is clearly related to age, but also to poor dental health and is the major cause of tooth loss in those aged over forty.[3] The severe loss of alveolar bone caused the teeth to migrate out of their proper position and as a result caused extreme abnormal tooth wear on both the upper and lower teeth (figure 3). All teeth were stained, likely the result of chewing tobacco or cigarette smoking.

Enamel hypoplasia is a most common disturbance in dental development characterized by transverse lines or thin furrows on the enamel surface of teeth. Enamel hypoplasia appears on all teeth present (figure 2, arrow). For this enamel defect to affect the permanent teeth, the cause, most commonly nutritional stress, would have occurred before age four.[4]

Trauma analysis: The most significant wound was found on the occipital bone (figures 4 & 5). It is estimated that at the widest point the wound is 5.2mm, gradually narrowing to be flush on the right side. The length of the wound is seven centi-meters. The blow did not result in the complete severance of the occipital bone. This is demonstrated by the fact that the lower border of the wound does not exhibit a clean edge (figure 6, below). Portions of the occipital bone are missing along the lower border of the wound edge. The loss of these fragments may be due to a twisting motion during the weapon's removal.

The first (figure 7), second and third cervical vertebrae were fractured perimortem (figure 8). The second and third vertebrae are fused but the blow

Figure 1 Inventory of items recovered.
Photo J. Wood.

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fractured them into two pieces. The fusing of vertebrae, or the immobility or consolidation of a joint, is known as ankylosis and is most commonly the result of injury or disease. On the mandible, straight, sharp triangular cutmarks are apparent, illustrating the narrow point of maximum impact at the base (figure 9). The mandibular cutmarks also vary in length according to the contour of the jaw surface. The first cutmark is 19mm long. The second cutmark appears as a beveled edge and is approximately 7mm long and 2mm at its widest point.

The manner of death is homicide as the locations of the wounds rule out self-infliction. It is also unlikely that the death was accidental; the extensiveness of the wounds suggests that they were intentionally and maliciously inflicted. This is a case in which the head was the primary mark of violence due to its vulnerability. The blows are directed diagonally, in a downward motion reflecting the least amount of effort required, especially true if a heavy weapon was used to inflict trauma. Due to the angle of wound entry, it is believed that the victim may have been sitting on a chair with his head tilted forward (as you would when sitting at a table) or down on his knees (figures 4 & 5). At the time of the first blow, the victim was unaware of the attacker's intentions as he approached the victim from behind. It is possible that the attacker was someone the victim knew. The number of blows inflicted on the victim is unclear but it is unlikely that they number more than two. Defensive wounds are often found on the fingers, hands and forearms of victims in an attempt to protect themselves. Defense wounds were not found on this individual however, the hand bones as well as the left humerus and ulna were not located.

The weight of the instrument causing damage was likely heavy, and the speed with which it was swung, was great. This is because the amount of force required to produce these wounds is considerable. Even if the head of the instrument was heavy, an impact of a distance of 5cm will do little damage.

With the strength of the person wielding the instrument and the help of gravity to accelerate the instrument's motion, severe damage to the skull will result. It is likely that the motion of the instrument began at a considerable distance from the contact point at the skull. Without knowledge of the crime scene, evidence of a struggle could not be determined.

Chop wounds result from impact with a heavy, sharp-edged instrument such as an axe or machete.[5] A chop wound is a deep gaping wound frequently involving major blood vessels, nerves, muscles and bone. Chop wounds are characterized by extensive soft tissue laceration and bony trauma that often leads to near or complete amputation of the injured member. In the case of chop wounds directed at the head, the shape of the skull defect can often determine the angle at which the blade strikes. The flat part of the blade may leave a slope to the one side of the defect, while the other side of the wound may be sharp or weakened (figures 4 & 5). Axe or hatchet wounds appear as linear cuts or triangular fractures resembling an isosceles triangle. This is illustrated in that the point of maximum impact is narrow at the base with the sides producing the long sides of the triangle. The triangular cuts on Mr. Dewar's mandible match the description of chop wounds (figure 9). The weight of a chopping instrument and sharpness of the blade results in wounds that show fine abrasion on the edges due to the thickness of the blade.[6] Microscopic observation of the wound edges revealed fine abrasion which is again consistent with trauma inflicted with a chopping tool such as an axe.

The blade of the weapon would have perforated the inner table of the skull. The weapon would have passed through the scalp and occipital bone, through the superior sagittal sinus, then through the posterior portion of the right cerebral hemisphere, and possibly the right superior surface of the cerebellar hemisphere. Injuries of this sort will result in death. The wounds on the inner portion of the left side of the mandible would have resulted in extensive damage to the posterior side of the neck and superior vertebrae and had to have been inflicted from a blow directed behind the individual. In order for the blade to come in contact with the inner portion of the mandible, most of the posterior neck muscles, nerve and blood vessels would have been severed and many of the vertebrae closest to the skull would have been fractured (see figures 7 & 8).

All wounds were caused on or at the time of death as close examination of all wound edges exhibit similar staining and no evidence of healing.

Figure 2 Poor dental care: periodontal disease, dental caries, calculus, staining.
(top)
Photo J. Wood

Figure 3 Extreme abnormal wear of the maxillary teeth.
(middle)
Photo J. Wood

Figure 4 Wound to the back of the skull.
(bottom)
Photo J. Wood.

Time since death: The remains are completely skeletonized, exhibiting considerable erosion from burial. Therefore, methods for establishing time since death relied primarily on determining the time period of the cultural items found with the skeleton. Three classes of items were found with the body: pieces of footwear, nails, and fragments of green and opalescent glass.

The fragments of footwear suggest that it is a right definition lace-up type of boot (figure 10). Jonathan Walford at the Bata Shoe museum in Toronto was contacted for analysis of the footwear. Walford dates the footwear to the early to mid 1880's. The square toe was out of fashion by the end of the 1880's and the re-introduction of left and right shoes, beginning in the very early years of the nineteenth - century was not universal until the 1880's. Walford adds as a point of interest, "the old adage of 'being a square' refers to this period when some people continued to wear square boots and shoes after they were fashionable." While this places the skeletal remains in the 1880's, it should be noted that in the nineteenth -century it was not unusual for men to wear a pair of work boots for many years.[7]

The nails have a square-shaped shaft and head (figure 11). After 1840 cut nails were manufactured with the iron fibers running lengthwise, while the early (1830 -1840) direction of nail fibers runs width wise. Although these nails are quite rusted, the direction of the nail fibers appears to run widthwise, placing their manufacture between 1830 and 1840. However, the machines used to cut these nails were kept in use long after newer methods were invented creating an overlap in chronology.[8]

The glass fragments consist of thin, brittle opalescent glass and the bottom portion of a heavy green glass container (figure 12). According to Barton[9], the heavy green glass dates from the late nineteenth to early twentieth-century. This time period could not be further narrowed down. The opalescent glass fragments are too thin to come from a drinking glass or other container suggesting that they may be from a lantern (figure 12). A time frame for this type of glass is not known.

Although the nail and glass chronologies are very broad, it allows placement of the victim after 1830. The boot serves to further narrow down the time frame placing the victim after the 1880's.

THE CRIME:[10] Mr. Dewar was a Scotchman who left his native land to partake in the California gold rush. The prospect of gold in British Columbia drew him to the Cherry Creek area where "habits that have proven fatal to too many in this country" (gambling, whiskey and women?), reduced his means. In the early 1880's Aeneas Dewar (pronounced Dure) held land as a pre-emption claim and each summer packed supplies in to miners on Cherry Creek. In July of 1882 the government agent at Enderby, T.M. Lambly, hired Dewar to collect the poll tax from the Chinese working on the creek.

Mr. Dewar went to Cherry Creek to collect the taxes from the miners from which he received about thirty dollars in total and then proceeded to have dinner at the cabin of a Chinese acquaintance of his, Smart Aleck. When Mr. Dewar did not return to the office of Mr. Lambly and his horse was found wandering homeward without a rider, suspicions arose as to his whereabouts. It was first thought that he was thrown off and killed. Oddly, the horse's saddle was under its belly indicating that the horse had thrown its rider, yet the cinch was tight, showing that it had been intentionally placed that way and had not slipped. A search party was assembled, and a thorough search of the camp ensued. Questioning of the camp's inhabitants indicated that Mr. Dewar had visited all the cabins of the Chinese. The last cabin Mr. Dewar entered was of a Chinese

miner by the name of Smart Aleck. Lambly recollects Smart Aleck disappeared while the search was being carried out. It seems he had left in a hurry as he departed without taking his possessions with him or cleaning up his sluice box, which was considered very unusual behavior for a miner. Suspicion was that the missing man had been murdered and the perpetrator, Smart Aleck, had crossed into American territory.

Twenty days after commencing the search, Dewar's body was located buried under Smart Aleck's cabin. The cabin was found locked and when the entrance was forced an offensive odor emanated from
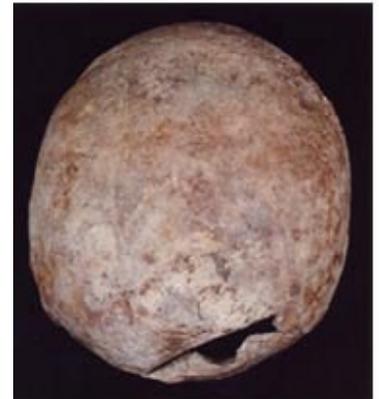
Figure 5 Wound from above. (top)
Photo J. Wood.

Figure 6 Lower border of wound. (middle)
Photo by J. Wood.

Figure 7 Fracture of first cervical vertebrae of the neck. (bottom)
Photo J. Wood.

the floor boards. The body had been disposed of by tunneling outside the cabin and stuffing the body underneath. The floor of the cabin was not disturbed.

Examination of the body revealed that one wound was present on the back of the head, probably made by an axe. This wound was described as "a terrible wound on the back of the head evidently inflicted with an axe for the skull was slit down to the nape of the neck". It was hypothesized that while Dewar had been eating his dinner Smart Aleck had struck him with an axe (his hat was found unscathed), made off with the money and disposed of Mr. Dewar's body under the floor of his cabin, placing a little dirt over it to disguise his trail.

At the time of Dewar's death Mr. Lambly held an inquest and submitted a report to the government. Mr. Price Ellison, later to become minister of finance and agriculture, was given the task of searching for the perpetrator on horseback. Mr. Ellison searched for seventy-five days to no avail. On March 15, 1883, a very lucrative thousand-dollar reward was posted in the *B.C. Gazette* for information that would lead to the apprehension and conviction of the person or persons who murdered Dewar. Despite this, the murderer was never found and the reward was never claimed.

In 1888, bones, and pieces of a Chinese jumper, with loops of tapes instead of buttonholes were found near Cherry Creek indicating the remains were that of a Chinese man. Close examination of the body site indicated that the man must have lain down with his back on a mound of soil, as the impressions made by his legs and body were still obvious. Lambly noted that a small bottle of strychnine still containing some poison was found, which in those days was readily accessible. The maggot casings present indicated that the body had not been there for a long time. Lambly stated that John Merritt, the gentleman who originally found Mr. Dewar's body, knew all who lived and worked in the area. Accounting for all white and Chinese residents,

Figure 8 Fracture of the (fused) second and third cervical vertebrae. (top) Photo J. Wood.

Figure 9 Straight, sharp triangular cutmarks on the left side of the mandible. (bottom) Photo J. Wood.

Figure 10 Right lace-up type of boot (circa 1880). (top right) Photo J. Wood

Mr. Merritt felt strongly that these were the bones of Smart Aleck.

No adequate motive was ever given to explain Smart Aleck's murder of Mr. Dewar. It seems odd that while Smart Aleck had every opportunity to escape, he instead chose to commit suicide. The final explanation was that Smart Aleck was insane.

Tentative personal identification of the body rediscovered in 1987 was accomplished by comparing historic newspaper reports of the murder with the wounds found on the victim. "Dure Meadow Road" just west of Lumby, B.C. was named for Aeneas Dewar. •

If anyone has any additional information or photos of Mr. Dewar I would love to hear from you, please email me at carolann.wood@utoronto.ca

Figure 11 Steel nails (circa 1830-1840). (top)
Photo J. Wood

Figure 12 Green and opalescent glass fragments (19th to early 20th century). (above)
Photo J. Wood

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The Stikine-Teslin Route to the Klondike Gold Fields

By Bill Miller

Bill Miller is the author of *Wires in the Wilderness: The Story of the Yukon Telegraph* (Surrey: Heritage House, 2004). Bill has worked as a civil engineer, a history teacher, and an archivist. He lives in Atlin, BC.

Stikine-Teslin Route from Brereton Greenhaus, Guarding the Goldfields: the Story of the Yukon field Force

The discovery of gold in 1896 on Rabbit Creek in the Klondike did not become widely known until the following summer when the two gold ships docked, the *Excelsior* in San Francisco and the *Portland* in Seattle. When they disgorged their cargoes of miners with bags of gold the world soon learned of the riches to be found in the Yukon.

The stampede was on, as hordes of men (and some women) headed north determined to be in the vanguard to stake claims. From throughout Canada and America, and from the far lands of Europe and Asia, they came, risking all to seek their fortunes.

Of the several ways to get to the gold fields by far the most popular were the two trails that started in the Alaska Panhandle: from Dyea over the Chilkoot Pass, and from Skagway over the White Pass. The trails converged at Bennett City in British Columbia, where the gold seekers built boats for the five hundred fifty-mile voyage down the waterways of the Yukon River to the new gold town of Dawson City. Those with more resources could take the longer, but less arduous, sea route to St. Michael, Alaska, then take passage on a river steamer for a 1600-miles voyage up the Yukon River to Dawson.

For Canadians using these routes the incongruity of the situation became quickly apparent. Although they were travelling from one part of their country to another they were penalized for purchasing their supplies in Canada, because when they passed through U.S. territory they were charged customs duties of up to thirty percent. This could be a crushing assessment for men and women with limited funds. Those who attempted to move their Canadian outfits under bond (a guarantee that goods would not be used or sold while passing through U.S. territory) were preyed upon by officials who imposed "inspection fees," which often equalled the duty charges. As a consequence fully ninety percent of Canadian gold seekers acquired their mining equipment and provisions from American companies. The Dominion government also felt frustrated and demeaned.

When Ottawa wanted to send a contingent of North West Mounted Police to the Yukon, it had to request permission from the U.S. government to allow them to travel up the Yukon River through Alaska. Equally humiliating, the only riverboats available to transport the police were operated by American firms.

The complaints of Canadian stampeders were joined by West Coast merchants and political leaders who wanted the gold seekers to acquire their outfits in Canada. They demanded that the government establish a route to the Yukon that passed entirely through Canadian territory, one that would not only avoid the onerous duties charged by the Americans, but would also encourage the gold seekers to spend their money in Vancouver or Victoria. To determine a suitable "all Canadian route," Clifford Sifton, Prime Minister Wilfrid Laurier's aggressive Minister of the Interior, in late 1897 travelled north on a scouting expedition. His aim was to establish an alternative to the American routes in time to attract the gold seekers of '98. He recommended that the government support the development of the Stikine-Teslin Route, a combination of river and land travel through British Columbia and the Yukon. Starting at Wrangel, near the mouth of the Stikine River, the route went upriver one hundred and forty miles to the settlement at Glenora, then overland one hundred sixty miles to Teslin Lake and the headwaters of the Yukon River, concluding with a five hundred thirty-mile voyage downriver to Dawson City.

Although Wrangel and the first thirty miles of the Stikine was U.S. territory, the Washington Treaty of 1871 allowed for free navigation of the river by British (Canadian) ships. The treaty was interpreted by the Canadian government to mean that goods could be offloaded at Wrangel and transhipped without the imposition of customs duties. At the

WRANGELL TO TESLIN LAKE
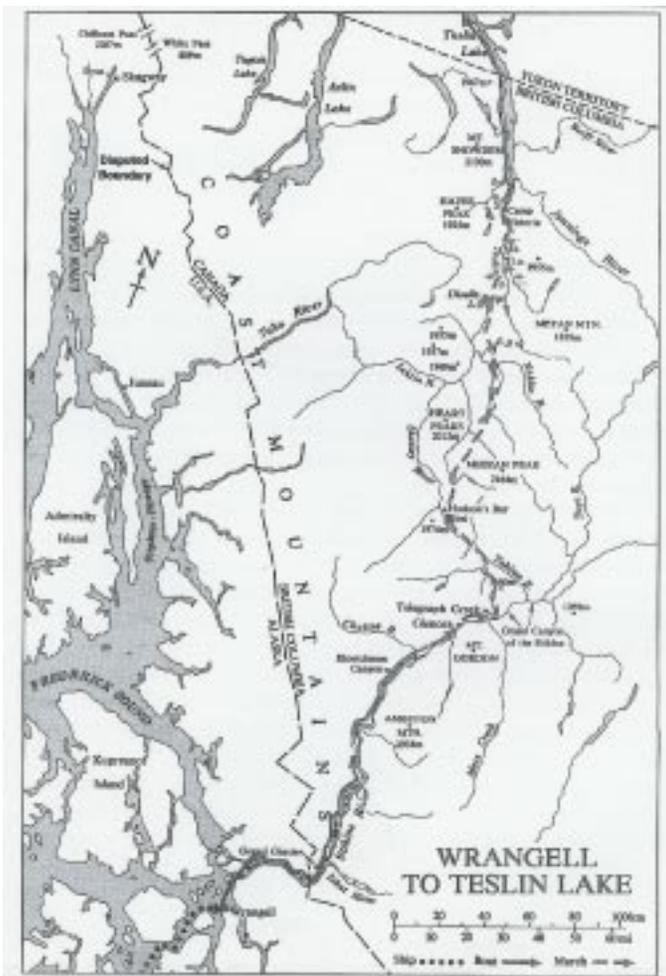
Canadian border, of course, goods purchased in America would be subject to Canadian duties.

The river had been used for eons by the coastal Tlingits to trade with the Thaltan People, whose ancestral land included the upper Stikine. The first straggle of non-natives came into the area in the 1830s. Many more arrived after 1861 when Alexander "Buck" Choquette discovered gold near the head of navigation of the river, at a place thereafter known as Buck's Bar.

In 1866 when the Collins Overland Telegraph selected a site on the river for the crossing of its telegraph line it named a nearby stream Telegraph Creek. The project was an ambitious undertaking of the Western Union Company to link North America with Europe telegraphically by building a telegraph line through Canada and Alaska, and laying a cable under the Bering Strait to Siberia, to connect to a line across Russia. For awhile there was a flurry of activity as boatloads of construction supplies arrived, but the project was abandoned in 1867 after the Atlantic cable was laid, and the telegraph men soon departed, leaving quantities of their materials behind in the bush.

In 1872, a major gold strike around Dease Lake attracted upwards of 1500 prospectors, most of whom travelled up the Stikine by riverboat or over a trail from Ashcroft B.C, which included a 300-mile trek beyond Hazelton through an inhospitable wilderness. Other strikes were made in the Cassiar area, but by the end of the decade most miners had left, along with the "fly-by-night packing, trading and other businesses." The steamboats stopped regular runs on the river, and once again Telegraph Creek settled back to being a small Native village, with a handful of white traders, miners, and trappers. Twenty years of somnolence passed until once again the river came alive. When gold was discovered in the Yukon thousands of gold seekers were attracted to the all-Canadian route to the gold fields.

Sifton's new route pleased the merchants and entrepreneurs of the Canadian West Coast; now the job was to entice the gold seekers to come their way. Compliant newspapers were enlisted to make exaggerated claims: that the river was navigable for six months of the year; that the land travel, "passing through an exceptionally easy country," required "but a short portage before a chain of waters leading to the upper Yukon."

Most seductive was the plan announced by Ottawa to bridge the one hundred sixty-mile portage between Glenora and Teslin Lake with a first-class wagon road, and then with a railway. This created the impression that when the railway was completed, travellers between Wrangel and Dawson City would encounter few hardships. After a comfortable voyage by steamship up the Stikine to Glenora, followed by a short ride on the railway to Teslin Lake, they would re-embark on a riverboat for a cruise down the Hootalinqua (Teslin) River to the Yukon River and their destination. For those with less ready cash more functional accommodations would be made available.

The prospect of a wagon road/railway was a major factor in the decision of many of the gold seekers to travel over the Stikine-Teslin Route. The government had assured them that it was the fastest and least painful way to travel to the Klondike to get a slice of the golden pie. And if they purchased their supplies in Canada they could avoid paying any customs charges.

The government and the West Coast newspapers were not the only apostles spreading the word about the virtues of the route. There was no shortage of enthusiastic advocates providing glowing descriptions. Even before Ottawa decided to build the railway, *The Chicago Record's Book for Gold Seekers*, which claimed to evaluate the several routes to the Klondike, reported that the government was about to improve the existing trail from Telegraph Creek to Teslin Lake to make it "the best and easiest route to the Yukon." *The British Columbia Mining Record* promised that "the country from Telegraph Creek to Teslin is flat and easily

A barrow described as a man-killer; a relic of the Klondike gold rush or 1898; Teslin trail; Atlin-Quesnel telegraph.

travelled, and pack trains can be hired at the former place at relatively reasonable rates."

With assurances of such an easy journey it is not surprising that as many as 6,000 gold seekers chose the Stikine-Teslin Route. They would soon learn that, either through ignorance or avarice, the writers of these laudatory descriptions had subverted reality. The "devil was in the details," which were largely omitted.

Most of the positive accounts concentrated on the land portion of the journey. Overlooked, or avoided, was the initial leg of the trip up the Stikine River from Wrangel to Glenora; when, in fact, this part of the trip could be a horrendous experience, an arduous and perilous undertaking.

Determined to reach the gold fields before all the good claims were staked, most of those who chose the Stikine-Teslin Route started over the frozen river in the winter and early spring of 1898. It was critical to start without delay because it could take months to move a large outfit over the ice before break-up. Those who could not get to Glenora before the ice began to run out were doomed to be stranded on the shore, forced to wait for the riverboats to begin operations (usually in May) before continuing their journeys.

Many of the gold seekers were Cheechakos (greenhorns), totally unprepared for living and surviving in a northern environment. George Kirkendale, part of a group heading up the Stikine in early 1898, commented on the inexperience of some of the other parties. On Cottonwood Island, a staging point near the mouth of the river, he found among the eight hundred souls camped there "the greatest assortment of people you can imagine: Old men, young men, women and children, all starting up the Stikine trail with every kind of conveyance, and with horses, mules, dogs, goats, sheep, cattle, anything that could pull a sleigh. None of these animals except dogs were any use in the deep snow until the trail was well packed, but everyone was full of excitement and confidence."

Not long after starting upstream Kirkendale's party came upon three forlorn Californians, two of whom had previously been office workers. Caught in a rainy snowstorm, against which their leaky gumboots had provided little protection, they had walked for days in cold slush with wet feet. The two office workers were now in serious trouble, as gangrene had developed and they were helpless to retard its growth. Kirkendale and several of the more experienced members of his party were able to get the men down river to medical attention, where parts of their limbs had to be amputated to save their lives.

Moving an outfit up the river ice was done in relays. The more fortunate parties employed horses and dog teams to pull sleds; others had to carry all their camping gear, mining equipment and provisions on their backs. Travellers over the ice were constantly aware of the powerful river flowing beneath them — they could hear it — and the dangers at places where there was open water. There were instances of men who ventured to the edge of the ice to fetch water who misstepped and slid off into the current and under the ice shelf, never to be seen alive again. Horses with their loads broke through the ice; the lucky ones were hauled out.

During periods of freeze-up and break-up assessing the condition of the ice was always tricky, open to errors that could lead to fatal consequences. Andrus Burdick's party started from Wrangel in early March. In terse diary entries he recorded some of the tragedies he witnessed. One man's load "broke [through] the ice and he got drowned." On another occasion Burdick's own packhorse went through, "come near going under the ice," but "all saved." By May the ice was out, but the river was high and running fast, when "two white men and one Indian upset boat and lost goods and drowned coming over rapids." A week later two men died in the rapids at Buck's Bar.

After the river ice went out in the spring and the boats began to operate, travel up the Stikine was still not an easy proposition. When the swollen river was running high small boats were especially vulnerable, and even the larger river steamers had difficulties. Buffeted by waves and driven back, they might need to be tracked (pulled upstream by winches or muscle power) to overcome the current. Later in the season, when the water level went down, a boat might get hung up on the ever shifting shoals and have to be winched to deeper water.

Those gold seekers struggling upriver, whether on the ice or, after break-up, by boat, kept going because they believed that once they reached Glenora the travails of their journey would be eased. The portage to Teslin Lake would be over the fine wagon road promised by the government. They were to be sorely disappointed.

Almost at the same time as the announcement in January, 1898 of the plan for the railway, the government granted a contract to Mackenzie, Mann and Company, premier railway builders, to "build a wagon road in six weeks, and have a railroad in operation by September 1st." As compensation, for each mile of track laid the company would be granted 25,000 acres of crown land, land selected from the Yukon and the North-West Territories west of the Mackenzie River. The company could potentially gain

3.75 million acres from the deal.

In an effort to carry out the terms of the contract Mackenzie and Mann went full speed ahead. By early spring they had a construction force of two hundred fifty men on the way to Glenora. One large party reached there on April 1 and started to build several warehouses; another commenced working north preparing the grade for the wagon road. Grading had progressed to Telegraph Creek, ten miles above Glenora, and a few miles beyond when disaster struck.

The government signed the contract with Mackenzie and Mann between sessions of Parliament; to be exact, eight days before the House and Senate were scheduled to reconvene on February 3, 1898. This impetuous action, Prime Minister Laurier later argued, was necessary to forestall plans by the White Pass and Yukon Route to build a competing railway through U.S. territory. (The bill authorizng the Canadian railway included a monopoly clause prohibiting other railways being built into the Yukon for five years.) The government believed it was imperative to have a railway to the Canadian Yukon that was not controlled by the Americans. No doubt the Liberals assumed that their patriotic motive and sense of urgency would be shared by the entire Parliament.

Unfortunately, the haste with which the project had been advanced made it vulnerable to some embarrassing questions: Why had tenders not been taken? And why was the land grant to Mackenzie and Mann so overly generous? The government could count on its majority in the Commons to approve the contract, but the Senate, controlled by Conservative Party members, was another matter. Under increasing pressure that the terms of the land grant were too munificent, on March 30 the Senate refused to pass the bill authorizing the project.

The government's failure to gain ratification of the contract was to have severe consequences for the gold seekers. Although the Liberals had not been intentionally deceptive broadcasting of their plan for the railway project had induced thousands of stampeders to take the Stikine-Teslin Route. They were already on their way, or stranded at Glenora, when they learned that the railway would not be built. To them the niceties of parliamentary procedures were irrelevant; explanations and assignments of blame were of little comfort.

The Senate may have rejected the contract to embarrass the Liberal government, or because it was piqued at having been taken for granted, or the members may have been genuinely aghast at the excessive land grant provision. (Several years later the Conservatives would glean additional political

hay during the debate over compensation due Mackenzie and Mann. The seventeen miles of road they built before the contract was voided cost $328,000, or about $20,000 per mile.)

For whatever reason the plan failed, one later analyst, R. M. Patterson, the renowned northern adventurer and author, concluded that it would have been irresponsible to build "a railroad with one end based on a swift and hazardous river that was frozen for five months of the year, and at the other end on a lake that was frozen even longer," And within a few years, when the flood of gold seekers travelling to the Yukon had dwindled to a trickle, it became apparent that the Conservatives, albeit unintentionally, had saved the Liberal government from creating what almost certainly would have become a huge white elephant.

The railroad was dead, but what about the wagon road? Although a subsequent agreement was made with Mackenzie and Mann to continue clearing the trail, and some government crews were also put to work, their accomplishments were too little and too late to ease the way of the stampeders of '98. And when, on June 7, Mackenzie and Mann received orders to permanently suspend operations, the gold seekers camped at Glenora were shocked and bewildered, and felt betrayed. They called an "indignation meeting," attended by 2,000 men, which unanimously adopted a resolution to the federal and provincial governments:

Businesses in Glenora, with activity in front of the premises of J. Clearihue, general merchant. 1898
BC Archives E-03771

Members of the Yukon Field Force on the Teslin Trail 1898

Whereas the construction of the waggon road recently commenced from Glenora to Teslin Lake having been suddenly abandoned, we the citizens and free miners located at Glenora and Telegraph Creek ... declare extreme dissatisfaction with the action of the Government of the Dominion of Canada in advertising to Europe and elsewhere and advocating the Stikine route as the best road to the Yukon goldfields, with the promise of the completion of a waggon road from Glenora to Teslin Lake in the spring of the present year; and whereas no pack trail is adequate for the transport of goods ... we pray ... that your Government will take immediate action for the completion of the before-named waggon road; and whereas there are some two of three thousand miners stranded at Glenora and Telegraph Creek, unable to proceed or return, we would respectfully urge upon your Government the desirability and necessity ... to at once employ these men on the work of completing the waggon road to Teslin Lake.

This quite sensible suggestion was never acted upon, and the road project followed the railway into oblivion. The new reality of a trail without a road did not, however, stop the city newspapers from continuing to publish favourable reports about the Stikine-Teslin Route, and with the founding of the *Glenora News* it gained a full time champion. Editor W. F. Thompson proclaimed the raison d'être of his newspaper was "to advance the interests of the All-Canadian route to the Klondike … for the merchants of Canada." Glenora, he announced, would grow to be "the metropolis of the Cassiar." Beginning with the first issue on June 9, he promoted the trail with persistence and imagination, grasping at every favourable experience, reporting every rumour of the immanent construction of the road to Teslin Lake.

The News saw itself as being engaged in a relentless struggle with the hired guns of Skagway, who could be found everywhere on the streets of Glenora, attempting to lure gullible prospectors to the Sin City of the north. All these liars "should receive [from] … our good citizens, is a cold bath in the river and a swim to Wrangel."

To counter the enticements of Skagway, Thompson presented the "facts," the true accounts of people who had actually travelled over one of the Alaskan trails. First up was Henry Woodside, who was in Glenora with the two hundred soldiers of the Yukon Field Force on their way to the Yukon. Woodside, who would later become editor of the *Yukon Sun* of Dawson City, recounted the litany of horrors he endured during his earlier crossing of the Chilkoot Pass, starting with the lawlessness of Skagway and ending with the scarcity of trees remaining at Bennett with which to build boats and the dangers of the rapids on the Yukon River. He cautioned anyone in Glenora who was thinking of rerouting to Skagway not to do it. Regardless of the fact that work on the road had been halted, Woodside continued to argue that the Teslin Trail was still the best way, and "that a wagon road will be completed from Glenora to Teslin lake at an early date."

Others accounts published in the *News* affirmed that the trail was "vastly better than I expected to find it," and "it is drying up fast and is in good condition." Thompson reprinted an earlier report from the *Victoria Colonist* that described "the country [as] open and rolling all the way. There is no range to cross. In fact you can hardly see where the divide is."

The actual conditions faced by the gold seekers starting from Glenora could not have been more at odds with the descriptions provided by the newspapers. In fact the trail was little different from the old Indian trail used years earlier by the Hudson's Bay Company when it operated its Engell post on the Shesley River, fifty miles north of Telegraph Creek. A year before the Klondike rush, the British Columbia government had made a gesture at improving the trail by contracting John Callbreath, a Telegraph Creek outfitter and trader, to cut and widen it all the way to Teslin Lake. But because of delays and other problems the job was never completed. Consequently, what the gold seekers of '98 found was a wet and overgrown trail too narrow for their wagons. Many of the wider sleighs and wagons, so laboriously brought over the ice, had to be abandoned or resized.

The journey over the portage proved to be arduous and time-consuming, taking much longer than anticipated. Consider the experience of the John Smith party, which started on April 4 from Telegraph Creek, where the ground was frozen and covered with snow. Smith recorded in his diary that the trail climbed steeply, the footing becoming very rocky in places, and in others composed of slippery mud over ice. The

party was slowed by heavy overgrowth that had to be cut back, and when the trail became even narrower, the width of their sleighs had to be further reduced to twenty-one inches. Eventually they reached the abandoned Hudson's Bay Company post at the Shesley River.

From Shesley they traversed a difficult hill, crossed a flat and swampy area, and, after slogging through twelve inches of icy water, reached the Nahlin River. It had taken the party twenty-two days to reach this juncture, only ninety miles from Telegraph Creek.

Smith's description of the trail was seconded by Charles E. Fripp, an artist on assignment from the *London Daily Graphic*. His assessment was less kind, more cynical: "It is only possible for me to conclude [that the Canadian Government] … instead of opening up the route only wishes to get people to spend [all] their money in the country, and thus to kill the golden egg without delay."

The Mining Record, so laudatory just a few months earlier, by August had modified its evaluation when it learned of the restricted width of the trail:

The roughness and narrowness of the trail demanded the use of one-wheeled vehicles. As a consequence, unicycles in all shapes and forms were fashioned rudely out of the poor material at hand. Men were tooling various wheelbarrows, wrought in the woods, with only an ax[e] for work. With a stout man pushing and a well-trained dog pulling, 300 pounds could be taken over the first fifty miles of the trail. No uncommon sight was a wheel five or six feet in diameter, with a load placed in a framework below and to each side of the axle, bringing the centre of gravity very low. Such a contrivance [commonly referred to as a 'man killer'] required a man in front and one behind, and could carry as high as 500 pounds ... [At one steep grade outfits had to be] lowered by a block and tackle down a declivity of 150 feet.

Gold seekers who got to Glenora intending to buy horses or mules to haul their supplies were out of luck after June 1898. All available pack animals had been commandeered by the Yukon Field Force (YFF), which was on its way over the Teslin Trail to support the police in the Yukon.

When tens of thousands of gold seekers had threatened to overwhelm the North West Mounted Police's efforts to maintain law and order, the government dispatched this force of two hundred regular soldiers to back them up. The police were the first line of defence against frontier-style lawlessness; the YFF was the reserve, to be used only if needed.

The Force's presence in the Yukon would discourage any challenge to Canadian sovereignty. Ever since the United States had purchased Alaska from Russia in 1867, British Columbia had been bordered on two sides by its formidable and sometimes aggressive neighbour. Now, with Americans flooding the Klondike (by some estimates comprising seventy-five percent of the stampeders), the sense of being surrounded was intensified. The government's apprehension was not allayed by U.S. newspaper reports that repeatedly referred to the Klondike as being located in Alaska (a misconception that continues to this day). It was not likely that disgruntled Americans chaffing at restrictive Canadian laws and mining regulations would attempt a coup, but it could not be ruled out.

The YFF, under the command of Colonel T. D. B. Evans, was drawn from active units, and comprised nearly one-quarter of the country's standing army. Accompanying the troops, and sharing the difficulties of the journey, were six women: four nurses, Mrs. Starnes, who was travelling to Dawson City to join her husband NWMP inspector Cortlandt Starnes, and Faith Fenton, a *Toronto Globe* reporter.

The nurses were members of the Victorian Order of Nurses (VON), organized just a year earlier to bring nursing services to outlying areas. Modelled after the district nursing system in Britain, the idea was not universally popular, receiving generally unfavourable reviews from the male-dominated medical profession. The organization was roundly condemned by the Conservatives, in part a knee-jerk reaction to its endorsement by Prime Minister Laurier and the Liberals. It was a wise decision to initially assign the nurses to the far away Yukon, where they would be able to begin their work free from critical eyes. It was also an area where their services were desperately needed and appreciated by the mining communities.

There were several less arduous routes the YFF might have taken to get to the Yukon, but the Stikine-Teslin Route was chosen because it did not require gaining the permission of the U.S. Government for the soldiers to pass through American territory. As a consequence, however, the men were forced to undertake "one of the toughest marches ever made by Canadian troops."

Starting from Ottawa, the soldiers travelled cross-country by train to Vancouver, where they boarded steamers for the trip to Wrangel, arriving on May 16. It was in Wrangel, while changing boats, that Colonel Evans faced and overcame the first emergency of his Yukon expedition. The problem arose when Miss Fenton descended the ship's gangplank "in a travelling dress so short as to indecently expose her ankles! The horrified bachelor colonel quickly deputed the only married woman, Mrs. Starnes, to have a quick chat with the young reporter," resulting in a "strip of black

sateen" being sewn around the bottom of Miss Fenton's dress. "Colonel Evans's 'brutal and licentious soldiery' had been saved from temptation!"

Early in June the YFF and its sixty tons of supplies reached Glenora. A month later, with loads of two hundred pounds for each mule and fifty pounds for each trooper, they were ready to start on the trail to Teslin Lake, which they soon learned was a trail in name only. Several herds of cattle had already passed through, so it was more like a quagmire, and the journey turned out to be "a true feat of endurance." George Jacques, a member of the Field Force, recounted his experience:

The day's march was usually about fifteen miles, clambering over fallen trees and boulders that barred our path, hacking our way through bush, sinking into swampy ground and all the while fighting off swarms of mosquitoes and flies.

The nurses soon found their services in demand. In addition to attending to the illnesses and injuries of the soldiers, they were sought out by the miners and packers. Word of their "kindness and willingness to help has spread up and down the trail, so that the sick man's first thought is to reach them," reported Faith Fenton. One of the nurses, Georgina Powell, wrote graphically of the rigors of the trail:

From mountains to swamp and bog -- bogs into whose cold, damp, mossy depths we would sink to our knees, and under which the ice still remains; where we trampled down bushes and shrubs to make footing for ourselves, and where the mules stick many times, often as many as twenty down at once.

Through deep forest we went, where the trail was narrow and the branches of trees threatened our eyes or tore our [mosquito] veils disastrously, through tracts of burnt and blackened country, in some places the ashes still hot from recent burnings, and the dust rising in choking clouds under our feet; through forests of wind-fallen, upturned trees, whose gnarled roots and tangled branches made insecure and often painful footing; over sharp and jagged rocks, where slipping would be dangerous, we went trampling, leaping, springing and climbing, a strain that only the most sinewy women could bear.

Members of the Victorian Order of Nurses who headed to the Yukon, 1898
BC Archives D-06932

Upon reaching Teslin Lake, the soldiers built boats for the three hundred sixty-mile voyage to Fort Selkirk, the camp built by an advanced party one hundred seventy miles upriver from Dawson City. The YFF was by far the largest body to venture over the Teslin Trail, although there were some other sizeable companies, such as the "New York Group," and a well-organized party from Philadelphia.

Twenty-two-year-old Martin Lienweber, a recent arrival from Germany, paid $500 to join the Philadelphia Company. It seemed the ideal group with which to travel to a far-off and unknown country. Its sixty members included men possessed of every skill that might possibly be needed: a doctor, a dentist, blacksmiths and carpenters. They were accompanied by experienced guides reputed to know the way to the Klondike.

In January 1898 the party travelled west in two private railway cars to Tacoma, where they organized their outfit of one hundred tons of provisions and equipment, including mining machinery and a portable sawmill. They also purchased thirty-two horses. After "taking their lives in their hands" by sailing on an old river steamer, unsuitable for travelling up the coast, they reached Wrangel and started up the Stikine ice in bitter cold.

Because of the large size of the outfit their progress was slow and they were caught by the break-up of the river ice. Just in time they made camp on the shore, where a heavy accumulation of snow prevented further progress, and condemned them to wait until the riverboats began operating. One day they were warned that the river would rise during the night, but since their camp was fifteen feet above the water level they paid no heed. To their great surprise and consternation, the next morning they found their camp awash. Although it seemed impossible the river had risen sixteen feet during the night.

The party hired boats to move their outfit to Telegraph Creek, where their growing disillusion peaked when they found that, because the trail to Teslin was so narrow, they were forced to jettison most of their larger pieces of equipment. Then the defections began, as men gave up and headed back, and their guide seemed to have disappeared. Disputes arose, and the once vaunted Company began to split up into cliques, and then into smaller groups, each time dividing the remaining provisions and supplies.

Lienweber, with a small group, started on the trail to Teslin Lake, but like so many others, to lighten their loads and speed their travel, they soon began to discard useful items, like hammers and saws. But their

sacrifices were all for naught as they were caught by early storms and forced to stop and winter over. The group built a cabin on a lake near another cabin built earlier by four Frenchmen; a cabin of death that was a gruesome reminder of the dangers of the north. Inside they found a body, the last member of the party to have died of scurvy. The other three were buried nearby.

Lienweber was one of the few members of the Philadelphia Company, that had started out with such optimism and confidence, to reach his goal. He continued on in the spring to reach Dawson City, where he established a successful grocery store.

Travelling on the trail a few months later were seventeen-year-old Guy Lawrence and his father, who came from England. Assured by the London newspapers that the Teslin Trail was almost completed, the two had landed in Wrangel from the same boat that transported the Yukon Field Force. Continuing upriver, they arrived in Glenora about the time word was received that plans for a railway had been cancelled. Disappointed but not defeated, they continued to push on to Teslin Lake.

Their transport consisted of a jury-built wagon, described by Lawrence as "a small platform built over [an] axle," pulled by a balky horse. They had to relay their supplies in four hundred-pound loads, requiring several trips to move the entire outfit ahead. It was a slow and laborious procedure. By October, with the weather changing, they had made only thirty-six miles and they decided to build a cabin to wait out the winter.

Continuing their trek the following February, they came to a lone cabin in the wilderness. Seeing no footprints in the snow or smoke coming from the chimney, they decided that the place must be deserted and looked forward to a warm respite from sleeping rough in the cold. As Lawrence recalled the experience:

Boldly opening the door, my father bade me bring the sleeping bags in. I brought them in, and soon found that after the brilliant sunshine outside it was next to impossible to see in the dark cabin. However in the far corner I could distinguish two bunks — one above the other. I threw my sleeping bag on the top one. It fell off. I threw it up again, and the same thing happened. Reaching up with my hand I felt for the obstruction. I touched a man's face, frozen solid. In the lower bunk I could just distinguish another face. Both men, of course, were dead. They had died of scurvy, neither one able to help the other. We did not stay there that night.

Back at Glenora, even the optimism of *News* editor Thompson began to weaken when official word came from Ottawa that no road would be built to Teslin Lake in 1898. Stirring the conspiracy-plot pot, he headlined an article "It's a Damn Shame, There's Some Crooked Work Being Done Somewhere,

Depend Upon It." The "four thousand poor suckers" who had come to Glenora on the promise of a road were out of luck.

Thompson's reactions were typical of the emotional roller coaster experienced by so many of the gold seekers who had gambled on Glenora and the Teslin Trail. He always seemed to be of two minds. At one moment he would be despondent, feeling deserted and deceived; at the next buoyed by the latest good news. For example, when he received word that construction of the Cassiar Central Railway to Dease Lake would soon start, he wrote, that contrary to the sceptics, the *News* "intends to camp right here until the cows of prosperity come home. We have paper enough to last for five years, after which date we can print the *News* on birch bark, if necessary."

But it soon became apparent, even to Thompson, that the gold rush was ending, the opportunity had passed. The businesses of Glenora were moving on, and with them, reluctantly, the publisher of the *Glenora News*, which ceased publication with the issue of September 16.

George Kirkendale, who had stayed in Glenora during the summer to work on the railway warehouses, had had a grandstand view of the passing human story. He summed it all up:

Of all the mad, senseless, unreasoning and hopeless rushes I doubt if the world has ever seen the equal. Day after day crowds of men of all classes and conditions, hauling their sleighs, struggling, cursing, and sweating, thrashing their horses, mules and dogs, all filled with the mad, hopeless idea that if they could get as far as Telegraph Creek they would be in good shape for the Klondike ... Some gave up on the river, sold their outfits, and went back. Many threw away parts of their outfits to lighten their loads. Thousands arrived at Glenora and Telegraph Creek and started over the Teslin trail, but by this time it was April or May, and the snow was beginning to go off the trail leaving pools of water and swamps through which it was almost impossible to transport their outfits. You could buy food and outfits at Telegraph for less than half what they would cost in Victoria. Hundreds stopped at Glenora until the river steamers started to run in the spring, and then went home poorer and wiser.

By the end of the year the great stampede for gold had ceased to rumble through the Stikine. The tents at Glenora were being taken down and some of the buildings moved to Telegraph Creek. Once again the tide of history had intruded up the Stikine River, only to quickly abate. •

Token History

## Albert Traunweiser and the Alberta HotelGrand Forks, B.C.   By Ronald Greene

Albert (Al) and his brother Charles Traunweiser were barbers who both later went into the hotel business. They moved from Nova Scotia, where they were born, to Ontario, then Winnipeg, and by 1891 were living in Calgary.[1] In June of 1897 Albert and his family moved to Grand Forks where he built the Alberta Hotel on Block 2, lot 10.[2] The building had been started some time before this and was completed by July 24, 1897. In the first advertisements, the proprietors' names were given as Traunweiser and Fraser. The Fraser was Alexander W., usually referred to as A.W., who was a brother-in-law. Albert was married to Susan Proctor, and A.W. married to Susan's sister, Mary. The partnership in the Alberta Hotel did not last very long, as Al bought out Fraser in November 1898.[3] Fraser then took over the Province Hotel.

Al Traunweiser suffered a number of personal disasters over the years. In May of 1898, his son, Albert Jr. aged five, was playing beside the river, throwing chips out into the water. He climbed out on a log, lost his balance and in a instant was carried away by the swift current. The body was not recovered despite an intensive search. The dance scheduled for the Queen's birthday was cancelled in respect to Mrs. Traunweiser who was on the reception committee.[4] Another son, George, probably the one shown as Harry in the 1891 census, got in the way the horses in a cowboy race for the July holiday, and was run over. Fortunately, he was not seriously injured.

In May 1902 Al gave up the Alberta Hotel, opening a saloon on Bridge street. The saloon was described as "one of handsomest [sic] in the Boundary and was thronged with patrons all day. The interior fittings were very artistic. There is a billiard parlor in the rear."[5] He applied to transfer the liquor licence from the hotel to the saloon. The Alberta Hotel was leased to Miss Tenkate who had previously operated the Windsor Cafe. That summer Al obtained the bar privilege at the race track, being high bidder for the rights. The last mention of the Alberta hotel was in July 1905 when there was an application to return the licence of the Bodega saloon to the "premises known as the Alberta."[6]
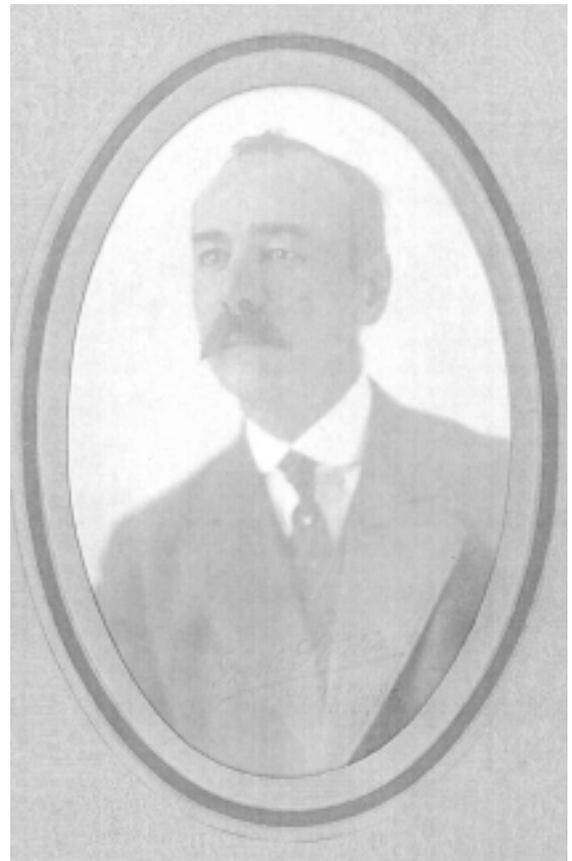
In January 1903 Al Traunweiser leased the Yale Hotel, which had opened on July 1, 1899. At that time it was described thus:

Will open July 1st. The front portion of the Yale hotel will be opened on July 1st. It will be the largest and finest in southern British Columbia. The furnishings are of the richest character. All the furniture, which was purchased in Toronto is of antique design. The Yale, when completed, will contain over one hundred bed rooms, single and en suite. There are bath rooms on every floor, as well as a number of the rooms. John Manly and Commodore Biden, the proprietors, have engaged the services of a French chef.[7]

The Yale dwarfed all the other hotels in Grand Forks and certainly was a grand hotel compared to all the others in the community. Al was to buy the Yale hotel some eighteen months later when John Manly severed one of his last ties to Grand Forks.

On July 10, 1908 a fire swept Grand Forks,

Al Traunweiser

destroying two blocks of the city despite the best efforts of the volunteer fire department and the smelter fire department. Six hotels were among the buildings destroyed by fire; the Yale, Victoria,[8] Windsor, Province, Grand Forks and Granby. In the next month Traunweiser purchased the Windsor Hotel from his brother-in-law A.W. Fraser. He made some repairs and changed the name to the Yale.[9] The newspaper account indicated that he might have plans to erect a larger and more substantial building as he owned several adjoining lots.

At some time after 1906, and probably after 1908, Susan Traunweiser, together with children, Edna, George, and Gladys moved to Calgary. Divorce was not a subject that was spoken of in those times, but while not mentioned one evidently took place, for on August 23, 1916, Al Traunweiser married Edith Hadden in Seattle. In the next two years he suffered three great losses, his daughter Edna died of the 'Flu' in November 1917 in Calgary where she was living. Then his son, George, a Lieutenant in the Imperial Flying Corps, was killed in action in April 1918.[10] Another child, born days later to his second wife, on April 22, 1918, survived only one day. Gladys was his only child who survived past this date. Al was divorced from Edith in January 1925.[11]

British Columbia's Prohibition Act which came into effect on October 1, 1917 was not kind to hotel keepers, many of whom needed the sales of liquor to keep in business. Al Traunweiser, who was considered a scoundrel by his daughter Gladys, a feeling probably influenced by her mother, was not immune to run-ins with the law. In early 1917 he was charged for selling liquor to an Interdict.[12] In 1920 he was caught with twelve bottles of whiskey under the bar, fined and the offending liquid was confiscated. In 1922 four people were charged with illegally selling booze. Al Traunweiser got off on a technicality, but the other three were sentenced to jail. While two of the other three were on bail pending an appeal, they and Al fled across the line to avoid threatened re-arrest. He returned a month later and awaited the Crown's appeal of his dismissal. If the newspaper ran a follow-up article we missed it. In 1926 his hotel was fined for having liquor on the premises.

Al continued to run the Yale Hotel, until the end of 1938 when he sold his interests. He passed away early in January 1939, in his late 80s and is buried in the Evergreen Cemetery in Grand Forks in the Odd Fellows section.

The Token

Since the token for the Alberta Hotel has only Albert Traunweiser's initials on it, we can say that it was issued during the time that he was the sole proprietor, i.e. the period from November 1898 until May 1902.

It is made of German Silver and is 21 mm in diameter. The token is relatively scarce with fewer than ten examples being recorded. •

1 Per information from Albert's grandson, Bill Sweet, and the Canada Census for 1891, D197, Calgary 23B. A. Traunweiser, barber, his wife Susan, daughter Edna (1 yrs) and son Harry (7 months).

2 Grand Forks Miner, June 26, 1897, p. 1 and May 22, 1897, p. 4

3 Grand Forks Miner, November 12, 1898, p. 3

4 Grand Forks Miner, May 28, 1898, pp 3 and 4

5 Grand Forks Gazette, May 24, 1902, p. 4

6 Grand Forks Gazette, July 22, 1905, p. 4.

7 Grand Forks Miner, June 24, 1899, p. 1

8 For the story of the Victoria, see Numismatica Canada, 2003, p. 124

9 There is a contradiction here, for the July account of the fire claimed the Windsor was destroyed. Perhaps the "repairs" were alterations to the replacement building, or the hotel had not been totally destroyed.

11 Grand Forks Gazette, April 19, 1918, p. 1

12 BC Archives GR 3254 Vol 999 record numbers 4 and 1, The divorce was dated 24 January 1925.

13 A person who was prohibited from buying alcoholic beverages because of past abuse problems.

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

The Old Bow Fort. Douglas A. Hughes. Calgary: Detselig Enterprises, 2002. 89 p., illus. $16.95 paperback.

Inspired by John Palliser's brief mention of the defunct Old Bow Fort (Peigan Post) during his travels over what is now western Canada in the late 1850s, Douglas Hughes has reconstructed a brief 'life' of the fur trade post which was established by the Hudson's Bay Company in 1832 in response to the American Fur Company's Missouri River forts and the competition for the Peigan fur trade. Unable to compete with the geographical advantages of the American traders and threatened by tribal conflicts, John Edward Harriott ordered the post closed in 1834 ending a brief and unsuccessful venture.

Although The Old Bow Fort is written in a readable style, Hughes rarely ventures beyond general or stereotypical knowledge of the fur trade or aboriginal life, and is content to provide a popular introduction to Old Bow Fort and some of the personalities and events of its brief history.

Brian Gobbett Brian Gobbett is with the Dept. of History, Trinity Western University.

Dynamite Stories. Judith Williams. Vancouver, New Star Books. 2003. 91 p., $16 paperback.

This book is a collection of stories from the oral tradition, from the mid-coast area of B.C. The title indicates one stream-the use of explosives for a variety of purposes. (One part of interest to the reviewer was a detailed description of the blowing up of Ripple Rock on April 15, l958.) However, it is more than that. The stories tell of people whose lives in isolation were enriched by friendships and the telling of stories-cougar stories, gold-seeking, and outlandish tales. Places like Refuge Cove and Redonda Island come to life, as do the historical details around the exploration and mapping of Desolation Sound by Captain George Vancouver. *Dynamite Stories* is drawn from the oral history of Desolation Sound, and as such provides another dimension to the historical writings around this part of the Coast. A map and a selection of photographs provide other access points to the text.

This book is No. 11 in the Transmontanus Series edited by Terry Glavin.

Arnold Ranneris Arnold Ranneris is President of the Victoria Historical Society.

All Hell Can't Stop Us: The On-to-Ottawa Trek and Regina Riot.
Bill Waiser. Calgary: Fifth House, 2003. 316 p., illus. $29.95 paperback.

Bill Waiser's *All Hell Can't Stop Us* chronicles the 1935 On-to-Ottawa trek which ended in a bloody riot in Regina. As Waiser details, the trek had its origins in the Bennett government's failed unemployment and relief polices during the early years of the Depression. Unemployed and hungry, thousands of men ended up in the fifty-four relief camps in the interior of British Columbia where they earned twenty cents a day labouring on highway projects. Ignored and forgotten in these "human scrap heaps", many relief camp inmates joined the Communist-led Relief Camp Workers' Union which exposed the camps as a prime example of the failure of capitalism and agitated for "work and wages." In early April 1935, Communist organizer Arthur "Slim" Evans led a walkout of the camp workers in the province. The strikers descended on Vancouver where Evans saw mass action as the best way to gain government attention and public sympathy for the workers. After two months in Vancouver which included, among other events, snake dancing through the Bay [store] and seizing control of the city Library and Museum, the strikers decided to take their demands to Ottawa and directly confront the Bennett government. The On-to-Ottawa Trek was born: on the night of 3 June 1935, the first group of over eight hundred trekkers boarded a CPR freight headed east. Eventually, about two thousand men participated in the trek.

The bulk of *All Hell Can't Stop Us* focuses on the events in Regina where the Bennett government stopped and violently disbanded the trek. For those interested in British Columbia history, however, there is interesting material on the origins of the trek in Vancouver. Waiser points out that, contrary to government officials who saw the trek as entirely the handiwork of communists, the idea for the trek may not have come from the communist leadership. In fact, party leader Tim Buck called for the relief camp workers to stay in Vancouver

where a major strike on the waterfront was underway which could lead to a broader general strike. At the same time, Buck warned, leaving Vancouver would lead to "the liquidation of the strike." (53) Business and government leaders appear to have been thinking along the same lines. Historian R.C. McCandless has pointed out that the Shipping Federation and its government allies only took steps to break the longshoremen's strike after the trekkers had left Vancouver.[1] Waiser concludes of the relief camp workers' decision to leave that, "Ottawa could not have asked for a better outcome."(53) According to trekker Ron Liversedge, who attended the meeting at the Avenue Theatre where the men decided to go to Ottawa, the idea for the trek came from a "nameless striker who stood up…and calmly suggested, 'Let us go to them.'" (53) This was clearly a very popular idea among frustrated men with little to show for two months on strike in Vancouver. At the same time, as the trek included undercover police agents, it would be interesting to know more about the person who made the history-making suggestion.

Waiser uses standard as well as new source material to carefully document the federal government's brutal handling of the trek. Contrary to official expectations, the trek gained momentum as it crossed the southern prairies and emerged as a popular movement against the Conservative government's neglect of the unemployed. Bennett's solution to this emerging political crisis which he claimed was a communist plot to overthrow the government was effectively to imprison and then violently disband the trek in Regina where the RCMP had a training depot and substantial forces. Waiser's carefully constructed narrative of these events which ended in a riot that resulted in the deaths of Regina police officer Charles Millar and trekker Nick Schaack, and an enormous amount of destruction in downtown Regina, reveals how far the Canadian state would go to crush dissent in the 1930s. More specifically, Waiser's narrative suggests that R.B. Bennett's insulting treatment of the trek delegation in Ottawa and RCMP Assistant Commissioner, S.T. Wood's decision to arrest

the trek leaders during a public rally while negotiations were taking place with the provincial government to end the trek peacefully were calculated simply to create a pretext "to bust up the boys" and end the trek through brute force. To say the least, this was a shabby way to treat men with simple demands: as trekker Harry Linsley insisted years later, "All we ever wanted was work and wages." (273)

All Hell Can't Stop Us is an excellent chronicle of the political history of the trek and riot. Waiser makes effective use of government documents, the papers of the major political figures and the Regina Citizens' Emergency Committee, and police records to produce a compelling narrative. In part, this is a fine piece of regional history as Waiser documents how a distant federal government gave little thought to the impact on the people of Regina and the Jimmy Gardiner provincial government of the decision to forcefully disband the trek in Saskatchewan. As in other parts of Canada, most people in Regina wished the trekkers well but wanted to keep them moving on to Ottawa. My main criticism of the book is that, surprisingly, the trekkers themselves do not come into clear focus. Waiser makes clear that the trek had a straightforward objective and "…was more than a simple Communist event." (273) Yet, we never really find out who the rank-and-file trekkers were as people, where they came from, why they joined when others did not, their personal experiences and roles in the events, and what happened to them after the trek was disbanded. In *All Hell Can't Stop Us*, the RCMP and federal and provincial politicians appear as "makin'" most of the history. As an appendix, Waiser lists the names of about twenty percent of the trekkers. I would have liked to learn more about these men whom Jean McWilliam of Calgary described, in a letter to the Prime Minister, as "a very fine type of boys."(275)

Duff Sutherland Duff Sutherland is a History Instructor at Selkirk College Castlegar, BC

1 R.C. McCandless, "Vancouver's 'Red Menace' of 1935: The Waterfront Situation," BC Studies 22(Summer, 1974), 56-70.

The Canadian Rockies - Early Travels and Explorations. Esther Fraser. Calgary, Fifth House. 2002. 248 p., Illus, map, $16.95 paperback.

I can still remember the pleasure that I derived from reading Esther Fraser's book when it was first published in 1969. I knew far less about her subject material than I do today, yet rereading it has convinced me that it is truly a marvellous review of the early history of the region known as the Canadian Rockies. Her judicious choice of those events that highlight this history has just the right balance between the serious and the lighthearted. She has managed to make this history exciting and meaningful. This is not a comprehensive history but rather a selection of stories about individuals who travelled in the Rockies and in so doing explored them. It is a book that should be used in the school system to introduce young Canadians to their history and supplement the more formal historical material they are taught. Each chapter is, in effect, a sound byte.

Esther Fraser first wrote the stories as educational radio scripts entitled "Trailblazers of the Canadian Rockies" for CKUA radio in Edmonton. She was inspired to research and write this series after her first visit to the Rockies on a family holiday. It was a revelation to a woman raised on the prairie who had lived in Edmonton without ever venturing further west until she was in her thirties. Her career in journalism gave her an excellent preparation for the task that she set for herself. It was a voyage of self-discovery and she conveys that excitement on every page. She has focused on a collection of fascinating individuals who played major roles in the exploration of the Rockies.

The titles of her chapters capture the spirit of the book. She starts with "Banff's First Tourist" that details the first trip that the "Little Emperor" Sir George Simpson, a governor of the Hudson's Bay Company, made from Winnipeg to Fort Vancouver at the mouth of the Columbia River in 1841. The narrative is just as brisk as the pace of forty to fifty miles per day that Simpson drove his crew five days a week and the tart commentary captures the personality of this obsessed man. A great choice to get the reader started, enthralled and committed.

She eschews a linear course of history and deftly fits in such early explorers as David Thompson and Duncan McGillivray (Gateway To Power) together with the priests Father De Smet and the Reverend Donald Rundle (Among The Blackfeet) and such odd ball travelers as the Earl of Southesk (A Patrician Hunter) and Lord Milton with Dr. Cheadle (The Incredible Journey). She uses the search for a route for the mainline of the C.P.R. and the ensuing expensive construction through Roger's Pass as the springboard for the exploration of the region around Glacier House and the arrival of the first mountaineers including the Rev. Green, and others in response to Van Horne's dictum "We can't export the scenery – we'll import the tourists!" (Initiating A New Age). The same approach with the focus on mountaineers such as Walter Wilcox and Rev. Outram describes the exploration of the region around Lake Louise and Mt. Assiniboine. Focusing on the explorations and climbs of Prof. Coleman and his brother in search of the famed Mount Brown and Mount Hooker first sighted and named by the botanist, David Douglas, near Athabasca Pass yields three chapters on the exploration of this region. The debunking of the claims for the heights of these mountains leads to the description of the first apparent climb of Mount Robson, the highest peak in the Canadian Rockies, by the Rev. Kinney and his outfitter Curly Phillips in 1909. This peak was conquered in 1913 by Albert MacCarthy, William Foster and their guide, the famous Conrad Kain. It was later admitted by Phillips that Kinney and himself did not actually reach the summit because of bad weather (Drama At Mt. Robson).

All this and much more is included in the twenty-five chapters plus an epilogue that will keep the reader enthralled for a great read. We are indebted to the publisher for republishing this wonderful history.

Harvey Buckmaster Harvey Buckmaster is an emeritus professor of physics whose interest in the history of the Rockies and the interior of British Columbia was stimulated by his joy of hiking, climbing and photography in the region.

Edenbank - The History of a Canadian Pioneer Farm. Oliver Wells, edited by Marie and Richard Weedon Madeira Park, Harbour Publishing 2004

This is a treasure of a book which, thanks to the perseverance of Marie and Richard Weedon and the dedication of Harbour Publishing to regional history, has finally allowed the public a rare glimpse of rural life in the Fraser Valley from gold rush times.

Oliver Wells was the grandson of Allen Wells, a gold rush pioneer from Eastern Canada who, after passing through the Fraser Valley en route to the goldfields, quickly realized that his future lay in working the land. Wells established Edenbank in 1867 in the Vedder area of the eastern Valley, an area rich in meadows, towering timber, waterfowl, and streams teeming with fish. He established an early relationship with Stó:lō natives of the area, and for more than a century the Wells family worked in harmony with the Stó:lō - the natives finding employment with the Wells and their neighbours and in turn teaching the early settlers the secrets of the land.

The book is written by Oliver Wells, and well edited by his daughter and son-in-law. At the time of his tragic death in Scotland in 1967, Wells had achieved a unique reputation in the community and throughout Canada for his agricultural experiments, including prize cattle breeding, horticultural practices, and work in naturalism - establishing a nature reserve unique in the Valley. Allan Fotheringham, who spent many of his growing years living at the farm, was deeply impressed and writes: "Oliver Wells was the first 'Green.' Long before the environmentalist movement was born, he conducted his life - and his career - that way. He, who had never travelled, corresponded with like-minded people around the globe who lived close to the land and loved it and wanted to preserve it. He bred prize cattle, loved birds, loved people of his ilk..."

Oliver Wells' life is a testament to stewardship of the land, an example that Man need not live at odds with Nature in order to survive and prosper. Yet this is not simply a sentimental description of idyllic pioneer life. All of the hardships, from floods, fires, drought, disease, and accidents are presented starkly, as are the farm practices such as killing of livestock for food - descriptions of which are not for the squeamish.

Prior to his death shortly after completing the Edenbank manuscript, Oliver had succeeded in working with local Stó:lō to help revive the ancient arts of native weaving. Until 1900 native women had used wool from mountain goats for weaving blankets; now the trade was taken up again using natural dyes on other available quality wool. Similarly, traditional canoe crafting has experienced a resurgence.

The wildlife sanctuary established by Wells has survived, and for many years Oliver exchanged wild nest eggs of different birds with naturalists from Great Britain. The rare small green heron was coaxed to visit this Edenbank paradise.

Sadly, the fate of Edenbank as a working farm, which Oliver's descendants hoped would be preserved in the public domain, was not to be. A substantial portion of the farm was developed into condominiums. Moreover, despite the vehement recommendations of the heritage advisory commission for the area, both the Agricultural Land Commission and the Provincial Cabinet turned down pleas to have the farm and the sanctuary together preserved - the best opportunity which B.C. has ever had to create a historic working farm museum. Thankfully, the Edenbank farmhouse has been preserved as a meeting place for local strata owner residents.

The wildlife sanctuary and the publication of this important book will serve as a testament to the unswerving efforts and integrity of Oliver Wells and his forbears in contributing to both community and natural environment. The tragedy of Edenbank's desecration as an historic pioneering centre, alas, will serve as a testament to the bungling, bureaucratic incompetence and shortsightedness of government.

Bella Coola Country. Leslie Kopas. Photographs by Cliff Kopas. Vancouver, B.C., Illahee Publishing, 2003. 128 p., illus, map. $26.95 paperback.

Bella Coola Country deserves a place in every British Columbia library and on the bookshelves of history buffs who enjoy looking into the heart of small-town B.C. Leslie Kopas chose nearly 150 images from his father's vast photo collection as the basis for a history of the Bella Coola valley. He fleshed out the graphic storyline with essays and maps that introduce readers to the history, geography, and personality of the area. Both Cliff's choice of subject matter and Leslie's choice of photos tell us what the people of Bella Coola consider to be significant elements of their history.

Between 1933 and 1956, Cliff Kopas took over 1,000 black and white photos of the Bella Coola valley and surrounding area. (He switched to colour photography in the mid-1950s.) His subjects included his neighbours and their homes and businesses; scenery encountered on hikes and trail rides; industrial activity in the local fishing, logging, and agricultural businesses; community celebrations; pioneer farm sites; evidence of the ethnic diversity of the area; and significant events such as floods and the road-building venture that made Bella Coola accessible to cars and trucks. His images show people who are at ease with the photographer and who seem eager to have their work and play preserved for posterity.

Cliff's son Leslie wrote the stories behind the pictures. They explain why some of us decide to settle in remote areas and challenge ourselves with difficult livelihoods. They remind us that logging, fishing, and agriculture have always been precarious ways to earn a living and show how residents of this small community found solutions to the industrial problems of their day. Leslie's essays reveal how multiculturalism evolved in rural British Columbia. And they demonstrate the impact that individuals can have on the development and character of a community.

The only disappointment with the book was the layout. The photos and text compete for our attention. The designer

often put photos in the middle of a paragraph, sometimes mid-sentence or even mid-word. This awkward placement forces the reader to skip over the those important images to finish the story. One particularly annoying example starts at the end of page 53, where an 1862 account of "... two Indian vil-" is interrupted by seven photos, none of which relate to the subject of the paragraph. I had to flip to page 57 to resume the story of the "lages, forming a settlement named Ko-om-ko-otz...". In the end, I read the book twice, first the graphic storyline and then the text. The designer should have made both storylines enhance each other.

That gripe aside, I would heartily recommend this book. I am very grateful that Leslie Kopas recognized the value of these images and stories and devoted so much time and energy to sharing them with us. I hope it encourages others to give us similar insight into other small communities throughout our province.

Susan Stacey *Susan Stacey is a Richmond writer and co-author of Salmonopolis (1994).*

A World Apart; the Crowsnest Communities of Alberta and British Columbia - *edited by Wayne Norton and Tom Langford. Kamloops, Plateau Press, 202 p., illus., map $22.95 paperback.*

This seems a sombre book, with its black and white cover picture of grimy coal miners with head lamps on their helmets. However, it is not another record of the mining disasters created by methane gas explosions, but a record of life in the towns of the Pass. Twenty-five chapters by different authors set out almost everything from politicians, soccer teams, unions, to the tough times of the work-scarce 1930s. A chapter on photographer Thomas Gushul and his studio contains a most interesting photograph of Peter "the Lordly" Verigin's original tomb at Castlegar before it was dynamited (possibly by the Sons of Freedom splinter group of Doukhobors). As Gushul was Ukrainian, and Russian speaking, this enabled him to obtain much work for the Doukhobors. This particular picture of the very ornate structure shows two cement

sheaves of wheat, one of which survives at the Verigin memorial site on the abandoned Columbia and Western rail track near Farron, where Peter, and seven others were assassinated in 1924. Many of the other photos in the book are the work of Gushul, and his son Evan.

Many of the workers in the Pass mines came from Europe, and tended to congregate in Polish, Italian, and other ethnic sections of the communities. Some of the school teachers were handed the task of teaching English to these workers – this was so important, as safety in the mines depended on an understanding of the language.

The BC side of the border was represented for forty years in the Legislature by Thomas Uphill – the only Labour Party member to be elected in B.C. Again this tells how these communities were a "world apart". Coal miners were specialists in the mining industry, somewhat different from the men who worked at Kimberley, and other 'hard rock mines'

All types of miners had to be dedicated union men, to try and better their tough working conditions.. A chapter on "The One Big Union" explains this different type of organization satisfactorily – without dismissing it as the "Wobblies" as most books seem to do. Unfortunately the book doesn't refer to Joe Krkosky, a powerful union official who served on the Blairmore town council for many years. (where else could a dedicated Communist party member become a councillor in those years ?) However it records so much of the grimy Crows Nest Pass during its underground coal mining days (coal is now entirely recovered by open pit methods).

Tom Lymbery *Tom Lymbery, a long time resident of the Kootenays, runs the Gray Creek Store.*

Bloody Practice; doctoring in the Cariboo and around the world. *Sterling Haynes. Prince George, Caitlin Press, 2003. 143 p., illus. $18.95 paperback.*

This book of short stories by a physician starts out with tales from his first medical practice in Williams Lake in the

1960s. Each chapter tells a story: a hospital case seen in the Emergency ward during Stampede Week, an emergency flight in a Cessna 180 to reach an isolated lake in the Chilcotin where a plane has gone down, and other examples of an extraordinary small rural practice where medical skill and ingenuity are put to the test.

One story tells of Dr Haynes' days as a third year medical student when he and others provide care to treaty Indians in Great Slave Lake. The RCMP officers went to pay treaty money, $5 a year for every Indian, $10 for councillors, and $15 to the Chief. But, the natives had to have a chest x-ray and a physical examination before the money was paid out. The bonus was a free tooth extraction, as necessary, by Dr Haynes.

In the second part of the book, Dr Haynes returns to old haunts in Alberta to research the life of a pioneer doctor there. Stories dealing with his time in Nigeria in 1952 serve as a prelude to his next practice. In 1980, Dr Haynes took up a rural practice in Alabama and has many stories to tell of his nine years of medical practice. As a retired physician he visits Cuba, Belize, the Panama Canal and Costa Rica and recounts information about life and medical and alternative practices in these far away places.

Helen Shore *Helen Shore is Associate Professor Emerita of Nursing, UBC, and a member of the Vancouver Historical Society.*

Boards, Boxes and Bins; Stanley M. Simpson and the Okanagan lumber industry. *Sharron J. Simpson. Kelowna, Manhattan Beach Publishing, 1850 Abbott St., Kelowna, BC V1Y 1B5. 152 p., illus. $29.99 paperback.*

As ambitious newcomers set about freeing up British Columbia's natural resources early in the twentieth-century, emerging settlements often as not came to be dominated by super achievers. A good example would be Stanely M. Simpson, who rose from relative obscurity to assemble Kelowna's major industrial enterprise. Simpson drew his fame and fortune from the forest, and devotees of local history are

indebted to Sharron J. Simpson for this sympathetic telling of her grandfather's role in the growth of the Okanagan's largest centre.

Born in Ontario in 1886, Stanley Merriam Simpson saw his formal education end at Grade Eight. However, early personal development and many lifelong attributes were a legacy from his devoted widowed mother. Simpson arrived in Kelowna in 1913, after spending five years on a tree-covered quarter section in Saskatchewan and finding he was not meant to be a farmer. Starting with a one-man carpentry shop that turned out storm windows, screen doors and fruit ladders, he soon became aware of the growing market for packing boxes. In 1925, Simpson formed a sawmill partnership with Fred Munson at Ellison to supply rough boards for conversion to box stock. Simpson's holdings eventually grew to include sawmills, veneer plant, and a box factory, producing 20,000 units a day, that together provided jobs to 800 men and women.

According to Sharron Simpson, Okanagan fruit growers consumed a staggering total of 600 million wooden packing boxes up to the 1950s. The forty-pound, one-bushel box became the standard in 1909 and customers were insistent that only knot-free wood be used in their manufacture, lest the fruit sustain bruising. Considered by many a wasteful practice, the policy led to the substantial depletion of the Valley's magnificent Ponderosa pine stands. Stan Simpson famously survived the demise of the forty-pound container by becoming a leading supplier of the new bulk bins, which revolutionized fruit harvesting in 1957.

When Simpson died in 1959 he was hailed by the forest-industry as a leader and standard-setter. He could also claim to have transformed the Kelowna landscape by filling in numerous ponds and low-lying areas with mill waste, and by making available eleven acres to the City of Kelowna for a civic centre and waterfront park.

It is also apparent from *Boards, Boxes and Bins* that Simpson shared many traits with other self-made men from similar backgrounds. He was exceedingly thrifty,

inventive and paternalistic. In this last instance he tended to treat loyal employees like family members, which made it hard for him to believe anyone would want to join a union. "Stan must have felt betrayed" when organized labour arrived in 1943, the author relates. Things got worse three years later, when S. M. Simpson Ltd. employees walked off the job, resulting in a box shortage that left much of a bumper fruit crop on the trees.

Perhaps a more objective study of this influential enterprise will yet be written, but in the meantime Sharron Simpson has faithfully preserved the memory of an important Okanagan business figure. A final comment: I would prefer to read and shelve this work in standard 'book" format, rather than the unwieldy size in which it is presented.

Denis Marshall Denis Marshall is the author of Sawdust Caesars *and family ties in the Southern Interior Forests, 2003, which will be reviewed in a forthcoming issue of British Columbia History.*

Country Post; rural postal services in Canada, 1880-1945. *Chantal Amyot and John Willis. Gatineau, Quebec, Canadian Museum of Civilization, 2003. Canadian Postal Museum, Mercury Series. 210 p., illus. Can. Museum of Civilization, 100 Laurier St., PO Box 3100, Station B, Gatineau, Que. QJ8 4H2 $39.95 paperback.*

For those with an interest in social history, *Country Post; rural postal services in Canada* is a must read. The book looks at the influence that the Canadian Post Office had on the development of rural Canada between 1880 and 1945. The authors open with an overview of the transformation of Canadian society during the sixty-five year period covered by the book, and then discuss the role of the small town postmaster and the fact that the village post office often became the social centre of the community. It concludes with a look at special postal services, such as the Post Office Savings Bank and the Mail-Order business, as they brought big city services to the small town.

The book provides an outstanding study of small town Canada as it existed prior to the Second World War, but the authors may have picked a topic that is too

large for a two hundred-page book. Generalizations that apply in Eastern Canada are not always valid for the Prairies and British Columbia. The authors fail to appreciate the fact that in 1880 the present Prairie Provinces were served by forty-four post offices and that by 1900 the number had increased to about four hundred fifty truly rural post offices, while during the same period the number of post offices in Ontario and Quebec had remained at about 8,000 offices. As is pointed out by the authors, many of the openings and closings of post offices in Eastern Canada were the result of political patronage rather than the need for additional postal service.

It is true that the railways had a great effect on the locations of settlements in many parts of Canada, but the influence of the airplane on the development in the west cannot be overlooked. On page 41, the authors state that Airmail was first introduced into Canada in 1928, without realizing that, by 1928 more than a dozen flying companies were operating in Western Canada and that mail was carried on nearly one hundred mail routes mainly serving the North. At the same time they make no mention of the role played by coastal shipping along Canada's West Coast where, by the 1930s, the coastal ships provided "way mail" service to over one hundred fifty rural settlements, many of which had no post office.

The word "rural" appears to be interpreted quite differently in various parts of Canada. The City of Nelson (p.113), with its daily mail service, could hardly be referred to as a rural settlement in the 1930s, when Poplar Creek and Hauser, some 690 miles to the north, were still receiving mail by packhorse into the mid 1940s. Had the authors used the term "small town" or "village", to describe many of the settlements, those living in the more remote rural regions of Canada would have found these terms more acceptable.

Despite these minor oversights, the authors are to be complimented on the depth of study and understanding shown in the book, and the fact that it is almost impossible

to make a generalization that applies to all parts of Canada should not affect the readers' enjoyment of what is an outstanding study of Canada's rural postal system.

William Topping William Topping is Editor of the British Columbia Postal History Newsletter

L.D.: Mayor Louis Taylor and the rise of Vancouver. Daniel Francis. Vancouver, Arsenal Pulp Press, 2004. 239 p., illus. $21.95 hard cover.

In real life, L.D. Taylor took a pummeling from the fates. He now takes another from biographer Daniel Francis, and from most reviewers of Francis' book. No doubt Taylor was a bit of a devil, but it is time to give the devil his due, not add to the "odour of corruption that has tainted Taylor's reputation" The Texas journalist Molly Ivins has written "Young political reporters are always told there are three ways to judge a politician. The first is to look at the record. The second is to look at the record. And third, look at the record. The method is tried, true, time-tested, and pretty much infallible. In politics, the past is prologue. If a politician is left, right, weak, strong, given to the waffle of the flip-flop, or, as sometimes happens, an able soul who performs well under pressure, all that will be in the record." (Ivins, M.. *Shrub; the short but happy life of George W. Bush*. N.Y., 2000. p.xii) Ivins' approach is sorely needed when it comes to evaluating the long career of L.D. Taylor, frequent mayor, and formidable figure in shaping the character and quality of the City of Vancouver.

"L.D. was not a visionary mayor", Francis writes. If he was not, has there ever been a visionary mayor of Vancouver? The examined record belies a so-dismissive characterization of Taylor. It is contrary to the documentation supplied by previous historians, even to the record Francis himself presents. Surely Taylor's initiatives and support for, among others, city amalgamation, a City Planning Commission, an airport, a civic archives, have something to do with 'vision'.

Although the name of L.D. Taylor is well-known to Vancouver historians, professional and amateur alike, it is rare to find today an average citizen in Vancouver who knows anything of Taylor's civic accomplishments. Judging by reviews of Daniel Francis' book in the local papers, most of our journalists are in a similar state of ignorance. Francis himself confesses that, though brought up in Vancouver, he was in his thirties before he happened upon references to L.D. Taylor. Eventually, writer Francis began to see Taylor as an intriguing character, the possible subject of a biography, which Francis himself would undertake.

A full biography of Taylor has long been wanting, and many people, myself among them, have earnestly hoped a historian, or at the very least a Ph.D. student of history, would take up the task. Most of the standard books about Vancouver - Morley, McDonald, Nicol, do give the flavour of the times, and credit Taylor with an important role in it. They record a number of Taylor's civic accomplishments as well as his spats and tribulations. But for some reason Taylor practically disappeared as a person of historical interest after his death. Apart from Ronald Kenvyn's series of articles in the Province in 1939, while Taylor was still alive, and David McFaul's excellent biographical sketch in 1979, there is almost nothing with a focus on Taylor. (Vancouver History 18:4, Aug. 1979.)

Now, more than fifty years after Taylor's death, it is disappointing, and passing strange, that Francis, who appears to admire Taylor in spite of himself, has failed to look at "the record...the record...the record" before coming out with a biography of the man. Instead, Francis has exhausted himself on trivial and personal questions, arising largely from his conversations with Taylor's great-grandson, Roy Werbel, and a file of personal letters and clippings dated before 1920. Unhappily, too many of Francis' statements are misleading, or innuendo at best: "Bigamy, embezzzlement, drug abuse: it turned out that Louis Taylor was not only Vancouver's longest-serving mayor, but also by far its most colourful".

The tenor of this statement pervades not only Francis' book, it laces his recent published articles on Taylor in *The Beaver, The Vancouver Sun*, and elsewhere. The implications are scandalous. This is seriously unfair to Taylor and definitely is not good history.

Francis leaves one with a negative assessment of Taylor. To understand why, even a grudgingly admiring biographer would do this, a Molly Ivins reference to a book of her own is suggestive: "This book contains no news about the sex life of [...] nor about the drugs he has ingested, nor about whatever dark psychological demons drive him to seek [political office]. No sex, no drugs, no Siggie Freud - so why would anyone read it?" (Ivins, p.xi) The reference is obvious. The book wouldn't sell. Publishers have their price.

Francis did well to ferret out great-grandson Werbel's whereabouts. It would have been a real service to have written a careful article based on the files kept by Werbel, and on what he, Francis, could reasonably surmise, or better still, prove, about the embezzlement episode. Francis would then have supplied one chapter in a "Life of ..." a chapter which would truly add something new to the story of a remarkable man. Titillating allusions are fit tabloid copy only. It is deplorable that they found ther way into *The Beaver*, let alone into the book under review here.

A second major disappointment is Francis' discussion of the times in which Taylor lived and campaigned, specifically of the deeply-rent economic/political milieu. Michael Barnholden is the only reviewer who has called attention to this serious gap. He refers to 'class warfare'. He suggests that Taylor's real sin was his fight against special interest groups. Barnholden's suggestion is appealing. One finds certain writers, ostensibly on the side of the working man who also ignore Taylor. The warfare was within the left as well as between classes. Barnholden could have enlarged on his comment about class by pointing out that the analysis of Henry George was L.D. Taylor's guide in political economy, a

philosophy anathema to both extremes in the political spectrum. Francis' scant references to Henry George betray his own failure to understand that analysis. Nor does he recoognize it as a potent force in Taylor's life and times, more is the pity, since a lesson from those days might help the City now.

The early 1900s were notorious for their deep wells of political partisanship, both provincial and federal. That partisanship was vicious at times; it coloured the municipal picture always. The long-standing enmity between G.G. McGeer and Taylor, for example, evidently began in 1911, when nominal-Liberal Taylor backed Conservative H.H. Stevens for Federal Member against Liberal McGeer. (The cabal of B.C. Liberals in those days was oneTaylor couldn't stomach.) A lot of strings were pulled and deals made then; it is naive to believe otherwise. Is it not so today? Why Francis should name Taylor 'paranoid' to see hidden knots of influence in the political scene is inexplicable, but he does, putting Taylor in the same company as John Birch and Joseph McCarthy!

I continue to hope that a professional historian, preferably one with economic and political savvy, will take up a full biography. It will require months of searching over years of records, not only in the City Archives, but in the minutes of many other civic institutions - City Council, Police Commission, Planning Commission, Library Board (Taylor was first appointed to the Library Board in 1903), and newspaper files, memoirs and biographies of other city notables, of which there are now several. Sadly, Daniel Francis has laboured to produce just a warped, blurred picture, relying to catch the reader's interest, it seems, by reference to "sex, drugs and Siggie Freud".

L.D. Taylor, eight times Mayor of Vancouver, awaits a serious biographer.

Mary Rawson *Mary Rawson presented a talk to the Vancouver Historical Society on L.D. Taylor in 1986 and published an article on Taylor in the BC Historical News Winter 2000.*

(Daniel Francis' book L.D. Mayor Taylor and the Rise of Vancouver *was awarded the City of Vancouver's Book Award in 2004.)*

Spirit Dance at Meziadin: Chief Joseph Gosnell and the Nisga'a Treaty. Alex Rose. Principal photography by Gary Fiegehan. Madeira Park, Harbour Publishing, 2000. 248 p., illus., map. $21.95 paperback.

In 1885 three Nisga'a chiefs met with Prime Minister John A. Macdonald. One hundred and five years later, the Nisga'a Treaty was formally ratified, at an estimated cost of $487.1 million. We need to know what happened between those two Ottawa events and why it matters. Alex Rose tells us.

Despite its title, the book is more concerned with reality than with spirits, and it is not a biography. It is a strong eye-witness account of the Nisga'a Treaty process, why it happened, how it proceeded, and what the experience did to those involved.

Rose gives sympathetic but not uncritical portraits of Chiefs Joseph Gosnell and Frank Calder and their people, but he also knows first hand, because he was one of them, the army of lawyers, politicians, bureaucrats and consultants. They battled, learned, and bargained in the stultifying atmosphere of hotel boardrooms, and slowly they made history.

The book ends in 2000, before Gordon Campbell's Liberals came to power with a commitment to a referendum on the Treaty process. Rose is sceptical about the idea of a referendum, but it did give the provincial government the mandate it needed to continue negotiating. By the end of 2003 four Agreements-in-Principle had been concluded and approved by First Nations.

Rose credits the tenacious pragmatism of the Nisga'a leaders with achieving "a real-world solution to the crisis of aboriginal rights." He concludes, "Despite its many contradictions, the Nisga'a Treaty brings into sharp focus the question of how two cultures can live together and offers a peaceful solution to a long-standing grievance that could never have been settled by armed confrontation."

Phyllis Reeve *Phyllis Reeve lives on Gabriola Island and hopes a treaty will soon be finalized with the Snunééymuxw Nation.*

The Yukon Relief Expedition and the Journal of Carl Johan Sakariassen. Edited by V.R. Rausch and D.L. Baldwin. Fairbanks, University of Alaska Press, 2002. 261 p., illus. US. $26.95 paperback.

In the winter of 1897-98 fears of starvation in the northern gold fields brought about the Yukon Relief Expedition, promoted by Dr Sheldon Jackson and paid for by the US Department of War. It involved travelling to northern Norway to purchase five hundred reindeer and sign on seventy-two herders, roughly of them Lapps or Saami, and transport both to Haines, Alaska, as quickly as possible. From there, reindeer pulling loaded sleighs would dash to the gold fields where food they brought plus the animals' own flesh would alleviate the famine.

Jackson, a Presbyterian minister and the US Government's special agent for education in Alaska, had been involved in the importation of Siberian reindeer as early as 1891 and, along with others, hoped that reindeer husbandry could reduce the aboriginal people's dependence on ever-scarcer marine animals for food. North American caribou, although similar to reindeer, have never been domesticated.

Racing against time, the expedition left Norway on February 4th, 1898, reaching New York by freighter on February 27th, the west coast by rail on March 8th, and Haines, Alaska by ship on March 27th, where five hundred twenty-one of the original herd of five hundred thirty-eight were landed. By now the supply of 'reindeer moss', actually a lichen, that the expedition had carried with it, was gone and the animals refused to eat the coarse hay brought to them.

Over the next six weeks, desperate attempts were made to locate 'cariboo or reindeer moss' and either bring it to the reindeer or drive them to it, both next to impossible during spring breakup. Losses mounted as the starving and exhausted reinder gave up. Often the herders would encourage them to walk a few feet only to have them lie down again and repeat this until seized by a sort of cramp that brought death within a few minutes. The herders, often working in the rain and without adequate food, did their best.

Finally, on May 6th, the surviving one hundred eighty-five reindeer, healthy and weak together, were assembled in an area with abundant moss, some fifty miles from Haines and near the start of the climb to Chilkat Pass. William Kjellmann, Jackson's superintendent, ordered Hedley Redmyer and a crew of six men to drive them to Circle City on the Yukon River. The reindeer gone, the remaining herders returned to Haines and from there went by ship to Port Townsend, Washington. Redmyer's party would reach Circle City on February 28th, 1899 with one hundred fourteen reindeer, a remarkable journey.

Sakariassen's journal begins February 2nd, 1898, the day the twenty-three year-old left home to sign on to the Relief Expedition, and continues until his departure from the Nome gold field on October 18th, 1899. Uniquely, signatures of four friends from the expedition attest to its accuracy.

Its value lies in the first-hand descriptions, initially of the Relief Expedition until leaving it at Haines and, following this, travelling to Unalakleet in Norton Sound, Alaska, to help construct the Eaton Reindeer Station nearby. Resigning from government service on April 8th, 1899, he and two companions set out for Nome, some 210 miles away, hauling an eight hundred-pound sledge. Their journey took close to a month and during it they were passed by a party using reindeer who did it in a mere three days, an example of what reindeer transport could accomplish given the right conditions.

At Nome, Sakariassen both staked claims and worked on others including Discovery and 1 Below on Anvil Creek staked on September 22nd, 1898 by Jafet Lindeberg, credited with the Nome Discovery and who had come to North America as a member of the Relief Expedition. Sakariassen left Nome aboard the *Portland* October 18th, 1899, planning to winter in Washington State and return north the following spring.

His journal, borrowed and believed lost for many years, was returned to its author in the late 1950s. Translated from the Norwegian by James P. Nelson, it has been edited and annotated for this publication by the author's daughters V.R. Rausch and D.L. Baldwin. In addition, their introduction, drawn mainly from archival sources, contains much information on the background of the expedition and the problems faced in getting it underway.

Lewis Green Lew Green spent many years as a government geologist mapping in the Yukon.

Walter Moberly and the Northwest Passage by Rail. Daphne Sleigh.

Most readers of this journal recognize Walter Moberly's name, but I suspect that many would be hard pressed to list his accomplishments, or even accurately describe his activities. In *Walter Moberly and the Northwest Passage by Rail*, a new biography of the "doyen" of British Columbia explorers, Daphne Sleigh is largely successful in doing both, and, more importantly, distinguishing one from the other. Her careful comparison of the often meagre sources reveals the extent and duration of Moberly's concerted campaign to revise the historical record concerning his work. From the publication of his memoirs in 1885 to the appearance of his recollections in 1914, Moberly spent three decades hectoring politicians in Victoria and Ottawa and lecturing tirelessly to any social club that would hear him. The point of this effort was to convince his audience, and posterity, that it was he who had located the key mountain passes in the CPR route across British Columbia. While Moberly was the first white to realize the importance of Eagle Pass as a conduit for the transcontinental railway, Sleigh makes clear that he neither reached nor recognized Rogers Pass before the advent of the CPR's American explorer. She also describes how his illogical fixation with Howes Pass as the railway's eastern gateway to the mountains led to a rupture with Sandford Fleming and the Canadian Pacific Railway Survey.

There is much else as well. Some private letters as well as correspondence with Henry Crease illuminate another part of Moberly's career, the construction of part of the Cariboo Road, for which he was jailed twice and bankrupted on debt recovery actions. And diligent sleuthing reveals a disastrous marriage in 1865 that collapsed a few years later in Nevada.

The volume has substantial merit, then. It also has shortcomings. Editorial flaws range from the annoying - Prime Minister Macdonald becomes MacDonald in some chapters - to the inexplicable - incomplete archival citations vitiate the notes. And the maps do not illuminate Sleigh's sometimes intricate description of Moberly's travels. The map of the railway passes, in particular, requires tracings that compare Moberly's explorations in 1865, 1866, and 1871 with the CPR constructed line.

Of greater concern are aspects of the author's organization. Sleigh casts the biography in a lockstep chronology that allows her to discuss the tendentiousness of Moberly's publications and correspondence, still the major source for her subject, only after she has finished her account of his explorations. And would it not also be enlightening to compare Moberly to others in similar pursuits? While achieving fame that eluded Moberly, Fleming and Major Rogers also shared some of his frustrations. Richard White's recent book on British-born railway engineers Walter and Frank Shanly indicates that Moberly's financial insouciance was not uncommon. In addition, studies of railway location through the North American cordillera suggest that exploration and survey were part of a larger business process that is minimized in Moberly's writings, and in this biography. Insights from a wider investigation can illuminate additional elements of Moberly's "unique" career.

Frank Leonard Frank Leonard is with the Dept. of History at Douglas College

This Blesssed Wilderness; Archibald McDonald's letters from the Columbia, 1822-44. Ed. Jean Murray Cole. Vancouver, UBC Press, 2001. 297 p., illus.. $75 hard cover.

Archibald McDonald led a group of Selkirk settlers to the Red River colony in 1813, and seven years later was hired by the Hudson's Bay Company on the eve of its union with the Northwest Company. Initially he was stationed at Fort George at the mouth of the Columbia and was then put in charge of Kamloops, Fort Langley and Fort Colvile, where he was promoted to the position of Chief Factor. He was a prolific letter writer who sent detailed reports to headquarters and corresponded with many friends and colleagues. Jean Murray Cole, a direct descendant and his biographer, has edited a selection of the many papers which have survived. This book will be a "must read" for those interested in the Pacific fur trade during this period, but the letters are interesting in themselves, and the background and explanatory notes provided by the editor give this book a much wider appeal.

Morag MacLachlan Morag MacLachlan is the editor of *The Fort Langley Journals,*

NOTEWORTHY BOOKS

Books listed here may be reviewed at a later date. For further information please consult Book Review Editor, Anne Yandle.

Backstage Vancouver; a century of entertainment legends. Greg Potter and Red Robinson. Harbour Publishing, 2004. $39.95

Cannery Village: Company Town; a history of British Columbia's outlying salmon canneries. K. Mack Campbell. Victoria, Trafford, 2004. $30.95

First Invaders; the literary origins of British Columbia. Alan Twigg. Vancouver, Ronsdale Press, 2004. $21.95

Healing in the Wilderness; a history of the United Church Mission Hospitals. Bob Burrows. Harbour Publishing, 2004. $26.95

Mountie in Mukluks; the Arctic adventures of Bill White. Patrick White. Vancouver, Harbour Publishing, 2004. $34.95

North by Northwest; an aviation history. Chris Weicht. Roberts Creek, Creekside Publications, 2004. $42 paperback

Surveying Northern British Columbia; a photojournal of Frank Swannell. Jay Sherwood. Caitlin Press, 2004. no price given.

TheTofino Kid; from India to this Wild West Coast. Anthony Guppy. Fir Grove Publishing, 2000. no price given.

The Wild Edge; Clayoquot, Long Beach & Barkley Sound. Jacqueline Windh. Harbour Publishing, 2004. $34.95

More on the Crowsnest Railway

R. G. Harvey's article "The Crowsnest Railway" in the summer editon is excellent. When I checked one of his primary references (*Some we Have Met and Stories They Have Told*, by Will Stuart) I immediately discovered why a major error had slipped into the story (and the map) of the CPR line to Kootenay Lake.

Jim Hill's Great Northern Railway from Bonner's Ferry, Idaho, got to Kuskanook first, so the CPR was never able to run trains to this point. However, the tote road that his company constructed to Kuskanook was used to bring supplies and material east to the Canadian companies construction, as the CPR operated sternwheelers and tugs on Kootenay Lake. This, somewhat naturally led the workers on the line feel that Kuskanook was to be the terminus. In fact, the town of Kuskanook 'boomed' because merchants expected that it would be a rail centre with two companies serving.

The actual terminus of the Crowsnest Railway was Kootenay Landing, at the mouth of the Kootenay River, where the station and barge loading facilities had to be all built on pilings, because of the insubstantial sand and mud. This also was subject to wind, ice and driftwood. Foremost Kootenay and Sternwheeler Historian. Ed Affleck researched the Great Northern's corporate archives in St. Paul Minnesota, about 12 years ago, to find that the CPR tried several times to purchase the route and landing in Kuskanook, but that GN was only willing to lease, not sell. This was not on the program so CPR never did run trains into Kuskanook, even though the US company suspended service in 1909.

Sadly the 2003 forest fires severly burned the mountain tops above Kuskanook, resulting in a flood and landslide in the summer of 2004, which completely destroyed the 1904 Great Northern station, which both the Gray Creek Historical Society, and the Creston Museum were hoping to preserve. This station was virtually the last evidence of Jim Hill's many incursions into BC after the ore from our mines!

How easily historic errors can sneak in - Harvey's "CPR to Kuskanook" has already been used as a reference in the just published book *Remember When* by Susan Hulland and Terry Turner.

Tom Lymbery, President Gray Creek Historical Society

"Booming" Kuskanook
BC Archives D-06933

Web Site Forays

Graveyards of the Pacific: Shipwrecks of Vancouver Island   by Christopher Garrish

I n its 1999 Throne Speech, the Federal Government announced that technology was creating new opportunities in the field of cultural to "strengthen the bonds between Canadians," and that it was the government's intention to bring Canadian culture into this digital age by "linking 1,000 institutions across the country to form a virtual museum of Canada."

The responsibility for delivering on this commitment fell to the Canadian Heritage Information Network (CHIN) in early 2000. CHIN represented an ideal candidate for this task as it possessed a thirty year track record of encouraging the creation of a computerized national inventory of Canadian culture, facilitating the sharing of collections and working directly with the country's heritage community.

And so grew the Virtual Museum of Canada (VMC) - www.virtualmuseum.ca - into a gateway that CHIN now uses to assist member museums from across the country in developing an on-line presence and "capacity in the digital domain."

While British Columbia is represented by a number of organizations in CHIN, some of which have already made contributions to the VMC, such as: the Museum of Anthropology's *Respect to Bill Reid Pole*; the Vancouver Aquarium's *Salmon Tales*; and the Osoyoos Museum's *Drawing on Identity: Inkameep Day School & Art Collection*. Our focus is to be on the Maritime Museum of British Columbia's *Graveyards of the Pacific: Shipwrecks of Vancouver Island* (www.pacificshipwrecks.ca).

While *Graveyards of the Pacific* is principally the effort of the Maritime Museum, there have been other project partners in the form of the Museum at Campbell River, the Vancouver Maritime Museum, and the Underwater Archaeological Society of British Columbia. Together, they have created an exhibition that offers "a wealth of information about the numerous ships that have foundered on the Island's shores as well as the fascinating human and social history that went down with the ships."

While the web site has been set-up in five differing sections, there is a certain degree of inter-relation between these groupings that allows visitors to better understand the hazards and the history of navigating around the Island.

For instance, under the section entitled "The Wrecks" an interactive map of the Island has been created that allows visitors to literally "slide" through time from 1750 to the present while red locators fade in and out of view, each representing a different wreck.

This is probably one of the web site's strongest features as it presents a synopsis and, in some cases, photos of what appear to be upwards of a hundred wrecks from around the Island. While the site indicates this to be only a "short list" of wrecked vessels, it includes working tugs, lumber barges, freighters, passenger ferries and war ships.

One of these entries is for the *Valencia*; an iron steamship that was driven ashore on January 22, 1906, five miles east of Pachena Point on the west coast of the Island. By linking to the section "Tales of Hope & Courage" a special "shipwreck newspaper" has been created that relates how the *Valencia* came to its most unfortunate demise.

Considered as one of the most tragic maritime disasters in Vancouver Island history, the *Valencia* had left San Francisco for Seattle on January 20, 1906 with approximately one hundred and six passengers and sixty-five crewmembers on board. Thick fog, sleet and wind forced the ship to reduce its speed, thereby allowing the ocean currents to push the ship off course and into the rocks of Pachena Point.

By navigating over to the section entitled "The Hazards," Pachena Point is described as a headland located twelve kilometres south of Bamfield and considered to be among the most dangerous place along this stretch of coastline. When the *Valencia* went down this area was actually referred to as Becherdass-Ambiadass after the British ship of the same name wrecked in a nearby cove in 1879.

In returning to the description of the *Valencia* incident, we learn that for two days, passengers and crew attempted to survive aboard the crippled ship as it slowly broke apart. While a few survivors did manage to make shore, they were faced with a gruelling hike along the West Coast Trail to the closest lighthouse at Cape Beale.

In then linking to the section on "Saving the Wrecks," it is revealed that the West Coast Trail was originally built between Port Renfrew and Bamfield precisely to assist shipwreck victims such as those from the *Valencia*. The Trail connected the three

lighthouses in the area that were, in turn, connected to the Bamfield telegraph line that ran to Victoria and could be used to summon help.

Three vessels ultimately tried a rescue effort but were rebuffed by the elements, leading to the loss one hundred and thirty-four people – including all women and children. The public outcry following news of the tragedy forced the Federal Government to direct the Coast Guard to erect life saving shacks along the shoreline at eight kilometre intervals with direct access to the telegraph line, blankets, provisions and directions.

As an interesting aside, the web site claims that the *Valencia* wreck has subsequently become associated with paranormal activity and goes on to relate the story of how the No. 5 Lifeboat eventually came ashore in Barkley Sound untouched by the storm. This arrival, however, happened in 1933, twenty-seven years after the demise of the Valencia! Truth or fiction? you decide…

While the majority of stories on the web site relate to the destruction of ships, the tale of Ripple Rock, located north of Campbell River, is somewhat of a reversal. After sinking and damaging one hundred and twenty known vessels it was decided to blow-up this rocky hazard with explosives. After abortive efforts in 1943 and 1945, engineers finally managed to drill underground and up beneath the rock in 1958. On April 5th of that year, 1,270 tonnes of explosives displaced over 630,000 tonnes of rock and water in the largest non-nuclear explosion to that point (undoubtedly a proud accomplishment in the year of BC's Centennial) and the shipping hazard was no more.

For more tales on the shipping tragedies that have occurred off the coast of Vancouver Island be sure to visit this web site, and for other similar projects in the digital domain of Canadian heritage be sure to visit the Canadian Virtual Museum. •

Graveyards of the Pacific: Shipwrecks of Vancouver Island: www.pacificshipwrecks.ca

Archives and Archivists

By Val Patenaude

Interactive Community Archives

Thanks to the community archives associated with the museum in the District of Maple Ridge, we have become increasingly aware of how much of our history has involved local groups and organizations. Some of these groups are branches of larger Canadian and even world-wide organizations and others only ever existed in our town.

Much of our infrastructure owes at least its initial existence to some dedicated group. This includes our first libraries, halls, health clinics and memorials. Most of these accomplishments are recorded in local newspapers but without a lot of detail. Only the club records can provide information on who the "movers & shakers" were, how the project was funded, and even how the plan arose in the first place. This continues to be true as service clubs, in particular, continue to develop and fund community assets.

Very few community organizations have long term plans for historic record-keeping. We were constantly hearing of losses of records. "My mother used to be secretary for the Such-&-Such club but when she died, we threw all of that old stuff away without even thinking about it." How many times have we all heard that? Groups approaching some important milestone – usually a 25th or 50th year – would come to us in the midst of a vain search for old records that no one had thought about for years and that are, all too often, nowhere to be found.

We decided to get "pro-active" on the topic and seek out organizational records – particularly from groups still active in the community. We had already had some success in getting groups that were closing down to donate their records, and that continues as an ongoing accessions project. For still-active organizations, however, we were looking to develop an archival relationship where we would become custodians of their semi-active and inactive records with a plan for further deposition of current and future records. We did not plan to ask the groups to give over ownership of the records but instead to develop a shared stewardship arrangement where each group had a personalized agreement regarding matters of access to materials for the Museum & Archives, the club itself, and any other interested parties.

Our first "guinea pigs" were the Haney Rotary Club who were just approaching their 50th year and wanted some help in organizing their records for the writing of a history. We were able to order their records in a simple to use date-based fashion that club members have found easy to access and we have found easy to maintain. A side benefit was that our computer database of all the files in our possession pointed out several missing years that no one had known were missing. The quest for those records goes on.

Another benefit of this program has been the ability to intercept and eliminate "magnetic" photo albums before they have a chance to completely destroy the pictures they contain. To preserve original order, we photocopy the original album and then remove and store the images and their accompanying ephemera and information in a system that follows album and page number. If, in future, there are club members who wish to re-establish the albums in more suitable materials, they will be able to do so.

Since we began with the Rotary Club, several other large and active community groups have also deposited their records with us, including the 60 year old Maple Ridge Lions. We have deliberately moved slowly with the program as we are short of space in our current premises but we will be building a new building over the next few years which will have a much expanded archival facility.

Miscellany

As with all small archives, we are also desperately short of cash and staff time.

To address this, we have also worked out payment agreements with the clubs in question. A cost for labour and conservation materials for arrangement and description is worked out in advance. Clubs with less money and more people can work off much of the amount in kind by providing labour to work under the supervision of trained staff. We have also taken other sorts of donations such as computer equipment.

There is also an understanding that once the new premises are complete, there will be an ongoing storage fee for inactive and semi-active records for which the club retains ownership.

We are now beginning to add our local schools to this interactive program, despite our shortage of space, as the need is so critical. As I suspect is the case in most school districts, there are no system-wide archives. Individual schools have bins and boxes of original records and photos shoved into lockers and under desks in most unsatisfactory conditions. As with the clubs, agreements are being made with each individual school for access to materials to allow them to borrow the materials back for display purposes.

As we proceed, we would welcome questions, advice and cautionary tales from other more experienced archival institutions, archivists and historians. Contact us at 604-463-5311 or by email at mrmuseum@telus.net. •

P02596 Mrs. M. Pentreath [L]- Librarian & Mrs. Dean who took over from Mrs. Pentreath. Picture taken inside the first library on upper floor of original municipal hall. Library was operated by the Women's Institute beginning in the 1930's with a Carnegie Grant.   1949 c (top)

P06780 Fire Department rescue van and inhalator as donated by the Lions Club and parked in front of Municipal Hall when located on 224th St.   1953-54 (left)

Bill Laux 1925 - 2004

After issue 37/4 was published I learned of the death of Bill Laux. Bill's article "The Swede Who Survived Death Rapids" appeared in that issue and was the first of a number of pieces he discussed submitting to BC History. Our condolences to his family (Editor)

Below is an edited version of his obituary which appearred in local papers.

The Arrow Lakes lost another of its World War II veterans. William Arlington Laux, age 79, resident of Fauquier for 42 years died of cancer in the Arrow Lakes Hospital on October 7, 2004. Born in La Crosse, Wisconsin, on February 28, 1925. He joined the US Army in 1943 and served with Allied troops in France and northern Germany. After the war Bill studied English at university, but chose not to be an academic. Instead he worked outdoors, first with the Forest Service, then the California Park Service and finally as grounds superintendent at Yosemite National Park. While at Yosemite he met and married his wife, Adele. They immigrated to Canada in late 1962.

In the early 1980s Bill started a new career as historian searching out the stories and locations of the early mines and railways of the West Kootenays and eastern Washington state. He published many magazine articles, though his books are unpublished. Bill is known for his endeavours as an artist, a writer, a builder of buildings made of mud-cement bricks, a small hydroelectric plant operator, as well as an exotic evergreen tree nurseryman.

BC Electric Historian Wins

Henry Ewert has been awarded the Canadian Railway Historical Association's Lifetime Acheivement Award for 2003. Henry received notice of the award from Daniel Laurendeau, awards committee chair, in a Novemebr 2004 letter which cited Henry's excellent contribution in "recording and sharing Canadian railway history, and your tremendous commitment and energy to document and publicize the importance of B.C. Electric heritage."

Our congratulations to Henry Ewert on a well deserved award.

The Okanagan Historical Society Hosts the BCHF in 2005

The Okanagan Historical Society had its inception in Vernon, B. C. on September 4 1925. Its first President was Leonard Norris. Initially, it was known as the Okanagan Historical and Natural History Society- later shortened to the Okanagan Historical Society

Its tenets are: To stimulate active interest in our heritage, more particularly its historical and archaeological aspects; To promote the preservation of historical sites, monuments, buildings, pictures, writings and names; From time to time and as circumstances permit, to accurately record and publish the current and past history of the Okanagan, Similkameen and Shuswap areas anc other matters of significant interest to the Society; To co-operate with the museum boards and educational institutions.

In carrying out these tenets, the First Report of the Society was published on September 10,1926. It contained thirty-five pages. This year (2004) the Society published its 68th Report, containing two hundred and forty pages. The OHS lays claim to be the longest continually publishing historical society in B.C.

It is comprised of seven branches: Salmon Arm, Armstrong-Enderby, Vernon, Kelowna, Penticton, Oliver-Osoyoos, Similkameen. Each branch has its own slate of officers and carries out local programmes. Heading the society is an Executive Council, comprising a President, Vice-President, Secretary, Treasurer, Report Editor, Branch Presidents and two Directors from each branch. This Executive Council meets three times a year, February, July and October in Kelowna with an AGM in April. The latter meeting is held in each branch locale in turn. In 2005, Kelowna is the host site.

Also, in 2005, as the City of Kelowna celebrates its 100th birthday, the Kelowna Branch looks forward to hosting the AGM of the B.C. Historical Federation. •

Alberni District Historical Society Celebrates 40 Years of Service

This is a time of celebration for the Alberni District Historical Society. We are having a Milestone Birthday!

On March 31st 1965 a meeting was called to see if there was enough interest in the Twin Cities of Alberni and Port Alberni to form a Historical Society. Twenty eight people turned up. The interest was there, and the desire to preserve the written photographed and artifactual history of the area began. Individuals had been storing things of interest to them but this was the first time that a plan was put forward that would involve the whole community.

Ketha Adams and Helen Ford were the two who got it started but the support of both Mayors and members of the First Nations, pioneer families and businesses made it a reality. Many meetings followed. Archie Key, the first Field Representative for National Museums, heard about the plan and contacted Ketha. On April 6th he came and spoke to an enthusiastic group about the importance of Community Archives and Museums. He told them about the 364 in existence across Canada and how important they were in preserving our history.

Mr. Key was followed by Provincial Archivist, Willard Ireland, who not only supported what he had to say, but offered help in the organizing. "The history of a community is an economic asset. It can be used, and is for sale," he told the group.

On May 19th, 1965, in Alberni City Hall, the first election of officers was held. There were 19 people present. Ketha Adams was elected the first President. The official name, The Alberni District Museum and Historical Society was chosen. MacMillan, Bloedel and Powel River Co. gave a grant of $100.00 to cover the initial expenses of starting up the organization. Mayor Bishop of Alberni offered space at the City Hall as a temporary headquarters.

In November of 1966, the Federal Government granted permission for the society to use the basement of the Alberni Post Office as a temporary museum. This was the beginning of the weekly gatherings of volunteers to collect paper treasures and record the artifacts donated by the community.

1971 brought a move to the old Army Camp fire hall. It was not the ideal place by a long shot. But it did mean more room, which was much needed.

In 1972 the artifacts moved to their new home. As the city's provincial centennial project, an extension was added to Echo Centre to house the public library and a small museum. The archival part of the society remained at the old fire hall.

As the collection grew, it became obvious that something had to be done. Fortunately the city decided to use some of its capital development money to expand the museum. Matching grants were obtained from the federal and provincial governments. It was decided to put all of the historical items and the people who worked on them into the new, climate controlled, fire protected area.

On March 25th, 1983 we moved in. The museum, on behalf of the city, was to be totally responsible for the photographs and artifacts. The society would be responsible for the "paper treasures."

To reflect its new role the society changed its name to The Alberni District Historical Society. However it continues to work closely with the Alberni Valley Museum staff.

This gives you an idea of the space the ADHS fills. It does nothing to help you understand the dedication of the society to its goal of preserving our story as accurately as is possible. It tells you nothing about the hours of selfless dedication of the volunteers gathering that story. When we began, there was no such thing as a photo-copier. Helen Ford, Dorrit McLeod and many others spent hours, days, weeks, hand writing records held at the Provincial Archives in Victoria, so that we could have the information here when researchers came looking for it. Now modern technology means more stuff that is much easier to access. Thanks to the Provincial Archives , the AABC and others, we have a well trained team, all volunteers, keeping things running smoothly in our archives. Not only can we file things so they can be found again, we can clean, repair, communicate via computer, and run the "office" efficiently. We have worked with archives from around the world and been able to help individual researchers in person or via letter, phone or email from many far away spots.

Over the years, a number of books have been written and published. Newsletters and brochures keep the local community aware. So do radio and TV spots and newspaper articles. We even have a page on the local radio station web site www.av1240.com.

We have hosted conferences and workshops and look forward to doing so again. As part of the BC Heritage Community we enjoy the advice and participation with other archives and museums. Being caretakers of history is quite a responsibility but also what a joy! Always remember, it is the PEOPLE who make it work. Without the dedication and enthusiasm of our volunteer archivists, there could not be the smooth running archives that so many people have enjoyed accessing successfully over the years.

We are proud of our accomplishments and look forward to celebrating them this spring with a series of special meetings and guest speakers.

For further information contact the archives any Tuesday or Thursday from 10 to 3 by phone:1-250-723-2181 local 267, or emailadhs@uniserve.com. or snail mail: Alberni District Historical Society, Box 284, Port Alberni, BC, V9Y 7M7

Valentine Hughes
Director in Charge of Publicity
Alberni District Historical Society

What's in a Name

Captain Courtenay and Vancouver Island Exploration

The Missing Footnotes

In issue 37/4 of the BC Historical News we published an excellent article by Allan Pritchard of Victoria examining Captain Courtenay's exploration on Vancouver Island. Somehow in the final preparation of the article we lost the footnotes!

How they were lost is still a mystery, probably a computer glitch somewhere.

But as you can see the notes are extensive and help illuminate the article. Our apologies to Allan.

Here are the page and column numbers for each of the notes.

p.3, col.1, notes 1-3;
p.3 col.2, notes 4-6;
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On the top of page 7, column 2 two rivers were misspelt. They are Tzŏ-ŏ-ōme and Pūnt-lŭch

1 Danda Humphreys points out that the Victoria street, although misspelled 'Courtney,' was evidently intended to honour Captain Courtenay, in "The Sailor and the Solicitor," *Times Colonist*, 30 July, 2000, Islander, 3. Vancouver also has a Courtenay Street.

2 *British Columbia Encyclopedia*, ed. Daniel Francis (Madeira Park: Harbour, 2000), 151. M.A. Ormsby, Introduction, *Fort Victoria Letters 1846-51*, ed. H. Bowsfield (Winnipeg: Hudson's Bay Record Society, 1979), xxxix.

3 For Courtenay's life and career, see William O'Byrne, *O'Byrne's Naval Biography*, second edition (London: O'Byrne Brothers, 1861), I, 244; and William L. Clowes, *The Royal Navy: A History* (London: Sampson Low & Marston, 1897-1903), VI, 549. Courtenay's replies to O'Bryne's biographical enquiries are preserved in British Library Add. MS 38, 041, vol. 3, fols. 463-64.

4 J.T. Walbran, *British Columbia Place Names 1592-1906* (1909, reprinted Vancouver: Douglas & McIntyre, 1971), 106, 115-16.

5 Admiral P.W. Brock outlines the history of HMS *Constance* in his series of "Ships' Dossiers," British Columbia Archives (hereafter BCA), Add. MS 265.

6 The logbook of HMS *Constance* for the relevant period is preserved among the Admiralty records in the British Public Record Office, Kew, London (hereafter PRO), ADM 53/2336.

7 Courtenay to Rear Admiral Phipps Hornby, 15 Nov., 1848, PRO, ADM 1/5589.

8 Douglas to Courtenay, 10 Oct., 1848, Hudson's Bay Company Archives, Manitoba Provincial Archives (hereafter HBCA), B.223/b/37, fol. 40.

9 PRO, ADM 53/2336. Finlayson's reminiscences, *Biography of Roderick Finlayson*, quoted in F.V. Longstaff and W.K. Lamb, "The Royal Navy on the Northwest Coast, 1813-50," *British Columbia Historical Quarterly*, 9 (1945), 124. Sketches by Lieut. J.T. Haverfield of this demonstration are reproduced by Barry Gough in *Gunboat Frontier: British Maritime Authority and Northwest Coast Indians, 1846-90* (Vancouver: UBC Press, 1984), following p. 46.

10 Paul's Remarks Book, pp. 8, 13, Hydrographic Department, Ministry of Defence, Navy, Taunton, Somerset, England.

11 Courtenay to Hornby, 15 Nov., 1848, PRO, ADM 1/5589.

12 Paul's Remarks Book, p. 10, Hydrographic Department, Taunton. Courtenay to Hornby, 15 Nov., 1848, PRO, ADM 1/5589.

13 Ormsby, Introduction, *Fort Victoria Letters*, xxxix. G.P.V. and Helen Akrigg provide a more accurate account in *British Columbia Chronicle 1847-1871* (Vancouver: Discovery Press, 1977), 16-17. In addition to the log of the *Constance*, see Courtenay's report to Hornby, 15 Nov., 1848, PRO, ADM 1/5589.

14 Courtenay included Finlayson's responses to his enquiries in his lengthy report to Admiral Hornby, 15 Nov., 1848, PRO, ADM 1/5589.

15 Ibid

16 Ormsby, Introduction, *Fort Victoria Letters*, xvii-xviii. Richard Mackie, *Trading Beyond the Mountains: The British Fur Trade on the Pacific, 1793-1843* (Vancouver: UBC Press, 1997), 280-81.

17 Confusion may sometimes arise from earlier references to the Comox village that existed until the 1840s at Cape Mudge, north of the present Comox district. I leave aside Samuel Bawlf's theory that Drake may have visited Comox in 1579, set out in *Sir Francis Drake's Secret Voyage to the Northwest Coast of America* (2001) and *The Secret Voyage of Sir Francis Drake* (2003).

18 Walbran (pp. 302-03) and others have offered fanciful explanations for Narvaez's Laso de la Vega and a second name near it on his charts, Lerena, but Henry Wagner was no doubt correct in stating that they both commemorate Spanish officials, the former probably a naval officer and the latter a minister of the royal government: *The Cartography of the Northwest Coast of America to the Year 1800* (Berkeley: University of California Press, 1937), II, 467.

19 Douglas, "Report of a Canoe Expedition along the East Coast of Vancouver Island," *Journal of the Royal Geographical Society*, 24 (1854), 245.

20 McLoughlin to Governor &c., 6 Oct., 1825, *McLoughlin's Fort Vancouver Letters, First Series, 1825-38*, ed. E.E. Rich (Toronto: Champlain Society, 1941), 3-4.

21 *The Fort Langley Journals 1827-30*, ed. Morag Maclachlan (Vancouver: UBC Press, 1998), 42-43, 45, 247n.

22 Douglas to Simpson, 18 March, 1838, *McLoughlin's Fort Vancouver Letters, First Series*, 286. Simpson, *Narrative of a Journey Round the World* (London: Henry Colburn, 1847), I, 184. McNeill had no doubt observed the rocks exposed at low tide on the Vancouver Island coast.

23 McKay to Douglas, 10 Sept. and 22 Oct., 1852, in F.W. Howay's transcript, Nanaimo Correspondence, BCA, A/C/20.1/N15.

24 A.F. Buckham's transcript of Douglas' diary, Private Papers, BCA, Add. MS 436, vol. 86 *Otter* log, 23-24 Aug., 1853, HBCA, C.1/625.

25 John Moresby, *Two Admirals: Sir Fairfax Moresby, John Moresby* (London: Methuen, 1913), 107.

26 Logs of *Cormorant*, PRO, ADM 53/2210; *Driver*, ADM 53/3837; and *Virago*, ADM 53/4741. Inskip, Journal or Private Remark Book, BCA, Add. MS 805.

27 Prevost to Fairfax Moresby, 7 June, 1853, BCA, GR 1309, microfilm B2645.

28 Francis M. Norman, '*Martello Tower*' in China and the Pacific in HMS '*Tribune*' 1856-60 (London: George Allen, 1902), 283-84. Log of *Tribune*, PRO, ADM 53/6562.

29 Logs of *Plumper*, PRO, ADM 53/6856 & 6857. This early renaming of Denman Island is unexpected, since Joseph Denman did not arrive on the Pacific Station as commander-in-chief until 1864, but he already held a prominent position as captain of the royal yacht and aide-de-camp to Queen Victoria.

30 Mayne, Journal, BCA, E/B/M 45 & M 45A, and report to Richards, 19 April, 1860, BCA, F 1217. My transcript of much of Mayne's report is printed in D.E. Isenor, W.N. McInnis, E.G. Stephens, and D.E. Watson, *Land of Plenty: A History of the Comox District* (Campbell River: Ptarmigan Press, 1987), 57. This volume also includes, on p. 17, Mayne's account of his Comox exploration from his book, *Four Years in British Columbia and Vancouver Island* (1862).

31 Survey D4711 (1859), sheet 52, Port Augusta and Part of Baynes Sound, Hydrographic Department, Taunton.

32 Log of *Grappler*, PRO, ADM 53/8158.

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