

British Columbia **HISTORY**

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British Columbia History

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British Columbia Historical Federation

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

W. KAYE LAMB Essay Scholarships
Deadline 15 May 2006

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

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

Applications should be submitted before 15 May 2006 to: Robert Griffin, Chair BC Historical Federation Scholarship Committee, PO Box 5254, Station B, Victoria, BC V8R 6N4.

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

BC History Web Site Prize

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

Nominations for the BC History Web Site Prize must be made to the British Columbia Historical Federation, Web Site Prize Committee, prior to **31 December 2006**. Web site creators and authors may nominate their own sites. Prize rules and the on-line nomination form can be found on The British Columbia History Web site: <http://www.victoria.tc.ca/resources/bchistory/announcements.html>

Best Article Award

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

British Columbia HISTORY

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From the Editor

Putting *British Columbia History* together is always a lot of fun and I look forward to opening the mail box because it seems there's always something for the magazine.

Recent submissions have covered a wide range of topics and have provide many hours of enjoyable evening reading. One submission I was particularly pleased to see arrived from Fred Braches the former editor of this magazine. He publishes *Whonnock Notes* which is full of great local history and is available from www.whonnock.ca.

You will note with this issue that the Federation has decided to publish an annual members directory

and and only put new members on the inside back cover, along with our new post card feature. The directory has space for the usual contact information but now offers brief write ups of member groups.

The other change is a minor one but an important one. I've decide that Ron Greene's wonderful feature on tokens will be listed in the table of contents as an article instead of as a column; that way each one will be now indexed seperately by those that do indexing. •

In Stanley Park, You Say?: Killing Caterpillars on a Sunday

By Alastair Reeves

Alistair Reeves has over twenty years experience teaching in the fields of horticulture, silviculture, forestfire management and environmental management. He is keenly interested in Canadian aviation and forest industry history.

He is president of the Montreal chapter of the Canadian Aviation Historical Society.

NOTES

1 Although there is a chemical compound called calcium arsenate with a formulation of $\text{Ca}_3(\text{AsO}_4)_2$ (also known by the names of tricalcium arsenate and cucumber dust), official documents of the day appear to refer to a simple mix of one part arsenic oxide (As_2O_5) and six parts hydrated lime ($\text{Ca}(\text{OH})_2$) as "calcium arsenate" insecticide.

2 Powdered arsenic oxide (As_2O_5) occupies 110 cubic inches per pound.

3 The insecticide egressed the hopper through a venturi-draft orifice located below the hull of the flying boat. Each orifice was calibrated to allow 600 pounds of powder to pass in 3 1/2 minutes, equaling a dusting rate of around 20 pounds per acre or, 3.5 pounds of arsenic oxide (As_2O_5) per acre (8.65 kg per ha).

4 The mixture was in a ratio of one part arsenic oxide to six parts of hydrated lime

Each spring during the late 1920's a defoliating caterpillar ravaged a beautiful stand of stately Douglas fir trees on British Columbia's west coast. These caterpillars had the innocuous name of the Western hemlock looper (*Ellopiia sominaria*). The infestation was localized in two areas: in what was originally the First Narrows Military Reserve and what we now recognize as Vancouver's famous Stanley Park; the other outbreak was in the Seymour watershed, the main source of drinking water for the city of Vancouver. Douglas fir trees are fairly resilient even when repeatedly attacked by defoliating insects but if bark beetles or wood boring insects subsequently attack a weakened tree, they ultimately kill it. In Stanley Park this pre-mortality defoliating problem was primarily one of aesthetics, in the Seymour watershed the concern was over the deterioration of the watershed resulting in a diminished water retention capacity.

Under the direction of George Hopping, an entomologist, the Canadian Forest Service tried to eradicate these hemlock loopers through an aerial application of a then common insecticide, calcium arsenate.¹ Calcium arsenate by any formulation is a highly toxic stomach poison acting on caterpillars. Previous aerial dusting experiments in Canada had used both lead arsenate and calcium arsenate with equal effect, although the per-unit cost of lead arsenate was higher. At the time, aerial application rates for calcium arsenate on forest insects ranged from 20 to 40 pounds per acre, although the Canadian Forest Service had noted that application rates above 30 pounds per acre tended to burn emerging foliage on the trees. Some 800 acres (323.5 ha.) in Stanley Park was chosen as the first target area. (The precise size of the area varies with the reference source: from 800 to 900 acres; as does the actual date and year of the event.) Due its dust-like drift characteristics, powdered arsenic oxide² has similar flightiness to that of regular hydrated lime with which it is mixed. The 800 foot high headlands of Prospect Point on the First Narrows initiated air turbulence problems in this Stanley Park project. Past experience showed that any breeze above 10 mph was detrimental to the dusting effort. Thus, the project had to be completed before the on-shore winds picked up at around 9:30 a.m.

Sharing costs, the Dominion and British Columbia governments drafted a contract to apply this insecticide and let it to Canada Airways Limited, Western Lines (previously known as Western Canada



Airways Limited). This was the first commercial contract ever let for aerial application of an insecticide in Canada. The most suitable aircraft for this project that Canada Airways Limited had in the area were their four US-built Boeing B1E flying boats. Three of them were based at Swanson Bay on fisheries patrols, the other, in Vancouver. On request, the Boeing Company designed a hopper system to disperse the insecticide. A twin pack-saddle design, with each hopper holding 400 pounds of calcium arsenate (thus 800 pounds per trip) was completed.³ Each hopper

had an agitator to eliminate the packing tendency of the fine powder and was placed on a set of strong springs to adjust the angle of the floor and maintain a constant flow towards the outlets and the as the quantity of the calcium arsenate decreased.

To facilitate the operation of the flying boats and allow them to land in any direction, a scow, loaded with at least 7-tons of the calcium arsenate⁴ packed in 50 lb. sacks for ease of handling and to reduce the chance of packing in the hoppers was anchored in the middle of the harbour, just east of Brocton Point adjacent to Stanley Park. The scow, which also carried five drums of aviation fuel for refueling the aircraft, was towed into position in the early hours of Sunday, June 15, 1930.

Flying operations began precisely at 04: 00 hours with three Boeing B1E flying boats under the direction of Canada Airways Superintendent for Western Operations, Donald R. MacLaren. MacLaren was founder of Pacific Airways (1925) and Canada's fourth highest scoring ace during World War One. Again another footnote was scored for our history: this was the first and probably the only time pure flying boats were ever been used for either forest or crop "dusting" in Canada.

The original intent was to fly the aircraft in formation, yet it soon became apparent that a staggered line-eastern approach provided a more ideal method, for the trailing pilots could see the dust pattern from the aircraft ahead and adjust their course accordingly to achieve the proper coverage. The insecticide was released at about 50 feet above the tree top level. With three aircraft working, this timing allowed for a merry-go-round pattern with the previously applied dust still visible. Approximately 20 flights were required to complete this operation. The dusting of Stanley Park was completed by 8: 45 a.m.

Operations then moved to the Seymour watershed above Indian Arm. There, flying was more problematic as the target area was approximately 7 miles inland and at an elevation of 2, 000 feet. The canyon terrain on the hillside also created more air turbulence. Again, approximately 8 tons of calcium arsenate were applied to the forest. To test the effectiveness and distribution of the near-white calcium arsenate dust throughout the forest canopy, dark canvas tarps were randomly placed on the ground. The drifting dust penetrated to the lowest levels, completely covering the underbrush. Morning dew on the Douglas fir needles caused the calcium

arsenate to bind to the needles. This unexpected turn enhanced the efficacy of the insecticide whereas on the shrubs and underbrush below, air movement caused the dry powder to dislodge, falling to the forest floor.

As a result of the dusting, it was reported that Western hemlock looper caterpillars lay on the ground in a two-inch thick carpet in Stanley Park and "pedestrians sank to their ankles and vehicles left deep ruts in the green viscid mass." Subsequently it was reported: "There's never been another worm seen or heard of since that time in that area." Yet on a more sobering thought, other than the fact that close to three tons of highly toxic arsenic oxide were dumped in the Vancouver City water supply catchment area and on a well-used public park, Hector Richmond, a renowned entomologist with the British Columbia Forest Service, indicated, that in hindsight: "The benefits of this attempted control were questionable." Vancouver citizens, however, did not complain about the highly toxic dust or the gooey mass of decaying caterpillars on the ground. Yet, they complained about those "ruddy aircraft" flying around at an ungodly hour on their Sunday morning!

Postscript: There is a subtle difference in terminology when dealing with aerial application of insecticides. In the early days of the science, insecticides were applied as a dusting powder, hence referred to as "dusting"; later insecticides were applied in emulsions, often as an oily-type spray. Calcium arsenate, or alternatively, lead arsenate, was widely used in both Canada and the United States for aerial application on forest pests between 1925 and 1935 mainly to attack the Spruce bud worm, Catalpa worm, Western hemlock looper and the Gypsy moth. In the southern United States, calcium arsenate was used extensively against cotton-destroying insects. The infamous insecticide, DDT, was first used in aerial forest spraying in British Columbia in 1946. Again, the Western hemlock looper was the target, but the location this time was the Nitinat - Sarvita River valleys adjacent to Pacific Rim National Park. By the mid-1950's it was realized that DDT was extremely destructive to aquatic life, and particularly deadly on salmon smolt. The final spraying of DDT (actually, a DDT-Malathion mix) was used on the Douglas fir Tussock moth in the Okanagan Valley in 1962. By 1964, forest pest operations in B.C. switched to Phosphamidon then in the early 1970's to using a viral control agent to kill the insects. •

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- Dead trees in Stanley Park. (opposite page)*
BC Archives photo NA04267

A Leap of Faith:

The Early Years of The Reverend Edward Cridge

By Robert G. Dennison

Dr. Dennison is a graduate of the University of Toronto, with an interest in late 19th century Canadian history, newspapers and social behaviours of the day.

I am persuaded that it is no chance which has brought me to stand before you today as your minister, or which has caused you to assemble together as a flock committed to my care. I did not leave my former charge, that of a populous district near London, without evident token of the over ruling hand of God; and whatsoever may have been the train of events which caused the vacancy which I was called upon to fill...¹

The speaker, age 37, a solemn, clean-shaven man of medium height and build spoke to the bustling throng. Silence descended upon the room in the log fort as the gathering crowd strained to hear the words from the newly appointed Hudson's Bay Company chaplain and minister for the district of Victoria, the Reverend Edward Cridge. He and his wife, Mary, ten years his junior, arrived at Fort Victoria, on a rainy Sunday April 1, 1855, a week before this his first service. On that day, Robert Melrose working on the Craigflower farm jotted a note in his diary. "Ship *Marquis of Bute* arrived from England, brought a minister. Showers."² In his perfunctory remarks, the new minister, reminded the congregation, which included Governor James Douglas and family, the Hudson's Bay Company officers and their families, and assorted settlers, that he had given up many advantages. What train of events influenced him to accept the Hudson's Bay Company London Committee's offer?

The Reverend Cridge and his wife Mary sailed from Gravesend, England, September 20, 1854, on the *Marquis of Bute*, a 469 ton barque,³ chartered by the Hudson's Bay Company. Along with their twenty-one fellow passengers they watched as the lights of their native land disappeared in the distance at the beginning of this six-month voyage. They suffered the lack of fresh fruits and water, battled heavy seas and pelting rain, safely rounded the ghostly but dangerous coastline of Cape Horn enduring freezing cold and then hot sun. All the passengers would suffer some type of sickness, both Mary and Edward had frequent bouts of illness. In fact, Mary became very concerned with her husband's condition. By letter she informed her sister-in-law Elizabeth Cridge in England, of sea sickness, arthritis, intestinal problems, toothache and skin lesions plaguing the minister throughout the voyage, making it necessary for him to spend much of the journey in his cabin.⁴ When he was up and about, Captain J. Moir asked him to conduct services and Bible studies for the passengers and ship's crew, and although this task required great effort, the

Reverend Cridge managed to provide some religious leadership. This trip replaced their honeymoon, for Edward and Mary married six days before they sailed. Although full of excitement and a sense of adventure their thoughts must often have turned to family and friends they had left behind. Nevertheless, the couple would have many hours to reflect on this important crossroads in their lives. How had they reached this point?

Edward Cridge was born December 17, 1817 in Bratton-Fleming, near Barnstaple, North Devon, England. His father, John Cridge, struggled to raise four young children after his frail wife Grace died shortly after the birth of their youngest child, Elizabeth, in 1820. Although the father was a schoolmaster, the family finances were very tenuous, as John, according to his brother Richard, looked upon money and all people who pursued wealth with disdain.⁵ Influenced by their school master father, it was small surprise that as they matured the children, Richard, Mary, Edward and Elizabeth all quickly secured some form of employment relating to education. Brother Richard and sister Elizabeth remained by the family home in North Devon, while sister Mary resided in Southgate. In 1834, Edward age seventeen started work as a master at a private school in North Molton, Devon.⁶ In fact, it was the same private school he himself first attended as a young boy, before transferring to the South Molton grammar school.

Edward only remained at the North Molton school for two years then at age nineteen, in search of a better income accepted the position as third master at Oundle Grammar School.⁷ He moved several hundred miles west to the county of Northamptonshire in an area of lush agriculture. Here he stayed for almost six years honing his methods and skills and increasing his inadequate income by hiring out as a private tutor. John Shillibeer, headmaster of Oundle grammar school until April 1841, wrote that Cridge "conducted himself to my entire satisfaction". Continuing his evaluation he felt the young man, "competent to undertake mathematics...Latin authors...junior forms of Greek... every department of writing and arithmetic". His character was deemed "active, efficient and trustworthy".⁸ In May this assessment was echoed by the Shillibeer's successor, Henry Freeman, the Rector of Folkmouth.⁹ By the middle of the same year, Edward Cridge was in the county of Leicestershire having accepted the position of private tutor for the

son of Edward Griffin, the Rector of Stoke Albany, for two months. Even this short time impressed Griffin to write a testimony to young Cridge's "ability and good conduct...as a scholar and gentleman, and a Christian..." another excellent reference for future positions. For the last six months of 1841, Edward Cridge assisted William Cockin of Oxford and became known for his high moral character and mild but firm manner, which would be of "great value in any department of education".¹⁰ In January 1842 such testimonials were enough to persuade George Jenyns of Bottisham Hall near Cambridge to hire Cridge as tutor for his two sons, Soame Gambier and Charles Fitzgerald Gambier. When Cridge left the Jenyns family in 1844 his reference emphasized his "sound moral religious principals...excellent moral conduct, ...gentlemanlike manners and feelings".¹¹

George Jenyns took a keen interest in Edward Cridge and lavished encouragement upon him when the young man sought to enter Cambridge University. Bottisham Hall had longstanding connections with the university and perhaps through Jenyns' connections young Cridge wrote the matriculation examination April 24, 1844. The results allowed him to register in St. John's College as a *sizar* and chapel clerk. Such was his performance that by October 22 of the same year, he was able to transfer to St. Peter's College (Peterhouse) as a full-fledged scholar. By this time, he was 27 years old and a man on a mission. He knew that because he had no wealthy family connections or financial

resources to draw upon he must achieve his goal through intellectual success. After two years of intensive study, he attained the status of a *Gisborne* scholar in mathematics.¹² He still, however, found time to relax with his cello and university sports. Also, like

many other concerned citizens in England he worked to aid the Irish people in the Great Potato Famine beginning with the first blight in 1845. Three years

later on February 6, 1848, was a great day for Edward Cridge, as not only did he graduate with his B.A., with honours from the University of Cambridge, but he was also ordained as a deacon at Norwich Cathedral by Bishop the Right Reverend Edward Stanley.

Coincidentally, in August, that year,¹³ Bishop Stanley presided over the service for Robert J. Staines to receive Holy Orders, as deacon and priest by special permission in order to serve as

chaplain for the Hudson's Bay Company at Fort Victoria. Edward Cridge acknowledged he knew Staines from his university days. In fact he recalled attending the ordination at Norwich Cathedral so it is quite possible that Staines told him of his acceptance as chaplain and may have even hinted he would only remain for five years before returning to England. By September, 1848, the

Reverend Cridge, chaplain to the Hudson's Bay Company
BC Archives photo A01205



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The Reverend Edward Cridge, photographed by Maynard, 1855
 BC Archives photo A01206

NOTES

1. The *Victoria Daily Colonist*, April 9, 1895. p. 3. "Bishop Cridge Recalls His first Sunday Service in Old Fort Victoria."
2. W.K. Lamb (ed.), "The Diary of Robert Melrose," *British Columbia Historical Quarterly*, 7 (1943), p. 211.
3. Maritime Archives & Library, Liverpool, England to Robert G. Dennison, September 29, 2004.
4. Mary Cridge to Elizabeth Cridge (1855?). Written on voyage to Fort Victoria, British Columbia Archives of British Columbia (BCA), MS 1979 Cridge Family (Edward Cridge 1817-1913), Victoria.
5. Richard Cridge (uncle) to Edward Cridge, January 30, 1855. (BCA), MS 0320, Edward Cridge papers.
6. The United Society for the Propagation of the Gospel to Robert G. Dennison, December 4, 2003.
7. Ibid. See also, The Society for the Propagation of the Gospel in Foreign Parts. Annual Missionary Report, 1867, Library and Archives of Canada (LAC), E-Series.
8. John Shillibeer (headmaster Oundle Grammar School). Testimonial for Edward Cridge, April 2, 1841. Hudson's Bay Company Archives (HBCA), A/10/36 fo. 208.
9. Edward Griffin (Rector of Stoke Albany and replacement headmaster of Oundle Grammar School). Testimonial for Edward Cridge, August 9, 1841. (HBCA), A.10/36 fo. 213.



Reverend Robert J. Staines, wife, nephew and servants sailed for Fort Victoria.

Curiously the name of Robert J. Staines appears to intersect the life of Edward Cridge several times. While Cridge was teaching at Oundle 1836-1840, Staines was a student there, but it is unlikely they met as Edward held a very junior position, and was

engaged well after Staines had advanced to the senior form. Nevertheless, they were in the same school at a specific time. Cridge's "old college chum," graduated in early 1845 from Cambridge University making it quite possible that the two worked together in securing relief during the Irish famine. Staines had been in Gorey, Ireland for several months as tutor for a Captain Owen's family, and it was the Captain who wrote to the Hudson's Bay Company Committee in London promoting Staines for the chaplain vacancy at Fort Victoria. When the Reverend Staines drowned in 1854, Edward Cridge sought the chaplaincy and at his farewell tea, he spied a mysterious Miss Owen who was rumoured to have also been instrumental in bringing Staines to the earlier attention of West Ham's vicar.¹³ It can be assumed that the Owen family had some part in supporting the first chaplain for Fort Victoria.

While such events for Staines were unfolding, Edward Cridge was busy with a joint position of 2nd master at the well-known Paston Grammar School in North Walsham and as assistant curate at the parish church. The school was under headmaster, the Reverend Thomas Dry. Church records list the services for births, marriages and deaths that Edward Cridge performed, but none for a full church service with sermon.

Even after his ordination to the priesthood at Norwich Cathedral by Bishop the Right Reverend Samuel Hinds February 24, 1850, he did not hold a full curate's license.¹⁴ He continued his joint position at North Walsham until the following year when the West Ham Parish, Essex, needed an additional minister and he moved there becoming a fully licensed priest with all

the rights and responsibilities of the position. While at North Walsham, he received a communication from the Reverend Robert Staines, documenting his voyage to Fort Victoria and the type of environment he found there. Staines must have considered Cridge a friend as he knew of his current address and ended his communication with "My Dear Cridge".¹⁵ At this juncture, however, the Reverend Cridge was occupied seeking a church of his own. Did he now have an avenue to better prospects?

The young minister accepted a vacancy in the West Ham parish just east of the growing juggernaut, London. Here, Edward met his future wife Mary while both were visiting members of the congregation. After her father's death in 1845, Mary, a self-assured eighteen year old from Romford, Essex moved to West Ham Parish to fill a position as a Sunday school teacher. She had "black hair and dark blue eyes" and a slim figure with medium height."¹⁶ Later, when Dr. Helmcken first met them in Fort Victoria, he described Mrs. Cridge as a "nice, amiable, pretty-looking and slim young lady."¹⁷ West Ham Parish, Essex had four churches serving the growing population spilling over from London. The vicar ran the parish from All Saints Anglican Church in West Ham village, assisted by his curate, the Reverend F.W. Davis. Just north of the village stood St. John's Anglican Church, Stratford, served by incumbent the Reverend W. Holloway and curate, the Reverend George Eastman, while St. Mary's Anglican Church, Plaistow was presided over by incumbent the Reverend R.W.B. Marsh. Plaistow was situated west of West Ham village on the Romford road. All the ministers and lay workers were under the supervision of the vicar the Reverend A.J. Ram. In 1852 the Reverend Edward Cridge became the incumbent at Christ Church covering the Marsh district.¹⁸ This was the newest and the poorest church in the parish.

In 1853, while Cridge served Christ Church, his brother Richard passed away after a lingering illness. Both Edward and sister Mary came hurrying home just in time for the funeral. The family had not been together for quite some time and Edward noticed his father was pale, drawn looking and very ill. Concerned, he uncovered his father's financial problems. He owed money on his property and had been frequenting public houses regularly instead of paying his creditors. Edward's problem was how to save his father from going to prison and pay for his own livelihood. He knew that his own income would not provide the necessary funds and this problem

preyed heavily on his mind. After arranging a repayment agreement on his father's behalf, the Reverend Cridge returned to West Ham Parish. The vicar, the Reverend A.J. Ram and the Reverend F.W. Davies observed the dejected demeanour of Cridge and, reasoning that the Marsh district was proving too heavy a burden for him, suggested he take a leave of absence. Annoyed at such an interpretation, the Reverend Cridge would not confide in them the actual reasons for his depression but hoped they would not place his name for any vacancy. In commenting on Cridge's service presentations, the vicar felt that his sermons rambled too much, had a very strict Calvinistic message and that this was thinning the congregation. This did not sit well with the Christ Church minister, who proceeded to write a forceful letter to the vicar explaining each of the criticisms brought against him. The Reverend Cridge was self opinionated, stubborn, and unable to accept criticism from superiors, yet he was deeply committed to his faith, had a logical mind and was hard working, characteristics that would serve him in good stead. It was also such characteristics that would play a major role in the division of the Anglican church in Victoria in the 1870s. Vicar Ram could see a need to have the Reverend Cridge pass on to another position and seriously began to search for one for him.¹⁹

Although Cridge turned down several suggested vacancies, on August 30, 1854, the vicar informed him of the vacancy for the Fort Victoria chaplain, the Reverend Robert J. Staines having drowned off Cape Flattery while returning to England. This position appeared to be the one for which Cridge had been waiting. His sent his application to the Governor and Committee of the Hudson's Bay Company, Hudson's Bay House, London, the very next day.²⁰ In it, he spelled out his reasons for seeking the position, pledging not only to work for his "heavenly Father", but also for the views of the Company, and "promoting the best interest of the colony." The Company considered his references carefully and after some doubtful moments he was officially selected to fill the position on September 9, 1854.²¹ A memorandum accompanying the offer of employment spelled out the duties and remuneration; by signing and returning the contract, which required him to be ready to sail by September 19, he made it legally binding. The memorandum also suggested he should marry before he left. While waiting for the Company to reply to his application, the Reverend Cridge gained a great deal of information from men

10. William Cockin (Oxford). Testimonial for Edward Cridge, December 11, 1841. (HBCA), A.10/36 fo. 213.

11. George Jenyns (Bottisham Hall, near Cambridge). Testimonial for Edward Cridge, April 2, 1844. (HBCA) A.10/36 fo. 199.

12. The Church of England, Lambeth Palace Library, England to Robert G. Dennison, November 28, 2003. Photocopies *Alumni Cantabrigiensis*, p. 179 and *Peterhouse Admission Book*, p. 484.

13. Norwich Records Office, Norwich, England to Robert G. Dennison, February 17, 2004. (Robert J. Staines ordained deacon August 20, 1848. Ordained priest, August 27, 1848). Ordination register DN/ORR 4/2.

14. Edward Cridge Diary, 1854. (BCA) MS 0320.

15. Norwich Records Office to Robert G. Dennison, February 17, 2004. Parish registers, 1847-1852 and curate licences DN/CUR 14.

16. G. Hollis Slater, "Robert John Staines: Pioneer Priest, Pedagogue, and Political Agitator". *British Columbia Historical Quarterly* 4 Vol. XIV, 1950. p. 15. Staines wrote, "Hoping that we may still live to see her shores again, and that you may live to meet us there".

17. N. de Bertrand Lugin, *The Pioneer Women of Vancouver Island, 1843-1866*. (Victoria: Women's Canadian Club of Victoria, 1928), p. 28.

18. Dorothy Blakey Smith (ed.), *The Reminiscences of Doctor John Sebastian Helmcken*. (Vancouver: University of British Columbia Press, 1975), p. 147.

19. Lambeth Palace Library to Robert G. Dennison, November 28, 2003. Photocopy: *Crockford's Clerical Directory, 1853*, p. 32 (Hal-Han).

20. Edward Cridge Diary, 1853. (BCA) MS 0320.

21. Edward Cridge to Hudson's Bay Company, London, August 31, 1854. Application for vacant chaplain position. (HBCA) A.10/36 fo. 195d.

22. A. Barclay to Herman Merivale, September 9, 1854. (BCA) GR 0332.

23. Cridge Diary, 1854. (BCA) MS 0320.

24. A. Barclay to Frederick Peel, August 15, 1854. (BCA) GR 0332.

25. Cridge Diary, 1854. (BCA) MS 0320.

26. A. Barclay to Sir George Grey, July 18, 1854. (BCA) GR 0332.

27. Elizabeth Cridge to the Hudson's Bay House, September 228, 1854. (HBCA) A.10/36 fo. 263

28. Ship's Logs (*Princess Royal*), 1854-1855. Cridge sisters travelled with Miss Emmaline Tod and Miss Susan Pemberton. (HBCA) 2M107 (c1/975).

29. Cridge Diary, 1854. (BCA) MS 0320.

Mrs. Edward Cridge
BC Archives photo A01304



in London who had been to Fort Victoria, including Henry Kennedy, who had been taught by the Reverend Robert Staines, and who was in England to train as a missionary teacher at the Highbury Training Institute.²²

Could the Reverend Cridge settle all his affairs before the quickly approaching deadline? The newly appointed chaplain had no doubt he would be ready. He had arranged with Mary that if he was selected they would marry September 14, 1854. Mary seemed to have no hesitation in agreeing to this proposal. In fact, after the sailing date was finally set, she suggested they should forego their planned honeymoon to Devon. It was essential that the Cridge

party sail on the *Marquis of Bute*, for there would not be another vessel for at least a year. The Governor and Committee felt a great sense of urgency and worried that the colony was suffering from the "suspension of all spiritual offices," a situation needing immediate attention.²³ Just before their wedding day the vicar announced that the marriage could not be held at Christ Church as neither participant was a resident of the district, both living in West Ham village. Not to be fazed the Reverend Cridge jumped into a wedding carriage and, dashing to Doctor's Common, changed the location on the licence to All Saints Anglican Church in West Ham village and hastily informed his waiting well-wishers of the change.

Friends and relatives attended the wedding service at All Saints Anglican Church. His good friend the Reverend F.W. Davis, presided while Vicar Ram

gave the bride away. Gifts of money seemed to be the most prevalent and the couple would put them to good use.²⁴ With the position now his, the Reverend Edward Cridge embraced the chance to embark on a six-month voyage as the newly appointed minister of the district of Victoria and Chaplain to the Hudson's Bay Company. It would be a financially secure position that would help take care of family debts and provide a good quality of life. His contract was for a five-year term with the provision for a renewal and a stipend for the chaplaincy along with a land glebe. He was allowed a free passage for himself and party to Fort Victoria and back to England at the termination of the contract if desired. Also included was an



Fort Victoria, ca. 1850
BC Archives photo A00903

"allowance" for serving as the minister for the Victoria area.²⁵ Later this agreement and the events of the day would be the cause of this minister's great anxiety and hardship. On accepting the position the Reverend Cridge immediately had the Company send £50 per year to a bank in Barnstaple, North Devon, through his sister Elizabeth.²⁶ These monies would help defray the family debts and provide a little towards his sisters' voyage in late 1855.

After a whirlwind of activity the newly married couple waved goodbye to their native land on September 20, 1854. Edward was leaving his two sisters and his father and Mary was leaving her mother and sister. The sad news of John Cridge's death came when Edward's voyage was only half over. Their journey followed the usual route of the day from England across the Atlantic sometimes carried by favourable winds, down the east coast of South America and around Cape Horn, and putting into the Sandwich Islands for several weeks. Refreshed and well rested, the voyage continued to the southern tip of Vancouver Island. When they arrived, April 1, 1855, neither Edward or Mary dwelt on the negative aspects of the sombre log-hewn fort, the muddy streets, noise and smells or the conditions of their lodgings but accepted them gracefully.

Services would be in the fort mess hall with their living quarters close by. This kind of first appearance to others endeared the Cridges to them and was a beginning to good relationships with their congregation and the community at large. After performing services, providing for needs of the community, and lodging in the fort for several months, the parsonage was finally finished. Just after they moved in, Edward's sisters arrived on the *Princess Royal*. It was December 17 when the ship anchored in Royal Bay but they did not come ashore until two days later due to foul weather.²⁷ With this reunion the Cridge family had great cause for a thankful and joyous first Christmas at Fort Victoria.

The Reverend Edward Cridge displayed no fear of this outpost on the edge of the British Empire for he believed in "the great clearness with wh [ich] our heavenly father marked our path from the beginning, every step being made so plain that there was no mistaking."²⁸ However, he also threw his lot in with the Honourable Company, and as he found later even this powerful organization was unable to help him in his hour of need. Yet he still believed his leap of faith was justified and this belief would carry him through many dark times. •

Frontier Medicine in the Chilcotin Region of B.C.

By Sterling Haynes, MD

Dr. Haynes has been published in the *Medical Post*, *Okanagan Life*, *Harvard Alumni magazine* and the *BC Medical Journal* where this article originally appeared in September 2004.

His book *Bloody Practice* is available in independent bookstores.

!Author's note: 'I'm indebted to Williams Lake historian, raconteur and archivist, Dr. John Roberts, the staff of the Williams Lake Library, my daughter, Elizabeth, and my wife Jessie who edited and helped me select pertinent archival material.

Dr Wright home and hospital, painted by himself, early 1900. Courtesy of Dr. John Roberts, Williams' Lake archivist.

In 1960 Dr. Barney Ringwood, a Williams Lake surgeon, was mooching around the attic of the Alexis Creek Red Cross Hospital when he came across two notable finds. The first was a saddlebag found under the eaves of the roof's building. In the saddlebag was a set of surgical instruments. There were bone saws, hemostats, needle drivers and needles, scalpels and even a complete collection of metal catheters. They were wrapped in velvet, packed into the saddlebag and thrown in a corner for safekeeping. They looked new, but probably had been lying there for 40 years. The second find in the attic was a portable rectangular box containing a cathode tube; it too was lined with velvet and looked pristine. On the side was a large silver crank handle. Accompanying this primitive x-ray unit was a bulky cassette and film impregnated with silver salts. In 1960, the four doctors of the War Memorial Hospital in Williams Lake gathered around the find and, using modern x-ray cassettes with film, tried it out. We took x rays of hands and arms while cranking the handle vigorously and initiating a visible spark from the cathode tube. The films we took were hazy but I'm sure would be useful in taking post reduction views of new fractures. Dr. Ringwood sent both these items to the B.C. Medical Museum in Vancouver.

As I was at one time an attending physician at the Alexis Creek Hospital I became interested in early frontier medical care, the hospital and the men and women who dedicated their lives to the care of the ill.

The first log hospital in the Chilcotin was built on Alex Graham's land in Alexis Creek. Alex built it

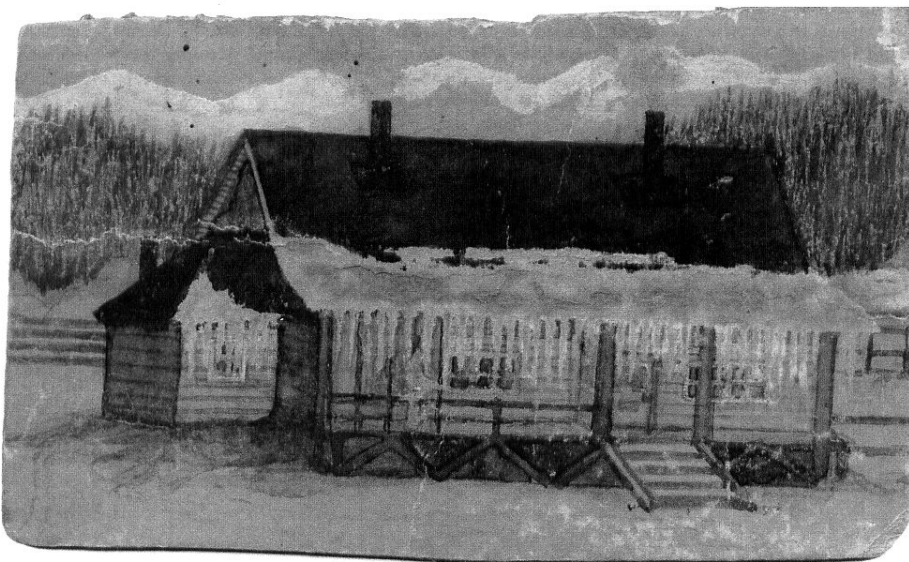
along with Bob Miller, Fred Burdette and Bob Miller, the axeman. The site chosen in 1912 was on hill overlooking highway 20. Highway 20 used to be a terrible road and for years there was a warning sign that read – "This road is not passable, not even jackassable". Eighty years ago it must have been a cow trail, driving to and from the hospital would have been an arduous job.

In 1915 the first baby born in the hospital was Bill Graham. Many babies have been born there since, the first resident physician and midwife was Dr. William Wright. Dr. Wright was Australian and prior to coming to Alexis Creek had been a CPR ship's doctor who sailed the South China seas. His last medical practice began in 1912 and ended with his death in Vancouver in 1924. Doc Wright's companion was also Australian; nurse Mary Goode who was an able assistant. When it was late at night the Doc was prone to say, while giving advice, "well, why don't you put a little iodine on it." Then Mary would take over and institute a plan of treatment and mollify the patient.

A small cozy 'lean to' was built for the two and attached to the hospital. I'm sure it was a welcome beacon in the long winter nights in the chilly Chilcotin. A picture Dr. Wright painted of the hospital and staff quarters is easily seen against the snow bound property.

Dr. Wright traveled the Chilcotin and the Cariboo regions by saddle horse, buggy and cutter. Irene Stangoe in her book *History and Happenings in the Chilcotin* describes pioneer Mike Farwell's description of driving Dr Wright from the Beecher House Hotel at Riske Creek to the Farwell home place at the Pothole Ranch to attend Mrs. Farwell.

"The good doctor, who had been celebrating his birthday, not too wisely, was asleep in the sleigh when Mike started his descent to the river down a hogs back with a steep gully on each side called 'the tobaggan slide'. It was wide enough for the sleigh. Farwell wakened and warned the Doc – 'Hang on tight because if you go overboard here, you'll break your neck for sure.' The horses had gone two steps when Doc took a nosedive over the front of the sleigh taking Farwell with him. The team stopped dead. In the melee, the back of the sleigh tipped up and under the seat was an open tin of cigarettes sprayed over us like



confetti at a wedding. I got out of the mess immediately but the Doc was lying under the tongue of the sleigh, between the horses, on his face and dead to the world."

Mike wrestled the big man from the brink of the bank and dumped him like a sack of potatoes into the back of the sleigh, and continued onto the Pothole Ranch [now part of the Gang Ranch].

"The next day Doc Wright commented – 'It's a most curious thing; I've had a complete lapse of memory since the morning at the hotel'."

Diane French, in *The Road Runs West*, tells another story of Dr. Wright. "One December the men of Alexis Creek ordered liquor for themselves and had it delivered to the hospital for safekeeping to keep the many bottles secret from their wives. On Christmas Day the men found that Dr. Wright had drunk every drop."

Next to come to Alexis Creek was Dr. Charter, his wife and three sons and sister-in-law nurse Nelmes. Things were cramped in the living quarters but the Charters managed and made the adjustment from their previous practice with the Anglican Medical Mission in China. They took over in 1925. "One of Dr. Charter's first duties was to accompany the police, coroner and jurymen to attend an inquest into the shooting of Alex Deschamps at the upper end of Chilko Lake."

The trip lasted 23 days by horse, sleigh and rowboat. The group returned to Alexis Creek for Christmas, all were exhausted. The doctor suffered the most from fatigue and saddle sores, as he had never ridden a horse before.

Dr. Charter and his family stayed until 1930 when they left for Vancouver where his sons attended UBC.

Next were Dr Knipfel and nurse Foster but soon they tired of the workload and isolation and were followed came a series of young men – Doctors McRae, Haugen and Oliver. Dr Haugen moved to Armstrong, BC, and practiced medicine there for many years.

An English surgeon, Dr. Hallows came in 1938 with two able nurses – Nan Hopkins and Ruby Craig. During this time Lord Nuffield of England donated an 'iron lung' to the Alexis Creek Hospital. It sat in a corner and was never used, as Lord Nuffield hadn't realized that the town of Alexis Creek had no electricity. Dr Hallows left in 1945 and had the iron machine shipped to the Vancouver General Hospital where it was put to use during the polio epidemics of the 1940s and 50s.

The provincial government paid a stipend of \$1200.00 per year to keep the hospital open until the Red Cross took it over, renamed it the Alexis Creek Red Cross Hospital in 1949, improved the living quarters, and installed central heating in this two-ward hospital. Staffed by an English nurse practitioner Lillian Whiteside from 1950 to 1956 [otherwise known as "old Whitesides"], the hospital served about 1500 people including the Native people of the reserves at Anahim Lake. Stone, Redstone, Alexis Creek and Nemiah Valley. Public Health nurses and Grey Nun nursing Sister Robert did yeoman service in the backwoods country as visiting practitioners.

Sister Robert was a competent and dedicated nurse and excellent diagnostician. I can remember her bringing in twelve Indian babies with meningitis during a blizzard in January 1962 to the Cariboo Memorial Hospital. Dr. Donald MacLean, Sister Robert the Campbell sisters and nursing staff and myself looked after these babies for twelve days. No babies died thanks to the quick action of Sister Robert. I asked Sister Robert why she chose such an isolated job. Her reply was that she liked lonesome places and the job satisfied her calling as a nurse. After fifteen years the Catholic Church recalled Sister Robert from the Chilcotin to a cloistered retreat in Montreal because the churchmen felt she had lost contact with God. When she left I never saw my friend again.

There were many dedicated nurses over the years and finally nurse-practitioner Marie Engelbert took over and has been a favorite of everyone for the past few years.

In 1979 an ambulance service was established in Alexis Creek with volunteer drivers. Patients were transferred to the Cariboo Memorial Hospital in Williams Lake.

Nurse Engelbert says that, "with the ambulance service more babies are born in the ambulance than in the hospital." I can imagine women in labour in the local ambulance careening down the many switchbacks on Sheep Creek hill to the Fraser River Bridge then up the hill onto the hospital in Williams Lake. This in itself would be a potent induction of labour in any pregnant woman.

The Alexis Creek Hospital with its Red Cross Flag out in front has been a beacon for those seeking medical help. It has been a safe haven for all living in a frontier environment in the chilly Chilcotin. •

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Death Sentence:

the New Westminster Penitentiary

By Robert C. Belyk

Robert has written a number of books and articles on history and folklore, including articles published in *Islander*, *Beaver*, and *Beautiful British Columbia*. He is the author of *Great Shipwrecks of the Pacific Coast* published by John Wiley and Sons in 2001.

On a sunny day in May 1980, several hundred dignitaries, prison officials, custody officers and their families gathered in the British Columbia Penitentiary's prison yard. The event was the New Westminster institution's official closing ceremony. In fact, it had been three months since the last prisoners had been transferred out of the facility, but it seemed necessary that last words be said before the 102-year-old prison fell to the wrecker's ball. The closure of the facility did not disappoint nearby residents. During the 1970s, the institution was one of the most violent federal prisons in Canada. It seemed that the prisoners, not the authorities, frequently controlled the events within the 30-foot concrete walls. More than once, prison riots threatened to spill out onto the streets. Yet violence was nothing new to British Columbia Penitentiary: generations earlier, assaults, and murders were threads sewn into the fabric of prison history. The first death of a British Columbia Penitentiary employee was in 1912, during an attempted escape. The incident resulted in the only execution of a prisoner ever to take place within the penitentiary grounds.

The late afternoon sun was little more than a patch of light shimmering in the autumn sky. On Saturday October 5, 1912, twenty-seven prisoners lifted heavy sledgehammers over their shoulders and brought them down on the piles of rock that filled the wooden stalls located in the eastern section of the prison yard. All prisoners within the institution were expected to work during their incarceration. However, the difficult and seemingly futile labour of the rock-crushing gang was simply meant as punishment. All the men assigned to break granite were regarded as institutional troublemakers or potential escapees. One such gang member was 24-year-old Joseph Smith who was serving ten years for the robbery of a Vancouver jewelry store. During the holdup attempt, he had thrown ammonia in the eyes of the storeowner. Smith was a short, powerfully built young man who had escaped from the penitentiary ten months earlier. His freedom was brief, however—he was caught only hours after his breakout. Another rock crusher was 22-year-old Herman Wilson who had earlier been caught smuggling a metal bar into one of the shops. Like Smith, Wilson was serving a ten-year sentence for robbery.

The characteristic 30-foot brick and concrete wall surrounding the yard was begun in 1909, but it would take twenty years to complete. In the

meantime, prisoners working in the inner yard were secured first by a stone wall about seven feet high and then by a 10-foot high outer wooden fence, on top of which perimeter guards were stationed. To attempt an escape from the rock yard, prisoners would have to get through a gated tunnel that passed under the inner wall and into the brickyard. Once there it would be necessary to escape through one of the secured gates in the outer wall.

Robert Craig, the guard in sole charge of the rock gang, walked along the line of prisoners. Craig surprisingly was unaware of the trouble he was about to face, even though there were indications that something was wrong. As the prisoners returned to work after their lunch break, the guard discovered a short piece of wood and a length of wire in Smith's possession—objects that could be used to pick a lock. During that afternoon, on several occasions, he had reprimanded Smith for moving out of his place to speak with other prisoners. Conversation between prisoners was prohibited.

About four o'clock Craig observed Smith move out of his place in one of the lower rock stalls, walk up the row to speak to prisoner Wilson. Again, the guard reproached Smith. As Craig turned away, Smith picked up the sledgehammer and swung it at the guard. The blow knocked Craig down, stunning him. Before he could recover, the prisoner was on him attempting to take his gun. As the two men grappled, Wilson ran up and took the weapon from the guard's holster. Leaving Craig, who was bleeding from a head wound, on the ground, the pair made their way toward the tunnel that ran under the fence by the industrial shops.

While locking the blacksmith shop, guard Ernest Rounds heard a voice behind him ordering "hands up." He turned around to find a revolver leveled at his head. As Rounds would later discover, there were no bullets in the weapon—Craig feared that when working closely with prisoners, his own loaded weapon could be used against him—but Rounds was unaware of this. The two convicts forced Rounds to give up his weapon and to open the gate. Once through, Smith and Wilson relocked the barrier. Rounds, with the barrel of a weapon pressed against his head, walked ahead of his two captors into the brickyard. Craig by this time had managed to make his way to the vestibule gate. With it locked, though, he could go no further.

As they approached the tunnel exit, Rounds was told to lower his hands, and with the guard



*The British Columbia Penitentiary from the air.
Photo courtesy of Waite Air Photos Inc.*

leading, the three men made their way toward the outside gate. Guard Hector Morrison was supervising several prisoners working in the brickyard when Rounds, Smith and Wilson approached. Too late he became aware of the guns pointed at him. With Rounds and Morrison in the lead, the four men moved toward guard Elson who was at his post on the catwalk on the outer wall. From his vantage point, Elson watched as the two convicts pushed Rounds and Morrison toward him. He raised his rifle, but the prisoners warned that if he fired, the two hostages would be shot. Elson was told to throw down his rifle.

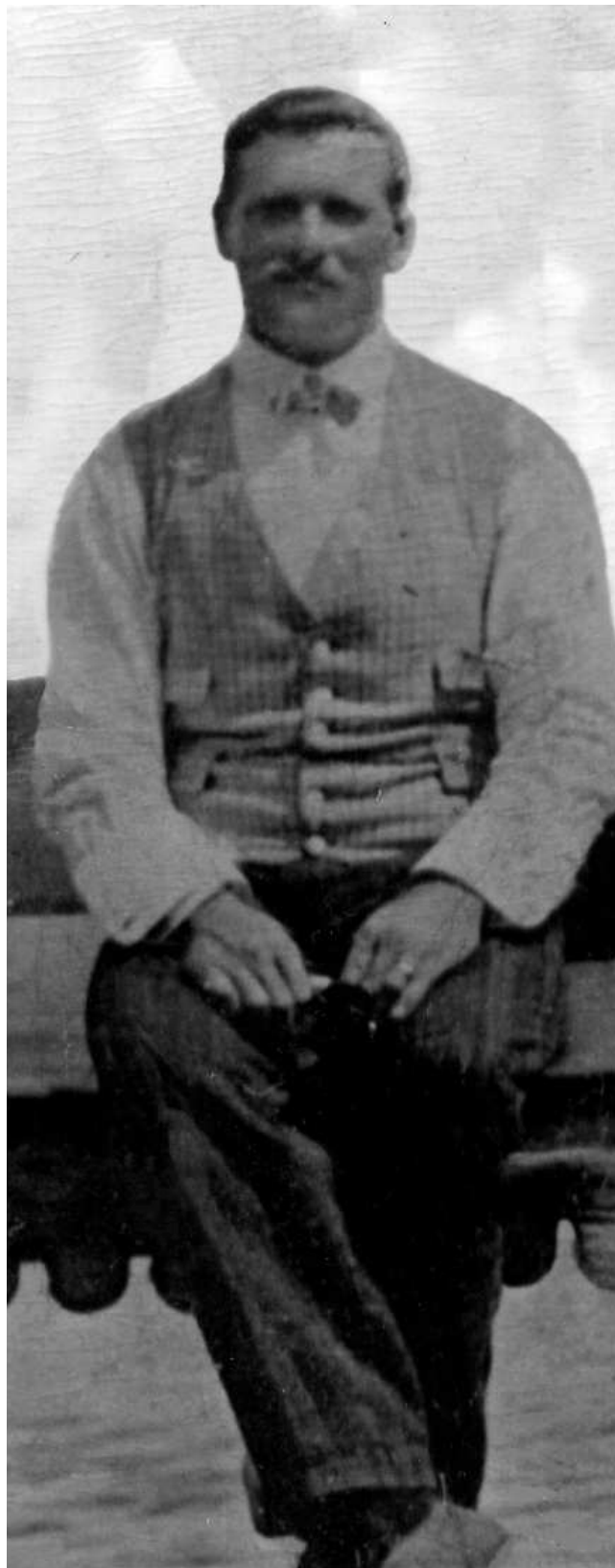
Elson was about to comply when guard John Henry Joynson appeared from behind a brick-making machine and opened fire on Smith and Wilson. Smith

turned in the direction of the volley. Wilson ordered Elson once again to throw down his weapon. The guard tossed it down and Wilson picked up the rifle, leveled it at Elson and demanded that the guard throw down the keys to the outside gate. The keys were kept in the guard tower a few yards away, and Elson made his way there, and picked up the keys. Elson threw down the keys, and as Wilson knelt to pick them up, the guard opened fire with his handgun. A bullet struck the prisoner with full force sending him sprawling to the ground, the rifle falling at his side.

Meanwhile, Smith left his hostages and closed in on Joynson, firing his revolver. One of prisoner's bullets found its mark. Rounds saw Joynson stagger. Smith then turned toward Rounds and began

John Henry Joynson who was the first guard to die at the hands of a prisoner at the British Columbia Penitentiary.

Photo courtesy of J. Joynson.



shooting. Rounds took the rifle that lay by Wilson, aimed the weapon and shot, but missed Smith. There were no more shells in the rifle. Rounds quickly took cover behind Wilson. When Smith was close enough the guard leapt on him and wrestled him to the ground. Moments later, William Carroll, the deputy warden, and several guards equipped with repeating rifles arrived. Smith surrendered. The bullet that Elson had fired, grazed Wilson's neck, and lodged in his shoulder. The wound was not regarded as life threatening. Guard Joynson had been struck twice and was mortally wounded. He bled to death in less than an hour. Although injured by the blow to his head, guard Craig would recover in time to testify before the inquest into Joynson's death.

Surprising to prison authorities was that so few prisoners sought escape. In the rock-breaking yard, one of the convicts even went to the assistance of the injured Craig, but was warned to keep back by Smith. Others working in the brickyard could have retrieved the keys in the confusion, but no one tried.

The funeral for John Henry Joynson was held the next day in the main entrance hall of the penitentiary. After the service, the flag-draped coffin was carried to the cemetery by 18 guards in three shifts. During the procession, the two-ton brass bell in the prison yard tolled until the coffin was lowered into the ground. Joynson, who had a wife and children, had worked at the penitentiary less than six months. A public fund was set up for the family and \$1,400 was collected to purchase a house. The federal government authorized a pension of \$500 a year for the widow.

Security at the institution had clearly been lax. The failure of the federal government to pay adequate wages made the recruitment of guards difficult. Many of the men hired were incompetent. (The gate keys and Craig's revolver remained missing until the next day when Deputy Warden Carroll searched Wilson's cell and found the objects hidden away.)

On October 11, Smith and Wilson, with a neck bandage and his right arm in a sling appeared before a preliminary hearing into

the death of Joynson. Both were charged with murder, and committed to stand trial. Wilson died in his cell on October 30, leading the Vancouver press to speculate pointedly that he “may have received other injuries.” Wilson, in fact, died as the result of a severe infection. He had carried a bullet in his shoulder for more than three weeks. As a result, Smith would stand trial alone. Two weeks later, Smith went before Mr. Justice Murphy. He pleaded not guilty to the murder of Joynson, but the full weight of evidence was against him. Not only did the statements of the guards implicate him, one former convict testified that he was in the yard and witnessed the two shots from Smith’s revolver strike the victim.

The case went to the jury November 16, and after deliberating three hours they returned with a verdict of guilty of one count of murder. Mr. Justice Murphy faced Smith, “Have you anything to say why the sentence of this court should not be passed upon you?”

“No sir,” Smith said, shaking his head.

“The sentence of this court therefore is, that you shall be taken from hence to the place from which you came, there to be kept in close confinement until the 31st day of January next, when you shall be taken from thence to the place of execution and hanged by the neck until dead. And may God have mercy on your soul.”

While prisoners awaiting death sentences were usually housed in provincial institutions, where the sentences were carried out, Smith was to remain at the New Westminster penitentiary. The reason, prison authorities claimed, was that it was simply easier to leave him where he was being housed. In fact, Smith’s execution would serve as an example to the other prisoners. The scaffold was erected near the place where John Henry Joynson had been shot: an obvious message for any prisoner contemplating violence against the guards.

At 8:20 on the morning of Friday, January 31, 1913, Joseph Smith, with his hands bound behind his back, began his slow walk to the gallows. Rather than the distinctive garb of a prisoner, Smith wore a plain blue shirt. No coat protected him from the winter chill. In the procession were prison officials, guards, the sheriff and Smith’s spiritual advisor, Reverend J. S. Henderson. The minister offered his arm in support, but Smith needed no assistance. He walked with his head upright to the scaffold where the Dominion hangman waited silently. The prisoners had been kept locked up that morning. Whether they could hear or

even see the execution from their cells was never made clear. Once the prisoner was on the platform, the executioner brought down a hood covering the man’s face. Smith was maneuvered over the trap. The noose was lowered and tied in place. Reverend Henderson began reciting the Lord’s Prayer. He reached only “on earth as it is in Heaven” when the trap sprang. Smith fell through the door and out of sight. Although the fall broke his neck, it took 13 minutes for his pulse to stop. Smith was interred in a remote corner of the prison’s burial grounds. He was the only prisoner to be executed within what was to become one of the most violent penitentiaries in Canada.

Looking ahead to 1980, another group of prison officials gathers on a different platform for the penitentiary’s closing ceremony. Those familiar with the old institution have no difficulty drawing a parallel between events. After more than half a century, another death sentence has been carried out. •

Boris Karloff in British Columbia

By Greg Nesteroff

Greg Nesteroff is a West Kootenay historian with an interest in vaudeville-era theatre companies. He lives in Castlegar.

Thanks to Rob Andrew, Ron Greene, Tim Harshenin, Sara Karloff, Lindsay Moir, Valerie Patanella, and Ron Welwood.

*Boris Karloff, 1914. (right)
Courtesy Sara Karloff.*

Ad from the Vancouver Province of 22 February 1910 for the real estate firm Karloff worked for. (far right)

Legendary film star Boris Karloff got married in B.C. in 1910. This fact, which is not mentioned in any of his biographies, is perhaps the most intriguing in a series of new details emerging about his early years in Canada.

Most of what we know about those days is from his own recollections, which he was happy to share, but each retelling would be a bit different. As friend and biographer Cynthia Lindsay noted: "From the time Boris disembarked [in Canada], he laid a trail as difficult to follow as if he had deliberately obliterated it."¹

Karloff was born William Henry Pratt in a London suburb on 23 November 1887. He was the youngest in a family of eight brothers, one sister, and one half-sister. His father was a civil servant who was a tyrant at home; his mother was frail and ill. Both died young. William was expected to follow in the footsteps of his father and brothers and join the civil service, but his interest in theatre overshadowed his interest in school, and he was a disappointment to the family.²

At 21, he decided to leave home, and chose his destination by tossing a coin: heads meant Australia, tails meant Canada. It came up tails, so in May 1909, he sailed from England aboard the *Empress of Britain*, and landed in Montreal. He then went to the Toronto office of the Canada Company, with whom he had arranged a farming job. He was directed to Caledonia, and the farm of Terrance O'Reilly.³

O'Reilly, however, had never heard of Karloff, wasn't expecting anyone, and didn't want anyone. Reluctantly, Karloff was allowed to stay, but things didn't work out. After three months, he headed for Banff, where he found little work, then continued on to B.C.⁴

In 1910, he was in Vancouver, starving and broke, when by chance he ran into Hayman Claudet,

a friend of his brother Jack. Claudet offered him food and money, and got him a job selling real estate.⁵

Realtor, surveyor, ditch digger

The Vancouver civic directory for that year listed Karloff (still known as Pratt) as an agent with the firm of Ward Burmester and Von Gravenitz. His address was given as 'Hornby Mansions.'⁶

Advertisements said the company dealt in loans, real estate, insurance, and auctions. Their head office was at 319 Pender, and they had a branch office at 443 Lonsdale in North Vancouver. Partners in the firm were Percy Ward, Charles Mansel Burmester, and Hans Von Gravenitz.⁷

This company does not appear to have been



formally registered; when incorporated on 21 November 1911, it was known as Palmer Burmester and Von Gravenitz Ltd. The articles of agreement list the directors as George Greyham Palmer, Charles Mansel Burmester, and Mario von Gravenitz.⁸

There were three other shareholders, who transferred their interests to the principals within a few months. In 1913, the company changed its name to Palmer and von Gravenitz Ltd. It was dissolved in 1919, restored in 1920, and finally re-dissolved in 1922.⁹ Karloff's career with the firm didn't last long, however, and soon he was working for B.C. Electric, another position Claudet helped him get. According to Cynthia Lindsay:

*He dug ditches, laid streetcar tracks, cleared land, shoveled coal, and worked on survey parties ... He was now earning \$2.50 a ten-hour day instead of \$10 a month. Any time off ... [he] devoted to approaching, with no success, local touring stock companies in hopes of his first break.*¹⁰

Karloff himself said he "got a job at 28 cents an hour with a pick and shovel laying tracks. I wasn't much good at laying tracks."¹¹ Other sources say he got a job as a carpenter helping build the Pacific National Exhibition. However, the "10-hour days and blistered hands weren't for him, so he went back into acting."¹² The Vancouver civic directories for 1911-16 do list a William Henry Pratt, but this one was a CPR inspector and later assistant superintendent – unlikely to be Karloff.¹³

Around this time, he was also offered a half interest in a goldmine for £100: "I had the money too. I asked the advice of a banker friend of mine and he said 'No.' that mine was subsequently sold for £3,000,000."¹⁴ There is no indication which mine this was, but Karloff didn't regret his decision: "Imagine what would have happened to me. It would have ruined me."¹⁵

Bride of Frankenstein

Karloff did something else in Vancouver in 1910, which has been completely forgotten: he got married. It's not clear if this was his first or second trip down the aisle; he eventually had six or seven wives, four of whom are enigmatic because he never

1-4 Acre Blocks

within eight minutes walk of the carline in

NORTH VANCOUVER

for \$400 each. Don't forget a quarter-acre makes two good lots and lots all around this property are selling for \$300 each today.

\$50

secures one, balance \$10 per month. This is no far out "wild cat" proposition; all this property is close in with open graded road.

DON'T

wait till this opportunity is passed. Come to our office. Compare adjoining values, see the land and make your profit while the other fellow's trying to make up his mind.

Don't lose time! Selling fast!

Ward, Burmester & Von Grævenitz

Phone 5522. 319 Pender St.

talked about them. But a check of the B.C. vital events index reveals that on 23 February 1910, William Henry Pratt wed Grace Jessie Harding at Holy Rosary Cathedral.¹⁶ There's no question it's Karloff; his age, birthplace, and parents' names all match.

At the time, he was 22 and his bride was 23. She was born in New Zealand to Harry Laurie and Mary Jessie Maria (Delamore) Harding. Her parents were actually English; it appears they came to Canada about 1904, and to B.C. two years later.¹⁷ Her father was a clerk with the Department of Finance in Victoria from about 1916-31.¹⁸ Rev. Anthony Madden conducted the ceremony,¹⁹ but there was no mention of it in the

social notes of the *Vancouver Province*.

On the marriage certificate, Karloff listed his profession as broker, presumably of real estate. The witnesses were Charles Burmester – one of the partners in the firm he worked for – and Grace's mother Mary.²⁰

The marriage was short-lived. On 8 January 1913, Grace sought and obtained a divorce order on the grounds of adultery. Karloff had taken up with Margot Beaton, an actress with the theatre company he had by then joined. In fact, she may have been the leading lady's sister.²¹ Karloff, who did not appear in court, was ordered to pay his ex-wife's costs.²²

Ten days later, Grace wed a second time, to Cecil Angus Hadfield, another realtor.²³ They moved to Calgary, where Cecil lived, and had a son, Philip, who went into accounting.²⁴ Cecil died in 1918 of typhoid fever at age 38 and was buried in Calgary's Union cemetery. At the time he was manager of the Bowness Improvement Co.²⁵ By 1929, Grace was living at 12-606 Centre St. in Calgary, and working as a musician at the Palace Theatre. From 1932-34, she taught at Mount Royal College.²⁶

Grace's parents lived at 556 Simcoe St. in Victoria.²⁷ Her father died in 1931 and her mother in 1945.²⁸ Both are buried in Ross Bay cemetery in unmarked graves.²⁹ On her mother's death certificate, Grace gave her own address as 1154 Robson St. in Vancouver. Civic directories list this as a photo studio from 1945-50.³⁰ Maybe she lived in an upstairs apartment? However, there's no sign of her in the

Notes

1 Cynthia Lindsay, *Dear Boris: The Life of William Henry Pratt a.k.a Boris Karloff* (New York: Knopf, 1975), p. 13

2 Ibid., p. 2, 10

3 Ibid., p. 11. There was a farmer named Terrance O'Reilly listed on the 1901 and 1911 Canadian censuses at Haldimand County, Ont. However, he was not head of the household; at both times, he was living with his parents, John and Mary O'Reilly.

4 Ibid., p. 13.

5 Ibid., p. 13-14. Henry Hayman Claudet (1874-1954) was the son of noted early B.C. photographer and coin-maker Francis George Claudet. Hayman was a mining engineer and assayer in Rossland, ca. 1903-08.

6 E-mail from Ron Welwood, 26 April 2005, citing 1910 Vancouver civic directory

7 Ibid. and *Vancouver Province*, 22 February 1910

8 Palmer and Von Gravenitz Ltd., B.C. Archives Microfilm No. B05125, Incorporation No. 827. It's not clear if Hans and Mario von Gravenitz were the same person by two names, or relatives.

9 Ibid.

10 Lindsay, *Dear Boris*, op. cit., p. 14

11 Paul M. Jensen, *Boris Karloff & His Films*, (South Brunswick: A.S. Barnes, 1974), p. 12. In 1961, Dr. Willson Knowlton wrote B.C. Electric asking if they had any record of Karloff's employment. They hadn't. The correspondence is at the Kamloops Museum & Archives.

12 http://www.vancouvermagazine.com/9708/secrets_source.html, viewed 3 December 2005

13 E-mail from Ron Welwood, 26 April 2005

14 Peter Underwood, *Boris Karloff: Horror Man*, (New York: Drake Publishing, 1972), p. 154-55

15 Ibid.

16 Marriage certificate, William Henry Pratt and Grace Harding, B.C. Archives, Reg. No. 1910-09-062223, Microfilm No. B11375

17 Marriage certificate, Death certificate, Mary Jessie Harding, B.C. Archives, Reg. No. 1945-09-666854, Microfilm B13188; Death certificate, Harry Laurie Harding, B.C. Archives, Reg. No. 1931-09-451533, Microfilm B13141

18 B.C. Government Sessional Papers, 1917, (Victoria: King's Printer, 1918) The Public Accounts for April 1916 to March 1917 indicate he had worked there for 10 months and seven days, which suggests he was hired around June 1916.

19 Marriage certificate, Pratt-Harding, op. cit., and e-mail from Frances Welwood, 21 April 2005

20 Marriage certificate, Pratt-Harding, op. cit.

21 Divorce order, Grace Harding Pratt and William Henry Pratt, B.C. Archives, Microfilm B6311, No. 202. The word adultery wasn't used, but Beaton was named as "co-respondent." Her real name was Helene Russell.

22 Ibid.

23 Marriage certificate, Cecil Angus Hadfield and Grace Jessie (Harding) Pratt, B.C. Archives, Reg. No. 1913-09-09927, Microfilm B11381

24 E-mail from Lindsay Moir, Glenbow Archives, 23 November 2005

25 Ibid. and *The Albertan*, 27 July 1918

26 E-mail from Calgary Public Library, 18 November 2005, citing Henderson civic directories 1929-34

27 Death certificates, Harry Laurie and Mary Jessie Harding, op. cit.

28 Ibid.

29 E-mail from Leona Taylor, Old Cemeteries Society of Victoria, 9 May 2005

directories from 1945-49, nor any indication what happened to her or her son.³¹

Stage debut

Nelson and Kamloops both figure in Karloff's theatrical start. He told a few slightly different versions of this story, including one quoted by Cynthia Lindsay:

I was off on a survey party in the brush about 70 miles from Vancouver when I got this letter from an agent I had called in Seattle - Walter Kelly I think his name was - representing myself as an experienced English actor in Canada on a visit, who might be available ... I'm sure the agent saw through the story, but actors were hard to get at the time. He referred me to the Jean Russell stock company in Kamloops ... I left my axe in the middle of a tree and got the first train to Kamloops.³²

In a 1953 interview he said:

[I was] up in Kamloops, British Columbia, with a survey team, and suddenly I got a letter from this agent inviting me to join a theatrical company in Nelson. It had such a bad reputation that nobody would join it. That's why he sent for me. I made my first stage appearance playing the elderly husband in a play called The Devil and Franz Mola in Nelson for \$15 a week, just enough to exist on - if they paid you. As often as not they didn't. I was with that company two years and how we worked! We rehearsed all day and every day, and we played evenings in any sort of a barn or shack wherever we happened to be ...³³

The play was in fact called *The Devil*, by Hungarian playwright Ferenc Molnar. It was enormously popular at the time; it made its Hungarian debut in 1907, then opened on Broadway in August 1908.³⁴ It "took its central idea from *Faust*, dealing with marital infidelity ... The work established [Molnar's] fame as one of the leading dramatists of his day. Molnar's great invention was to bring on the stage a mysterious character, the Devil, who manipulates the characters and can anticipate their thoughts."³⁵

If we accept for a moment that Karloff made his debut in Nelson in the play, the only date it could have happened was 23 November 1911 – coincidentally Karloff's 24th birthday. The Jeanne Russell Co. did exist, and did perform *The Devil* at the Nelson opera house that day, although it was their fourth show during a week-long stint; perhaps Karloff sat out the first three because he was still learning the ropes.³⁶ This theory is supported somewhat by a 1961 letter Karloff wrote Dr. Willson Knowlton, a Kamloops optometrist:

I cannot claim to have played in Kamloops as I only joined the

company there. They were rehearsing plays for the new season and all I had to do for the few days I was there before we moved on to the next stand was to watch the rehearsals.³⁷

He also admitted that he wasn't certain where his debut happened:

I can't remember what the next town was, maybe Nelson or Fernie, or is my geography all wrong?³⁸

There is no mention of him by his real name or stage name in the *Nelson Daily News* review of *The Devil*, although the role of Herman Hoffman is so small it might not have received any attention. He wasn't named in the reviews of any of the other productions that week either. Nor was there any sign of him among the hotel arrivals reported in the paper. The Russell Co. stayed at the Queens Hotel, but not all the actors were individually listed.³⁹

From Nelson, the troupe continued on to Cranbrook for two shows. The newspaper reviews there didn't name specific cast members, but the *Herald's* assessment wasn't entirely favourable:

Miss Jeanne Russell personally delighted her audiences at the Auditorium on Monday and Tuesday evenings of this week. The same cannot be said, however, of her support, which was lamentably weak. Miss Russell is a bright, versatile actress and should secure more adequate support.⁴⁰

One bit of circumstantial evidence that might suggest Karloff had indeed joined the group was that before arriving in Nelson, they were billed as having 16 members. By the time they reached Cranbrook, they had 18.⁴¹ However, if this was the case, they should have been in Kamloops earlier that month. Alas, they weren't. Immediately prior to appearing in Nelson, they were in Grand Forks and Rossland.

The first and only known appearance of the Jeanne Russell Co. in Kamloops was in September 1910 – but they weren't in Nelson that month. They did return to Nelson in February 1912, and while *The Devil* wasn't part of their repertoire this time, the hotel arrivals read in part:

Hume Hotel - R. Brandon and wife, Jeanne Russell Co. Queens Hotel - O. Lamerie, G.D. Gray and wife, Mrs. Beaton, B. Korloff, J.F. Mack, Vancouver.⁴²

So this confirms that Karloff was in Nelson, although it falls short of proving he debuted there.

In March, the group spent three weeks at the Lyric Theatre in Calgary, but neither of the city's newspapers mentioned Karloff in their reviews.⁴³

Karloff said he stayed with the group for two years, until it disbanded in June 1912 – although if his debut was in November 1911, it couldn't have been more than seven months. No matter where and when it happened, it wasn't an auspicious start:

I had finally become an actor, but I mumbled, bumbled, missed cues, rammed into furniture, and sent the director's blood pressure soaring. When the curtain went up I was getting \$30 a week. When it descended, I was down to \$15 ...⁴⁴

At the end of the performance, as I was slinking away to some dark corner, the manager came towards me with a malevolent gleam in his eye. "Karloff, you know darn well you've never acted before. Still, we like you and you'll stay with us."⁴⁵

Jeanne Russell Co.

The full story of the Jeanne Russell Co. deserves more space than can be afforded here, for it's an interesting and ultimately tragic tale that has never been told.

Ray Fowler Brandon, the company manager, was born in the 1870s in Centerville, Utah, where his father was postmaster and Justice of the Peace. His mother was involved with a local theatre group and probably gave him the acting bug.⁴⁶ He enlisted in the Spanish American war, but returned home on sick leave without seeing combat.⁴⁷

Jeanne Russell Alford was born in Salt Lake City in 1875, the daughter of a salesman.⁴⁸ The couple met in early 1906 in Ogden, Utah, where both belonged to the William Bittner players. By now Jeanne had already dropped her surname on stage.⁴⁹ They were married sometime that year or next.⁵⁰ In 1907, they ran their own theatre in Denver, along with Ray's youngest brother, Walter Lee. However, it closed and the Brandons went to Salt Lake City.⁵¹ At year's end, Lee was hired as manager of the Edmonton Opera House.⁵² In June 1908, he struck out on his own as manager and lessee of the Dominion Theatre, and enlisted his brother and sister-in-law to form a resident stock company.

The Jeanne Russell Co. spent an eventful five months there. Among other things, they organized a gala benefit for victims of the Fernie fire, sued the *Edmonton Journal* for libel, were sued themselves for not paying the orchestra, and earned the wrath of Broadway playwrights for stealing plays – something they not only admitted to, but took pride in.⁵³

In the spring of 1909, the Brandon brothers leased the Lyceum Theatre in Lethbridge, intending to become the resident company there.⁵⁴ However, the theatre's walls collapsed during excavation for a hotel next door. Fortunately, the theatre was empty, so no one was hurt.⁵⁵ The Russell Co. packed up for Calgary,

30 E-mail from Vancouver Public Library, 11 October 2005, citing Vancouver civic directories 1945-49

31 E-mail from Ron Welwood, 1 May 2005, citing Vancouver civic directories 1945-49

32 Lindsay, *Dear Boris*, op. cit., p. 14-15

33 "Frankenstein had beginnings in Nelson, Boris Karloff recalls," *Nelson Daily News*, 20 January 1954 and *Boris Karloff & His Films*, op. cit.

34 <http://www.ibdb.com/production.asp?ID=6417>, viewed 1 December 2005

35 <http://www.kirjasto.sci.fi/molnar.htm>, viewed 1 December 2005

36 *Nelson Daily News*, 24 November 1911

37 Letter from Boris Karloff to Dr. Willson Knowlton, 22 April 1961, held by Kamloops Museum & Archives

38 Ibid.

39 *Nelson Daily News*, 20 November 1911

40 *Cranbrook Herald*, 30 November 1911

41 *Nelson Daily News*, 16 November 1911 and *The Prospector* (Cranbrook), 25 November 1911

42 *Nelson Daily News*, 9 February 1912

43 *Calgary Daily Herald* and *The Albertan*, 1-25 March 1912

44 "Memoirs of a Monster," *Saturday Evening Post*, 3 November 1962, p. 79

45 Richard Bojarski and Kenneth Beale, *The Films of Boris Karloff*, (Securus, NJ: Citadel Press, 1974), p. 14

46 Nomination form, Thomas and Margaret Brandon house, U.S. National Register of Historic Places, sec. 8, p. 3-4

47 *Davis County (UT) Clipper*, 21 April 1899

48 1900 U.S. Census, viewed at <http://www.ancestry.com>, Roll T623-1827, Page 18A,



Enumeration District 61

49 Ogden (UT) *Standard Examiner*, 8 January 1906

50 Davis County *Clipper*, 1 February 1907

51 Ibid. and Ogden *Standard Examiner*, 22 February 1907

52 *Edmonton Bulletin*, 8 December 1907

53 *Edmonton Bulletin*, 8 August, 15/26 September, and 27 November 1908

54 George Mann, *Theatre Lethbridge: A History of Theatrical Productions in Lethbridge, Alta. (1885-1993)*, (Calgary: Detselig, 1993), p. 49

55 Ibid.

56 Irma Dogterom, *Where Was it? A Guide to Early Lethbridge Buildings*, (Lethbridge: Lethbridge Historical Society, 2001), p. 59

57 *Nelson Daily News*, 17 November 1909

58 *Nelson Daily News*, 23 November 1909

59 *Vancouver Province*, 14 July 1911

60 Ibid.

61 *Grand Forks Gazette*, 18 November 1911

62 *Nelson Daily News*, 20 January 1954

63 "Karloff, calm menace," *New York Times*, 19 January 1941, p. X3

64 Lindsay, *Dear Boris*, op. cit., p. 20

65 *Eureka (UT) Reporter*, 26 May 1916

66 Death certificate of Jeanne Russell Brandon, Utah state file No. 1920003069

67 1930 U.S. Census, viewed at <http://www.ancestry.com>, Roll 201, Page 191, Enumeration District 195, Image 999.0

68 *The Oakland Tribune*, 8 August 1933

69 *Saturday Evening Post*, 3 November 1962, p. 79

70 "Karloff haunts Capitol,"

although they returned to Lethbridge in August to perform several shows in a tent.⁵⁶

In mid-November they made their first tour of the West Kootenay-Boundary, stopping in Nelson, Greenwood, Phoenix, Rossland, and Grand Forks with *Cousin Kate*, the play that made Ethel Barrymore famous. Curious, the *Nelson Daily News* described Russell as a "native daughter of British Columbia,"⁵⁷ which certainly wasn't true. Of the performance, the paper wrote:

*Cousin Kate, produced at the opera house last evening to a large and well pleased audience by the Jeanne Russell Co., proved a decided success. The play was a delightful society comedy, well staged and dressed ... Miss Jeanne Russell, in the title role, looked and played the part most charmingly ... Miss Matthews, as Amy Spencer, shared the honors with the star. Mr. Brandon, as the hero, made love acceptably, though he did not attempt any Irish ways in his courtship. Douglas Ross, as the clergyman, instantly recalled the Private Secretary, made the most out of a difficult part ...*⁵⁸

We know a little of their peripatetic life over the next two years: in addition to previously mentioned engagements in Kamloops and Nelson, they did week-long stints in Revelstoke in October 1910 and January 1911, and leased the Vancouver Opera House for two weeks in July 1911.

Willard Mack and Maude Leone were supposed to appear in *Cameo Kirby*, but became sick, so Jeanne was called up to take the lead role. She "was truly charming as Adele Randall, and made a very pleasing substitute."⁵⁹ Meanwhile, Ray, "who is well known to Vancouver theatergoers played a good Tom Randall."⁶⁰

That fall, they returned to the Kootenay-Boundary and received generally good reviews, although the *Grand Forks Gazette* grouched:

Travelling theatrical companies are noted for their exalted opinion of themselves, and the Jeanne Russell company managed by Ray Brandon is no exception. They were here this week and just how much of the town they owned was



*the question. The opera house rates didn't suit them, they had trouble with their hostelry, they had trouble with their bill poster, and they paid their printers' bill into court. The first performance was passable (sic) but the second was distinctly lacking.*⁶¹

According to Karloff, the Russell Co. went broke upon reaching Regina in June 1912, the day before the great tornado.⁶² It has been stated that Karloff was out canoeing when the twister hit, and that he organized a benefit concert for the victims, but neither of these things is true. Both involved members of the Albini-Avolos Co., which had been playing Regina that week; some sources wrongly assumed Karloff was part of their group.

The Russell Co. didn't get a chance to advertise in Regina, much less perform there. Karloff was left to take a job clearing debris, then handled baggage for the Dominion Express Co. before joining the Harry

St. Clair players in Prince Albert.⁶³

On 12 October 1913, he entered the U.S. at Portal, North Dakota, as an "immigrant for permanent residence" and left his days in Canada behind.⁶⁴

Brandon and Russell, meanwhile, evidently reformed their group. In 1914-15, they toured with a musical comedy called *A Star by Mistake*, and became headliners with Sullivan and Considine's Hippodrome Vaudeville road show.⁶⁵

However, Jeanne Russell's stage career ended prematurely; she died in 1920 at age 44 of tabes dorsalis, a spinal condition caused by an untreated syphilis infection.⁶⁶ Ray Brandon re-married and had two children, but his second wife also apparently died young.⁶⁷ When *Frankenstein* came out in 1931, did he recognize or remember the man he had hired 20 years earlier? We'll probably never know. Brandon was killed in a car accident near Bend, Oregon, in 1933, while working as advance agent for some sort of animal show.⁶⁸

Stage name

Boris Karloff claimed he took his stage name while on the train trip to join the Russell players: "Karloff came from relatives on my mother's side. The Boris I plucked out of the cold Canadian air."⁶⁹

This explanation is questionable. He may truly have believed he had a relative named Karloff, but Cynthia Lindsay traced his family tree back three generations and was unable to find one. One alternate explanation is that he may have been influenced by Russian names in B.C. or Saskatchewan.⁷⁰

The Doukhobors came to B.C. not long before he performed in Nelson, and he later spent time in Saskatchewan, where some members of the Korolev family changed their name to Karaloff or Karloff.⁷¹ But it's more likely the name came from a 1904 book by Harold MacGrath called *The Man on the Box*, which featured a character named Count Karloff. It was serialized in newspapers, adapted for the stage in 1905, and made into movies in 1914 and 1925.⁷²

What are the chances William Pratt read the book, saw the play, or even appeared in it? Indeed, it was part of the Jeanne Russell Co.'s repertoire. To make things stranger, in 1920, MacGrath wrote a novel called *The Drums of Jeopardy* which had a character named Boris Karlov.

According to Wikipedia's entry on MacGrath, "It is said that a young Boris Karloff, who previously had a few uncredited film roles, chose his stage name for his first screen credit from *The Drums of Jeopardy*

which had also been published by the *Saturday Evening Post* in January of that year."⁷³

But said *by whom*? The on-line encyclopedia doesn't explain; certainly none of Karloff's published biographies mention it. And anyway, it isn't accurate. Boris Karloff came before Boris Karlov. Another early reference to Karloff is in the *Oakland Tribune* of 12 May 1919, when he was appearing at the Fulton Theatre in *Eyes of Youth*.

So was it just coincidence? Did MacGrath see one of Karloff's early films and deliberately or subconsciously use his name? Did they meet? Perhaps Karloff told MacGrath he took his name from *The Man on the Box*, and in turn MacGrath paid tribute to him in *The Drums of Jeopardy*.

The mystery doesn't stop there.

The Drums of Jeopardy was adapted for the stage in 1922,⁷⁴ and the following year made into a movie in which Karlov's first name was inexplicably changed to Gregor. Wikipedia suggests this was to avoid confusion with Karloff,⁷⁵ who was still a fairly obscure actor, but now at least receiving regular screen credits. When the movie was re-made in 1931, however, the character's name was changed back to Boris.⁷⁶ Warner Oland played Karlov in the latter film, which was directed by George B. Seitz. Both worked with Karloff on *The Lightning Raider*, a 1917 serial.⁷⁷ What did they make of it all?

One modern-day reviewer suggests: "This was an in-joke that must've caused a lot of raised eyebrows once *Frankenstein* was released in 1931."⁷⁸

Aside from the name, MacGrath also anticipated the direction of Karloff's career years before he was typecast as a horror actor.

One line in *Man on the Box* seems remarkably prescient: "'I wonder if I'll run into Karloff.' Karloff! The name chilled him, somehow."⁷⁹

And the Boris Karlov in *The Drums of Jeopardy*? He was a mad scientist.⁸⁰ •

Nelson Daily News, Richard Rowberry, 6 December 1996

71 <http://doukhobor.org/surnames.htm#k>, viewed 3 December 2005

72 <http://www.ibdb.com/production.asp?ID=6417>, <http://www.us.imdb.com/title/tt0004304> and <http://www.us.imdb.com/title/tt0016083>, all viewed 1 December 2005

73 http://en.wikipedia.org/wiki/Harold_MacGrath, viewed 5 February 2006

74 <http://www.ibdb.com/production.asp?ID=12813>, viewed 5 February 2006

75 http://en.wikipedia.org/wiki/Harold_MacGrath, op. cit.

76 <http://www.imdb.com/title/tt0021820/combined>, viewed 5 February 2006

77 <http://www.oldies.com/product-view/4477D.html>

78 Ibid.

79 The entire text of the book is at <http://www.gutenberg.org/dirs/etext04/mnntb10.txt>, viewed 1 December 2005

80 http://en.wikipedia.org/wiki/Harold_MacGrath, op. cit.

Ad from the Nelson Daily News of 21 November 1909 for the theatre company which gave Karloff his first acting job. (previous page)

Actress Jeanne Russell, ca. 1909, by Edmonton photographer Ernest Brown. Courtesy Alberta Provincial Archives, B9128. (left)

The Case of Private Roy Cromarty, a Soldier from Whonnock

Fred Braches

Fred Braches is the former editor of the *BC Historical News* and lives in Whonnock, BC and takes a keen interest in the area's history.

In his book of stories from Maple Ridge, *All Our Yesterdays*, Ed Villiers writes about the experiences of Charlie Owen on the front in the First World War:

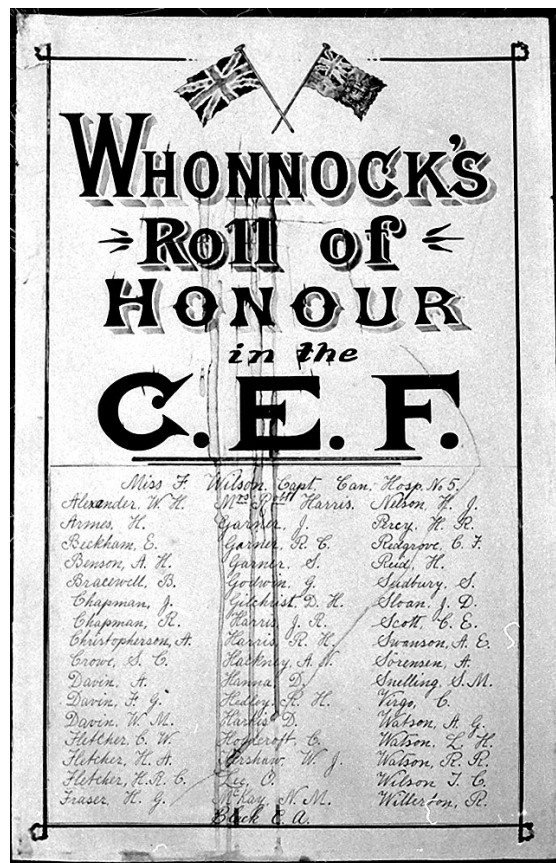
Shortly after Charlie arrived German artillery shells began to explode around the trenches. The ditches were dug in a zigzag pattern so that bursting shrapnel could travel only a short distance. When an artillery shell exploded near him Charlie's first instinct was to run down the trench in the other direction. He rounded a bend and came face to face with a soldier from Whonnock named Cromarty who was calmly sitting on a bench smoking a pipe. A piece of corrugated tin above his head protected him from being splattered by mud. Cromarty removed the pipe from his mouth and said quietly, "There's no point running from 'em, Charlie. You'll just as soon run into one as away from one."

"He was right," Charlie said. "I soon got used to it. But Cromarty was killed later on. His name is on the cenotaph down in Haney."

As Charlie Owen told it, the name "R. Cromarty," is marked on the Maple Ridge cenotaph. Every year on Remembrance Day his name is called, together with the names of all the others who did not return. I was curious to know who this Cromarty from Whonnock could be, since I had not seen his name in any Whonnock records before. Most of the Cromartys at that time were descendants of Fort Langley's cooper, William Magnus Cromarty, who farmed in Glenn Valley, across the river from Whonnock. None of them seemed to have settled in the Whonnock area from where this Cromarty was believed to have come.

Research on the Web site of the Library and Archives of Canada showed that this soldier was Private Roy Cromarty who died on 18 December 1917. That name was not in my records of the Cromarty family. Perhaps this Roy Cromarty was not related to the Glen Valley Cromartys at all? The attestation paper—a form completed for enlistment—seems to confirm that impression. It shows that this Roy Cromarty was born in Chilliwack and lived there before enlisting; it names as his next of kin his father, an R. C. Cromarty living in Chilliwack. Also the initials R. C. did not match any of William Magnus Cromarty's male offspring.

But if Roy Cromarty lived in Chilliwack and did not come from Whonnock, why would his name appear on the Maple Ridge cenotaph and why is it absent from the cenotaph in Chilliwack? Even the residents of Whonnock did not seem to consider him one of their own: In 1916 they prepared a Roll of Honour for display in their Ladies Hall, showing more than 40 names of Whonnock residents who served



overseas, but Roy Cromarty is not one of them. The "Victory Edition" of the British Columbian of 1918 writes about this roll of honour, which, the newspaper says "would do credit to a larger settlement," but it also comments on the absence from the Roll of Honour of the name of Roy Cromarty.

Cromarty was still ignored by the residents of Whonnock when after the war the Ladies Hall became the Whonnock Memorial Hall "in memory of the soldiers of Whonnock district who fell in the war" and a brass plaque was ordered with the names of all who did not return. The name Cromarty was again missing.

This old commemorative plaque with the names of the Heroes of 1914–1918 is now displayed near the entrance of the Whonnock Community Centre. One of the names on the plaque is that of S. Garner, serving, as Roy Cromarty did, in the 47th Battalion. It struck me that he died on the same day as Roy Cromarty, 18 December 1917. Were Sam Garner and Roy Cromarty fighting side by side?

The Garners were familiar to me. Three are mentioned on Whonnock's Honour Roll: J. Garner, S. Garner, and R. C. Garner. Joseph Garner and Sam

Note:

This article (with images of original war records) was first published in November 2005 as an issue in the series *Whonnock Notes*. PDF files of all issues of *Whonnock Notes* can be downloaded free from the Web site www.whonnock.ca.

It was known by both the Garner and Cromarty families that Sam Roy Garner had served under an alias. That was reiterated by Jane Cromarty, family historian of the Cromarty family, who writes me "I think I wrote you about Samuel Roy Garner—my husband's mother's brother. It was commonly known by both families that he rejoined [the CEF] using the Cromarty name, but you've done an excellent job of providing documents that furnish proof."

The Commonwealth War Graves Commission and Veterans Affairs Canada have been informed of this case. If they are satisfied of the legitimacy of the claim, the name on the young private's headstone in Northern France will be amended to Sam Roy Garner, and changes will be made in Canada's Book of Remembrance as well as on VAC's Web site.

Garner were brothers. Robert Craig (Junior) was their nephew. Three of the daughters of Robert Robertson, the first white settler in Whonnock, had married Garner brothers. Joe, a widower now, was one of them. He and his nephew Robert Craig were the first to register for overseas service in November 1914. Both men came home alive after the war ended.

The attestation paper of Sam Garner shows that he joined the Canadian Expeditionary Forces two years later than Joe and Robert Craig, on 7 April 1916 in Vancouver. He registered with his full name: Sam Roy Garner, a 32-year old single man, a logger, born in Chilliwack and a resident of Whonnock. Mysteriously he is not recorded as a fatal casualty by the Commonwealth War Graves Commission or the Veterans Affairs

Canada. How his name, unit and date and place of death could have been recorded on the Whonnock plaque was yet another mystery.

To help me resolve the many questions I ordered copies of the First World War service files of Roy Cromarty and Sam Garner from the Library and Archives of Canada, and made a startling discovery. Sam Garner's records show that his service came to an abrupt ending almost as soon as it began. Sam's file includes a form, dated 18 April 1916, showing that he was discharged as he was, for reasons we will never know, "not likely to become an efficient soldier." There is no evidence that he reenlisted. That explained why his name is missing from the casualty records of Veterans Affairs Canada.

However, Roy Cromarty's name is included in the records of Veterans Affairs Canada as a war casualty. Cromarty's service file confirmed that he died of multiple gunshot wounds on the same day that, according to the Whonnock plaque, Sam Garner passed away: 18 December 1916. It could, however, hardly be a coincidence that both men were also born on the same day: 6 August 1883 as shown in their attestation papers. By now I had a strong suspicion that Sam Roy Garner reenlisted in New Westminster under the name Roy Cromarty only a day after he was discharged in Vancouver. As Roy Cromarty he went to war and he died, under that assumed name, tragically the only one from the Lower Mainland



Garner and Cromarty families to give his life in the Great War.

Now the other pieces of the puzzle fell into place as well. Sam Garner, obviously used the initials of his own real father, Robert Craig Garner (senior) to make up a name of a next of kin when completing the attestation paper for the fictitious Roy Cromarty. Since there was no R. C. Cromarty, the initials of the next of kin and "father" in the service file soon became S. E., for Samuel Ephraim Cromarty, of Chilliwack. Samuel Ephraim Cromarty was a son of cooper William Magnus Cromarty and Sam Garner's brother in law. In reality he and his wife were not old enough to be the parents of a 32-year old man: Samuel Ephraim Cromarty was 14 years older than Sam Garner, and his wife, Carolina Augusta, was only 7 years her brother's senior.

The two Cromartys, aware of the fictitious identity of Sam Garner, must have been saddened by the news of his death and also troubled to read on the front page of the Chilliwack Progress: "Another Chilliwack boy has been called to give up his life... Mr. & Mrs. S. E. Cromarty having been advised that their son, Pte. Roy Cromarty died from wounds received in action."

Samuel Ephraim Cromarty and his wife had another reason to worry. Their own 18-year-old son had also enlisted in April 1916 and they knew that he had been fighting alongside Sam Garner (alias Private

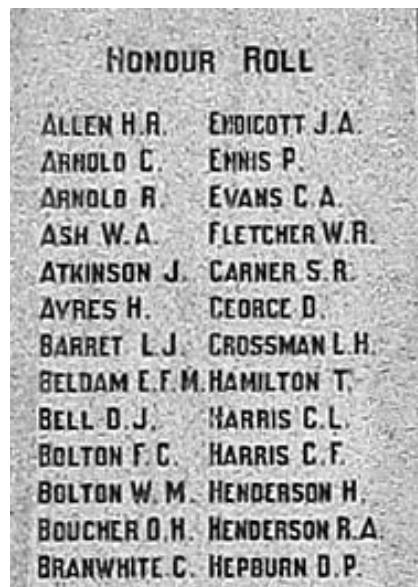
Soldiers of the 47th Canadian Infantry Battalion, Canadian Expeditionary Forces in France. Private Sam Roy Garner is standing to the right.

Photo courtesy Lyn Ross

Whonnock's Roll of Honour was created in 1916 to attract new recruits. Three Garners are listed, R. cromarty's name is missing. (left)



Details of the Maple Ridge cenotaph (left) and the Chillwack cenotaph (right) showing the names of R. Cromarty and Sam Roy Garner.
Fred Braches photo



“military will” he left the little he had “the whole of my property and effects” to his sister-in-law.

So it came to be that Sam Garner (alias Roy Cromarty) sailed from Canada on the MS *Caronia*, one of the larger ships of the Cunard Line, requisitioned to serve as a troop transport. He disembarked in Liverpool on November 11, 1916, arrived in France on November 28, 1916, and moved onward to the front not long after that. That is where Charlie Owen met him in the trenches, smoking his pipe during a barrage of artillery, and saying quietly, “There’s no point running from ‘em, Charlie. You’ll just as soon run into one as away from one.” Charlie knew Sam was from Whonnock but referred to him as Cromarty, because everyone on the front knew him under that name.

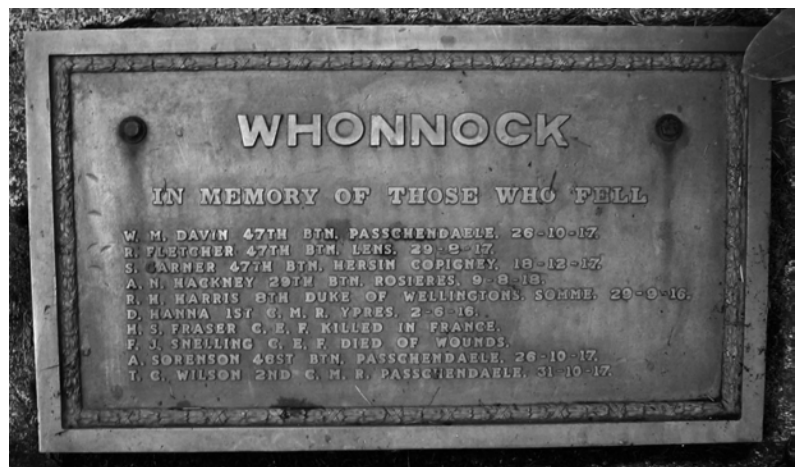
The people of Whonnock were aware that it was Sam Garner who served overseas and died there and that is why they did not hesitate to commemorate Sam Garner with his own name on the bronze plaque that is now outside the Whonnock Lake Centre. The family made certain that also in Chilliwack Sam Roy Garner was remembered with his proper name on their cenotaph.

However, in Maple Ridge the organizing committee used information from newspapers or official sources to compose the list of names on their cenotaph. Therefore the Maple Ridge cenotaph shows the family name Cromarty as Sam’s surname. Every year the name “Cromarty” is called among all the others who did not return from Great War. Could he still do so, Sam would call “present,” even if it was not his own name. Perhaps it is time to start calling him instead by his proper surname: “Garner.” •

Roy Cromarty) when Garner was mortally wounded. Their son, called Samuel Ephraim Cromarty after his father, did come home to Chilliwack after the war and later named one of his own sons “Roy Cromarty” in honour of his deceased uncle. The fact that another Sam Cromarty had joined the C. E. F. explains why Sam Garner used his own second name Roy for his fabricated name: Roy Cromarty.

There is one more fact indicating that Roy Cromarty was in fact Sam Garner. When Sam Garner enlisted under his own name, he recorded his sister-in-law in Whonnock as his next of kin. Barbara Christine née Robertson, was the widow of William Henry Garner, Sam’s oldest brother. Sam Garner had lived in her house in Whonnock and he knew the hardship the widow went through to make a living for herself and her three children. When he reenlisted under the name Cromarty he did not register her as next of kin preferring someone with the name Cromarty. But even under his pseudonym he did not hesitate to support her. Effective 1 November 1916, the day he embarked in Halifax, he assigned a monthly payment of \$20 to Mrs. W. H. Garner, “a friend” in Whonnock. In a

The old commemorative plaque with the names of the Heros of 1914 -1918 is now displayed near the entrance of the Whonnock Community Centre. (right)



David Spencer Ltd. and the "Shopping Coin"

Token History

By Ronald Greene

David Spencer was a native of St. Atham, Glamorganshire, Wales, where he was born on August 9, 1837. He left his home for Victoria in 1862, and after a five month voyage arrived in Victoria on January 10, 1863.¹ Shortly after he arrived in Victoria Spencer purchased a book and stationery store from J. Corin.² Later he sold this business to Hibben and Carswell, a firm established in 1858 and which, as Diggon-Hibben survived in Victoria until the 1960's when bought out by Willson Stationery. In 1873 Spencer entered a partnership with William Denny. Together they purchased the dry goods business of Messrs. Findlay, Durham and Brodie, known as the "Victoria House" which Mr. Denny had been managing. It was situated at the corner of Fort and Government Streets.³ Their first ad appeared on January 14, 1873. In 1878, after the expiry of their five year agreement, Spencer left "Victoria House" and commenced business entirely on his own, opening in the same block a little way along Government Street. Over the next few years as property in the block became available he acquired it. In 1890 Spencer expanded into Nanaimo and in 1907 into Vancouver. On October 26, 1910 misfortune struck the area bounded by Government, Fort, Broad and what later became View Street, as the entire block including David Spencer's store at 1117 Government, burned to the ground, the fire starting in Spencer's store.⁴

The ground had not yet cooled when Spencer negotiated the purchase of the Driard Hotel. This hotel, which had been Victoria's finest for many years, had been suffering following the opening of the Empress Hotel, the Canadian Pacific Railway Company's more luxurious hotel. Spencer reopened in the former hotel within three weeks of the day of the fire. He also foresaw the need for future expansion and bought the two buildings between the Driard Hotel and Douglas Street, which were the Victoria Theatre and the Imperial Hotel. These three buildings formed the nucleus of the David Spencer Ltd. department store, and its successor, the T. Eaton Company until the Eaton Centre was built c. 1990. Much of the burnt-out block was not rebuilt for several years – the first entries in the city directory are for 1915. Prior to the 1910 fire, View Street did not reach Government Street. The city took the opportunity to acquire enough land in order to put View Street through to Government Street. Meanwhile, Spencer continued to add to his property and assembled a large portion of the burnt out block into one parcel.

Another fire in May 1922 devastated the block again. The building known as the Arcade Block was built following this fire and became an integral part of the department store. The T. Eaton Company Canada Limited expanded its British Columbia operations by purchasing David Spencer Ltd. on December 1, 1948.

By 1990 Broad Street had been acquired by developers as part of a new mall to be called the Eaton Centre which extended from Douglas to Government Street between View and Fort streets. After Eaton's went into bankruptcy, first Sears then the Hudson's Bay Co. took over the Eaton's store. With the opening of the Hudson's Bay Co. store on May 2, 2003, the mall was renamed the Bay Centre.

David Spencer met his wife-to-be, Emma Lazenby, in Victoria where they were both Sunday School teachers. They were married in 1867 and had thirteen children, the last surviving, Miss Sara Spencer, lived until 1983⁵ and was well known for her philanthropic work in the city. The family home on Moss had originally been built for A.A. Green, a partner in the firm of private bankers, Garesche, Green & Co. in 1889/1890. Green called his house, "Gyppeswyck" and after Cary Castle, the home of the Lt-Governor, was destroyed by fire in 1899 the government rented the house for use as a temporary Government House. Spencer bought the house while it was being rented, and when the new Government House was ready in 1904 Spencer moved into his new home. Here he lived until he died in 1920, followed by his wife a year later. About 1950 Sara gave the house to the Art Gallery of



Notes

1. *Victoria Daily Colonist*, December 1, 1948, p. 18

2. In the 1863 *Victoria City Directory* the name is listed as CORIN (p. 58) but is spelled as CORRIN in an advertisement (p. 22). Spencer was not listed in the directory, but as the publication date was March 1, 1863 he would have been among the many new comers who were not included.

3. David Spencer Ltd., *Golden Anniversary, 1873 - 1923*. Note the company records the age from the date that Spencer entered the dry goods business.

4. *Victoria Daily Colonist*, October 27, 1910, p. 1

5. *Times Colonist*, January 9-10, 1983, p. A-3, and GR-2951, Vital Statistics, Death Registration, 83-09-001032, microfilm B13627

6. From a conversation with Oliver Prentice, who worked in the account department for some years and in later life was associated with Island Tug & Barge. also *Directions for Use of 'Spencer's Shopping Coin', #6971* issued November 12, 1929.

This postcard shows Government Street before the 1910 fire. The David Spencer Ltd. store is on the right.

The road allowance for the View Street extension was cut through the remains of that building and the one next to it.

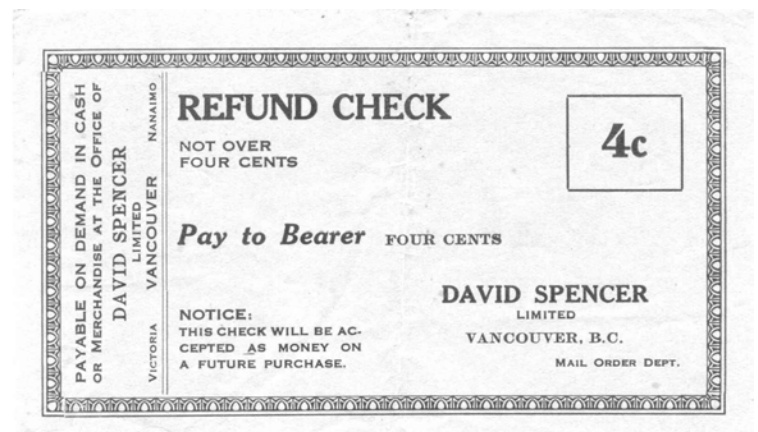
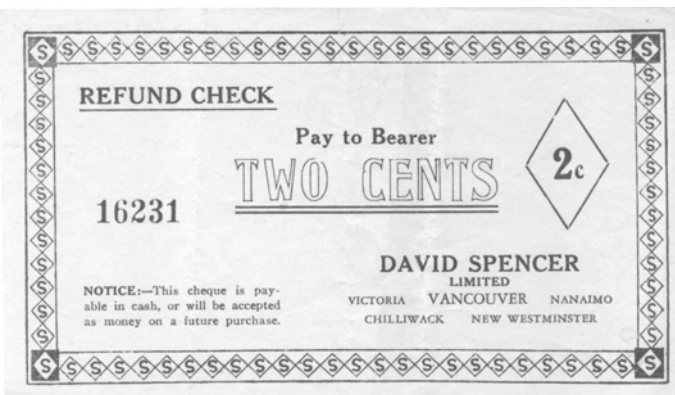
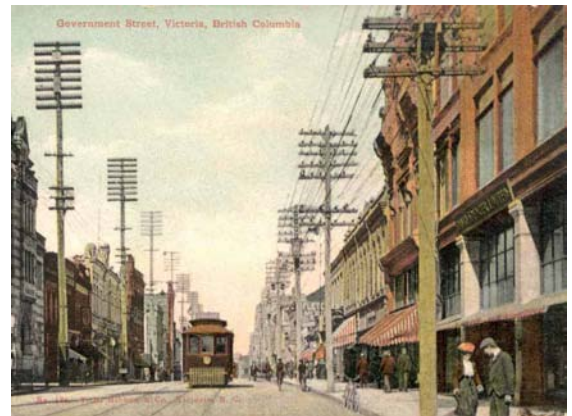
This one shows a view across the fire ruins of the Driard Hotel, with a sign that David Spencer Ltd. will open Wed. Nov. 2nd.

Greater Victoria to serve as the gallery's home. The Art Gallery has added a large wing but the original house is still largely intact.

Following the reopening of the store in the Driard Hotel the Victoria store started using a token-like metallic credit card which they called their "Shopping Coin."⁶ The token was good as credit customer identification everywhere in the store except the Groceteria and the Cash and Carry Meat Department. Its use was very similar to the plastic credit card of today. The tokens were used only in Victoria. After the takeover by Eaton's the customer's number was maintained with the addition of a prefix "VT" until the early 1960's when new account numbers were introduced. At the time of the takeover the highest account number was over 16,000 and the highest "shopping coin" number seen to date is 16387.

By 1912 there had been about 1500 tokens issued, number 4700 was issued in 1915 and 9400 in 1936. The tokens are oval, uniface [i.e. a blank reverse], and made of nickel-silver. Their dimensions which vary slightly are about 31 x 24 mm. As one might expect with pieces issued over a very long time and in great quantity there are a number of varieties, at least six of which have been recorded.

The mail order division of David Spencer Limited also produced a numismatic item. It used small refund vouchers or cheques, calling them a "refund check" to refund small overpayments. These were good on a subsequent purchase. They are known in denominations of 1, 2, 4, 5 and 10 cents. These cheques measure approx. 130 mm x 80 mm. •



Archives and Archivists

By David Giesbrecht, MHSBC Director

Edited by Sylvia Stopforth,
Librarian and Archivist, Norma Marian Alloway Library,
Trinity Western University

Mennonite Historical Society Salutes Volunteers

The Mennonite Historical Society of BC (MHSBC) is a small community organization which was begun approximately two decades ago. In addition to operating an archival center, the Society offers a variety of community events and public information services with particular focus on genealogical support. This article offers five observations about the involvement of volunteers in the development and operation of MHSBC in mutually beneficial ways.

Observation # 1:

Volunteers are among the most important assets of small community organizations. They supply much of the institutional energy.

It is a common human experience that community organizations are relatively easy to start but increasingly difficult to sustain. According to the Vancouver Sun (Thursday, April 18, 2005) volunteers contribute 11.8 million hours of service each month in B.C. That strong tradition of public service has been the lifeblood of MHSBC. Apart from one part-time office employee, virtually all aspects of the operation, including archival management, cataloguing of materials, reference services and much of the public relations are accomplished by volunteers. Without the generous contribution of its volunteers, MHSBC would have neither the financial nor human resources to continue its operation.

Observation # 2:

A confident organization shares with its volunteers the reasons for its existence, thus permitting volunteers to see their contribution as part of a larger pattern.

All information centers exist within a defined or assumed operational philosophy. At its core, MHSBC vigorously promotes the

support of public history which by definition "examines the dynamic elements of community life ... and aims at reviving a community consciousness ... by showcasing the richness of [these] diverse experiences." (From the Institute of Public History, University of Miami)

More specifically, MHSBC volunteers are well aware that the Society exists to preserve and tell the story of Mennonites living in British Columbia by way of collecting relevant files, books, periodicals, family histories and related information sources. The continuing capacity of our Society in igniting a "public consciousness" among our stakeholders is in large measure due to the work and advocacy of volunteers.

Observation # 3:

A comfortable working environment and adequate working space legitimates the contribution of volunteers, encouraging longer term commitments.

Few archival centers will admit to having enough space. The MHSBC is fortunate to lease some 1,500 square feet of space in large complex that combines residential suites as well as a diverse assortment of businesses. This ideal location encourages regular walk-in traffic, annually bringing to our Center some 2,000 visitors.

Moreover, three comfortable, air-conditioned rooms provide secure space for our archival holdings, a private working room for volunteers as well as an attractive office for public business and research. The result has been to cultivate long term loyalty of our volunteers, several of them having served our organization for more than a decade.

Observation # 4:

For volunteers to feel good about their contribution they must be given significant tasks as well as the training and equipment to perform what is expected of them.

Over the past two decades MHSBC has become a much sought after information center. Included in the collection are some 1,000 linear feet of files, 1,500 circulating books along with critical reference volumes

and several hundred rare books, extensive periodical back-issues, approximately 300 family histories and a microform collection approaching one million pages. Managing, organizing, indexing and cataloging such a diverse information system offers numerous opportunities for professional decision making. Moreover, professional volunteers are in a position to conceptualize solutions to complex organizational issues. By the same measure, they provide an invaluable contribution in training new volunteers

Observation # 5:

Volunteers feel empowered when they are involved in processing significant decisions affecting the organization.

With the growth of the MHSBC collection has come the need for increasingly sophisticated indexing practices. An ad hoc committee consisting of volunteers and board members spent a year exploring automated indexing options. On the recommendation of this committee, the Board approved purchase of InMagic software, thereby not only making possible state-of-the-art searching technology, but also validating the wishes and judgment of volunteers in a vital organizational concern. The result has been a renewal of enthusiasm among our volunteers to undertake a mammoth new task and also make possible the significant involvement of additional members of our community.

Conclusions:

Margaret Mead, the doyen of twentieth century American anthropologists, prophetically alluded to the importance of volunteers when she stated: "Never doubt that a small group of thoughtful committed citizens can change the world; indeed it is the only thing that ever has." It would be hard to overstate the importance of volunteers to the vitality of MHSBC. They are indeed the life which animates this organization.

For more information, visit MHSBC online at: <http://www.mhsbc.com/index.html>

Digging for Archival Treasure

It was a third year university history paper that brought about my first visit to an archives. The course was the history of British Columbia and the assignment, not surprisingly, was to research a topic in British Columbia's history. It did not take me long to decide on a topic. In 1894, my great – great grandfather, Thomas Straiton, settled in an area just east of Vancouver. This area became known as Straiton. I had visited the small community and talked to my grandfather about his memories of trips to the family homestead but I decided that this paper would give me the opportunity to explore more deeply the reasons why he chose the Sumas Mountain area for his home.

My search for answers led me to the archives of the MSA (Matsqui-Sumas-Abbotsford) Museum. This small museum is located on the historic Trethewey farmstead in the heart of Abbotsford, B. C. I was fortunate to have had some experience working in an archives, so I was not surprised when I walked into a room full of boxes rather than books. I knew that my topic was rather obscure so I was overjoyed when the archivist expressed her familiarity with the Straiton family. She began to pull folders out of boxes that looked as though they contained old income tax receipts. I waited, knowing that when it comes to research in an archives, you can't judge the contents of a box by the look of the box itself. You never know what treasures lie within each acid free manila file folder.

The archivist, in her wisdom, gathered folders that contained information on Straiton as well as the small communities that sprouted up around the Sumas Mountain area during the same time period. Each folder contained newspaper clippings, letters, and other documents written by people who were obviously asking some of the same questions that had prompted my search. Perhaps the biggest gem was an article written for the *ASM News* entitled, "Peace and Quiet Lured First Settler." The opening line in the article read, "Thomas

Straiton told people he wanted to live in a place where he could yell his head off and no one would hear."¹ There I was reading information that my own grandfather didn't know. Information that was recently "news" to the Abbotsford community gave me a new understanding of what my great-great grandfather was like.

The next jewel in this treasure hunt was a collection of interviews with people who had grown up or once lived in the Straiton community. Of particular interest to me was an interview with Roy Straiton, my great - great uncle. Roy's brother, my great grandfather Arthur, died when my own grandfather was a young child so my family knew little about him. As I read through this interview, I discovered details about Arthur's childhood. For example, he was of school age before Straiton had a school, so the minister who came to the mountain on Sundays would tutor him and two other children. With only two other children in the area, one being his older sister, he would have had very few playmates. One can only speculate about what he would have done in his spare time. When Arthur was eleven years old, his father opened a general store in their house. He probably had some good memories of helping his dad in the store or talking to the miners who came there for supplies. It would have been an exciting place to be as a young boy.

It has been about four years since I have read the documents I collected while researching that history project. Since then my grandfather has passed away (I did have the opportunity to share my paper with him) and has taken with him many of the memories that connect me to my heritage. More than ever, this small museum holds the links to my past.

I now work in Abbotsford and frequently pass the mountain that once lured my great-great grandfather. What was once a forested escape is now a maze of prime real estate. Just as the storytellers pass away, so too do the settings of their stories. It really affirms the need for archives - rooms with boxes and folders that contain the

treasures of our past.

¹ Judy Williams, "Peace and Quiet Lured First Settler," *ASM News*, April 26, ca. 1990.

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

From the Baltic to Russian America.

Alix O'Grady. Kingston, Ont., *The Limestone Press*/
Fairbanks, University of Alaska Press, 2001. 304 p., illus.,
maps. \$28 paperback.

Too few British Columbians possess a significant knowledge of the early history of Alaska when it was the stronghold of the Russian American Company (RAC) and its fur trading empire, headquartered in what is now Sitka (Novo-Arkhangel'sk). This book, hopefully, will serve to stimulate interest in that period when Russia controlled a vast part of the North West coast of the continent.

The reader is introduced to a newly married couple, Baron Ferdinand von Wrangell and his wife, Baroness Elisabeth von Wrangell, both from the then Baltic province of Russia. Both were from aristocratic backgrounds, but it appears that neither family was particularly wealthy. He was age 33 and she was 19. They met on May 3, 1829. Upon first seeing Elisabeth, Baron von Wrangell was infatuated. She was a friend of his cousin. They were introduced, married and left on the epic adventure which is the subject of the book – all within a month.

The Baron had recently been offered the appointment as chief manager of the RAC and Governor of the Russian-American colonies for a five-year period and a change in company policy required all chief managers to be married. While his marriage was timely, his love for Elisabeth was genuine. In order to assume his appointment, the couple undertook a journey which lasted eighteen months and involved crossing Russia to Siberia, a distance of 6000 miles and then a like distance by ship across the North Pacific to Sitka, for a total of 12,000 miles. To describe such travel as arduous would be understating the obvious, considering geography and conditions in 1829. By comparison, travel across frontier America to Oregon or California, while also arduous, took about 8 months. However, Wrangell had already distinguished himself as a naval officer and explorer while Elisabeth had the advantage of youth and its adventurous spirit.

The journey was interrupted by one consequential stop for 8 months in Irkutsk where Elisabeth gave birth to their first child, Marie Louise, on April 23, 1830. Barely 4 weeks later on May 27 they continued their travels by barge, when the spring breakup opened passage on the Lena River. They departed the port settlement of Okhotsk, August 24, 1830, on board an RAC three masted sloop of 210 tons, for Sitka. Elisabeth, who had dreaded the voyage, had her worst fears confirmed as they were swept by howling gales. Waves washed a whaleboat overboard and water sloshed into the cabins. Her colourful recollections of the voyage were not recorded until after their arrival in Sitka, on September 29, 1830. As they approached Sitka, they were met by a flotilla of Tlingit (Kolosh) canoes, to pay their respects, led by the chief (toyon) dressed in tails with a silk waist coat and jodpurs! Three Tlingit toyons were invited to their cabin where Ferdinand served then a bottle of "the cheapest wine" which they appreciated and asked that some be provided to their oarsmen as well.

Elisabeth described their cabin residence as "lovely and friendly despite the few inconveniences." She undertook her new role as chatelaine with enthusiasm. Her presence was an uplifting influence upon the community. She was popular with all levels of society. She entertained regularly, was a gracious hostess, developed relationships within the Tlingit people and hosted many visitors such as Peter Skene Ogden and Sir George Simpson. Her legacy continued through subsequent chatelaines, so that Sitka came to be known as the "Paris of the North."

The book divides itself into three distinct sections. The first, the journey, to Sitka, which is largely narrated by Elisabeth primarily in her letters home. The second section deals with the Baron's five year term as Governor and chief manager of the RAC voiced through his journal entries and reports, with few contributions from Elisabeth and none following the death of their daughter Marie Louise, never a strong child, in 1832. The final section is again the

Baron's narrative. His term has been completed and they journey home via California and Mexico where he has diplomatic duties. They cross Mexico and make their way up the east coast to New York and thence to Europe. Elisabeth then became the first woman to go around the world without crossing the equator.

Back home, the Baron resumed his career with the Imperial Russian Navy, eventually attaining the rank of Admiral. Sadly Elisabeth died on March 31, 1854. In a letter to her friend Lutke the Baron confides, "My unforgettable companion and faithful friend of 25 years has separated forever; her soul has fled this earthly life and gone to its eternal resting place." His grief and pain are evident to us 150 years later. He survived Elisabeth by sixteen years. They had nine children, five of whom reach adulthood. He never remarried.

This book is a worthy and welcome addition to northwest history. Its epistolary format puts the reader "there" and makes it difficult to put aside.

Norm Collingwood, retired Provincial Court Judge with a special interest in the north.

Halcyon; the Captain's Paradise - A history of Halcyon Hot Springs.

Milton Parent. Nakusp, Arrow Lakes Historical Society,
2005. 104 p., illus., map. \$25 hard cover. Available from
Arrow Lakes Historical Society; PO Box 819, Nakusp, BC.
VOG 1R0

The author has drawn on an excellent collection of photos and archival materials of the Arrow Lakes to write a history of Halcyon Hot Springs. Known to the Lakes Salishan band of the upper Columbia, these hot springs were not preferred to their sweat baths. Few references to Halcyon are made in the prehistory or fur trade documents and only the briefest of references are made prior to the mining era of the 1880's.

Arrival of the CPR and consequent mining boom brought the first claimant to the site. One of the most intriguing characters in West Kootenay history, Robert Sanderson was an educated, energetic adventurer and entrepreneur, who after

building the railroad bridge at Revelstoke headed south down the Columbia to the Arrow Lakes. Captain of the sternwheeler *Dispatch*, and one of the founders of the Columbia & Kootenay Navigation Company, he became the first owner of the 400 acre site of Halcyon Hot Springs. Sanderson divested interest in 1896 and the next year sold the remainder to Alberta interests who had expansion plans. From newspaper quotes of that time the author provides a picture of a lively facility with a range of services and recreation opportunities. Robert Sanderson, meanwhile had followed the mining and smelting business to Trail, then Nelson, and in the early 1900's took his young family back to the upper Arrow across from Halcyon at Pingston Creek to a floating sawmill. From there he traveled to Arrowhead where he was Captain of a federal government dredge. Control of the Hot Springs changed hands in 1905 and again in 1910, a time of prosperity when Halcyon was a social destination for people of the mills and transportation centers of Arrowhead and Nakusp, and the mills and mining camps in Beaton Arm.

The period of greatest optimism for Halcyon was from 1910-1914 when the CPR decided to expand their tourism network into the Kootenay, Arrow and Okanagan lakes by linking first class rail service with luxury paddlewheelers: the *SS Bonnington* on the Arrow, the *SS Nasookin* on Kootenay, and the *SS Sicamous* in Okanagan Lake. World War I put an end to this optimistic vision and the paddlewheelers were scrapped in favour of more utilitarian shipping; the hotel at Balfour was turned into a sanitarium, and Halcyon met the same fate a short time later. Prohibition in 1917 further struck the hotel trade; the "only sure profit making service left for Halcyon was the treatment of workmen from the Trail smelter" for lead poisoning.

The period for Halcyon as a spa was dominated after 1924 by Brig.-Gen. Frederick Burnham, a medical doctor, and war hero of the Balkans conflict who ran the lodge until it was destroyed in 1955. One of

the Arrow Lakes' most memorable characters; puritanical, he allowed no smoking, drink, or dancing in his spa. The latter part of the book treats Burnham, his contacts, his family and employees. Depression years marked the beginning of decline for Halcyon, but surprisingly it rode out this period as Burnham catered to his small but loyal clientele. The late forties saw Burnham's idiosyncracies more evident and the economy of the region changed. Water links were the only lifeline to Halcyon and when the last of the paddlewheelers, the *Minto*, stopped service in 1954 the facility was doomed. Burnham died in the fire which accidentally burned Halcyon in 1955.

Many photos enliven the text of this attractively bound book. The "booster" style seldom detracts from an interesting read. It is quite well edited with one notable exception the spelling of the name of a source of photographs should be "Stan Sherstobitoff" (see p. 31, p.32, p.45).

W.A. Bill Sloan

Historical Atlas of Vancouver and the Lower Fraser Valley.

Derek Hayes. *Vancouver, Douglas and McIntyre, 2005. 192 p., illus. \$49.95 hardcover.*

Derek Hayes is back. He began his series of historical atlases with his *Historical Atlas of British Columbia and the Pacific Northwest: maps of exploration: British Columbia, Washington, Oregon, Alaska, Yukon* published in 1999. With that volume he found his strength. He combined his expertise and interest in mapping and map collecting and his strong design sense with his interest in local and Canadian history to produce five more well-received historical atlases.

This time it's with the *Historical Atlas of Vancouver and the Lower Fraser Valley*. Like each of its five predecessors, this is a large-format, sumptuously illustrated, full colour atlas. It consists of maps, charts, photographs, sketches, bird's-eye views and property plats produced from European contact to the present in and about British Columbia's Lower Mainland. It also

includes cut lines explaining each illustration and short contextual histories written by Hayes. It and its predecessors are distinctive publications.

The distinctiveness lies not in the use of reproductions of historic maps and other materials but rather in the full use of colour, the emphasis on good design and an easily accessible approach to historical narrative. Historical atlases based entirely on reproductions of maps and charts have been produced in Canada prior to Hayes' work. John Warkentin and Richard Ruggles' *Manitoba Historical Atlas* produced in 1970 by the Historical and Scientific Society of Manitoba is a prime example. A solid history with well-selected historic maps in black and white, it lacks the eye appeal of Hayes' atlas series.

Beginning with a title page spread of a bird's-eye map of New Westminster, Burnaby and Vancouver that "was drawn about 1912 to illustrate the central position of two subdivisions for sale . . ." Hayes documents in text and historic illustration Vancouver and the Lower Fraser Valley from First Nations' settlements and first European explorers to satellite images and Geographic Information System (GIS)-based mapping of the region. In between, as foreshadowed by the title page bird's-eye view, the maps of the development visionaries with their transportation expansion dreams and their real estate maps dominate.

The atlas includes over 370 original map reproductions and over 100 period photographs. Some of the maps are good old standbys – the 1791 Spanish map, based on the explorations of Narvaez, showing what is to become Vancouver as *Ysla de Langara* has appeared many times in regional literature and the literature of exploration. Many others, less mainstream historically, such as the fire insurance atlas map of 1897 of Steveston showing the location of the salmon canneries and the early real estate subdivision maps in the Fraser Valley, are rarely seen.

Hayes' decision to include the lower Fraser Valley was a well thought out one. Geographically, Vancouver and the Valley

are a unit and as time passes that fact is underlined as the suburban and commuting population expands eastward. In the atlas, transportation plans and maps underline the regional base and grow in numbers and importance in the post World War II era. Maps of evacuation routes from the 1950s, plans for new bridges across False Creek and drawings for the tunnel under the Fraser River from the same era, maps of routes for new freeways and of the Port Mann Bridge from the early 1960s, route maps for the Alex Fraser Bridge and its connectors and the Sky Train system from the 1980s – these are the backbone of the final third of the atlas.

The inclusion of the lower Fraser Valley also overcomes the fact that information about the growth of Vancouver through maps has been tackled previously. Although the approach is different in that all maps were drawn for the atlas, Bruce Macdonald's *Vancouver, a Visual History*, Talon Books, 1992 documents cartographically the development of Vancouver, decade to decade, from the 1850s to the 1980s. (McDonald's atlas includes somewhat more detail about Vancouver's First Nations settlement in the contact era than does that of Hayes. Hayes covers this era largely by referencing the extraordinary *A Sto:lo Coast Salish Historical Atlas* published by Douglas and McIntyre in 2001.) As a result, the Fraser Valley sections of Hayes' compilation are a useful contribution to the geographic and historic understanding of the development of that part of the entire region.

Denis Wood, in his book *The Power of Maps*, Guilford Press, 1992, makes the point that maps work by serving interests. The sense of this comes through strongly in Hayes' Vancouver region atlas. From the claims of the first European explorers through the land development promotions of the three 'greenhorns' and David Oppenheimer, the visionary ideas outlined by Vancouver City planner Harland Bartholomew in the 1920s to the 'rejuvenation' of False Creek a few decades ago, the maps produced for these schemes all had a purpose. Because Hayes relies only on maps, charts and plans from each era, the

viewer can see them from an ideological and temporal distance – the interests served become clearer. The biases that we may accept in maps and which are often built into historical atlases are made more visible. Hayes' approach to atlas making may, then, have the side benefit of increasing the readers' map literacy.

With the single caveat that too many of the reproductions in the atlas lose detail and require a magnifying glass to read, this is a convenient and important publication for Vancouver and Fraser Valley history aficionados. It brings together, in one publication, basic visual information through maps about the region. Much of the material was scattered and not readily available. It will undoubtedly join the other Hayes atlases in being widely purchased by libraries and individuals and should stand as a useful reference for some considerable time to come.

Ross Carter is a retired college administrator and librarian and editor of *Historiana*, the newsletter of the Bowen Island Historians, and *Marlais*, the newsletter of the Dylan Thomas Circle of Vancouver.

Homefront & Battlefront: Nelson BC in World War II.

Sylvia Crooks. Vancouver: Granville Island Publishing, 2005. 228p. illus. map \$24.95 paperback.

During World War II the citizens of Nelson, both young and old, rallied around the flag and vigorously supported the war effort. It was one's patriotic duty to help in the struggle for victory. This was a refrain that reverberated throughout Canada and Nelson's reaction reflects similar stories from across the land.

Etched on the Nelson cenotaph are the names of men who lost their lives in that global conflict. Of the 1,300 enlisted men and women from the region, seventy young men made the supreme sacrifice. It was from this granite monument that the author began her quest to identify these men and how they perished — every life has a story to tell.

Six chapters cover the war years, 1939/40 – 1945. Each begins with a synopsis of that year's war events, followed by

Nelson's activities supporting the war effort. According to Bruce Hutchison of the *Vancouver Sun*, the Queen City was "noted for its fine spirit of civic pride" and throughout World War II its citizens proved him right. Nelsonites served in the home militia, hosted Commonwealth Air Training men, exceeded every Victory Loan Campaign goal, competed in selling War Savings Stamps and Certificates, amassed vast quantities of war materials for recycling, assembled innumerable 'V' Bundles, fundraised Milk for Britain, supported war orphans, adopted a ship and her men. In fact, Nelson was considered "the most patriotic town in British Columbia." But the story of a frenzied war effort on the homefront is countered by the grim reality of lost lives remembered, personalized and memorialized through short biographies. These are based on interviews or gleaned from school yearbooks and newspaper accounts.

The book includes photographic portraits that accompany many of the biographies. Other pertinent photographs, advertisements and cartoons complement the text. Also, various lists supplement the text: Geographical Memorials to Nelson and District Casualties (29 mountains, watercourses etc. were named after these servicemen); Nelson and District World War II Casualties (73) including death date and place of burial or memorial; Military Units of Nelson and District Casualties; Home Addresses of Nelson and District Casualties. The book is well documented with extensive Endnotes, a thorough Bibliography and a useful Personal Name Index.

The author concludes: "Now, through these pages, we can at least know them a little better — what they accomplished in their short lives, and how they died." *Homefront & Battlefront* is a poignant memorial to these casualties and also to Nelson's overwhelming involvement in the war effort. It will also serve as a very useful reference tool for genealogists, war historians, and Nelson aficionados; but more importantly this story will touch the heart and soul of readers with a profound sense of gratitude and pride.

R.J. (Ron) Welwood, BCHF Past-President and Editor of bchistory.ca

A King from Canada.

Conrad Swan. *Stanhope, The Memoir Club*, 2005. 334 p., illus. \$38 Available from The Memoir Club, Stanhope Old Hall, Stanhope, Weardale, Co. Durham UK DL132PF

Who is Conrad Swan and why is he writing about the Cowichan Valley? Duncan native Sir Conrad Swan, retired Garter Principal King of Arms (chief herald of England and Wales) has written his memoirs. I found the book to be an exciting story about an exotic life style no longer part of our social fabric. I ask myself simply: How did a young man from Duncan come to work in the Royal Household and rise to the highest ceremonial office in England and Wales

Well written and highly engaging, Swan writes about his life in a easy, laidback way which combines historical information with humour and tragedy. This memoir is more than a commentary on the modern use of arcane Norman French in heraldry or a discussion on the merits of the *bend wavy* over the *saltire raguly*. For historians and British Columbians interested in the world of the gentry and noble families and their impact upon Canada, Swan offers personal insight into the Cowichan Valley and British Columbia of the pre World War II society. His story about the traditional Fraser Valley hunt and the difficulties of returning to the Island within the same day is illustrative of that era and the ferry system. I would support Swan's comment that a broader understanding of these families can be found in the work of my colleague, Patrick Dunae, *Gentlemen Emigrants From the British Public Schools to the Canadian Frontier*.

As a personal memoir Swan educates his reader into his landed gentry family of Polish-Lithuanian descent and offers a wonderful discussion of the Polish and Lithuanian confederacy and the impacts of foreign influences upon it. He should be indulged as he discusses the symbols and honours of the confederacy and his family's role within it. The family trees and lineages clearly document where his views, attitudes and influences are shaped and moulded. His description of the coronation of George VI is written in such a way, one can easily believe that all Cowichan boys could have attended!

Swan's departure to England to finish

his education ends the chapters where the primary focus is on British Columbia. The easy style of his writing continues and his tales of his war service in the famed Madras Regiment of the British Indian Army are captivating. However, there is a change in the writing, where his commentaries on family and childhood are insightful and interesting; his commentaries as an adult, are sharp, concise and, at times, brutally frank. His observations of the abilities of Earl Mountbatten of Burma, the last Viceroy of India, support other historians' view of Mountbatten's role during our ill-fated Dieppe venture. His story of being one of the 'last soldiers of the Raj' has a bittersweet tone and illuminative of how our young men and women were challenged to rebuild their lives after war service. In this Year of the Veteran, Swan's writing is so appropriate.

His education and academic teaching positions provide the evidence and background for his appointment to the Royal Household and its College of Arms. For those of us interested in heraldry and symbolism, this chapter of his life is very interesting. I have read few articles on the internal workings of the College of Arms, which for over two hundred years granted civic and personal arms to Canadians. Operating under a royal charter dating from 1555, Swan details the three main functions of the College and its officers as being: ceremonial, genealogical and heraldic. The ceremonial aspect is reflected in events such as opening of Parliament, royal weddings and state funerals. Swan's first ceremonial was the funeral of Sir Winston Churchill and, perhaps, his most important being the installation of the Prince of Wales. The genealogical aspect is the work that the College and its officers perform in identifying family ties and authenticating the transfer of property and titles to the proper heirs. The heraldic function is the granting of armorial bearings to qualified individuals, corporations and government agencies. Please note that the College is a self supporting Crown agency! Thankfully, our own Canadian Heraldic Authority operates on a self funding model.

While many Canadians will find

heraldry antiquated (i.e., boring), many of us are interested in having our national symbols reflect our pride in Canada and its people. For over forty years, Conrad Swan has written on Canada's national symbols and has constantly encouraged his fellow Canadian to express their pride and nationalism. The book reveals Swan's involvement in the secret meetings surrounding the creation of our Maple Leaf flag and of the difficulties that some Royal authorities were mounting. The chapters on the establishment of the Order of Canada and the creation of the Canadian heraldic authority follow a similar pattern as the Maple Leaf flag. Here, with Swan's assistance and guidance Canada was the first dominion to strike out on a uniquely national flag, the first dominion to create its own honours system, and the first dominion to consolidate its heraldic rights within its own borders - all unique ventures. Latterly, Swan has assisted our Canadian provinces in creating their own orders, Saskatchewan being the last to recognize Swan's contribution.

This publication is certainly a must read for all interested in heraldry generally and Canada specifically. Swan can be defined as: from one of the last families of 'gentlemen emigrants', one of the last soldiers of the Raj, the first Canadian to be appointed to the College of Arms; and the first Canadian ever to hold the ancient title of Garter Principal King of Arms. However, for us, his book speaks of a British Columbia dissolved away by the ravages of the 1939-45 War and the loss of empire; and it speaks of the impacts that a Canadian has quietly had on the creation and development of our national symbols. The flag that flies over us; and the Order of Canada lapel pins identifying fellow Canadian for their contributions to their fellow citizens are part of his legacy to his fellow citizens. Swan's impact upon our everyday lives has gone, dare I say, unheralded. This book begins to tell the full story of a Conrad Swan, fellow British Columbian, who has contributed much to our national life.

Gary Mitchell, Provincial Archivist of British Columbia.

Nanaimo between Past and Future: Critical Perspectives on Growth, Planning and the New Nanaimo Centre.

Published by Friends of Plan Nanaimo Society, November 2005. ISBN 0-9739408-0-8. Edited by Eric W. Ricker. Softbound. 6" x 9" 289 pages.

"...a disturbing insight into what happens when politics and money mix in a community....a 'must read' for those interested in the politics of development." *Dr. Allan Warnke, former Liberal MLA for Richmond-Steveston and Professor of Political Science at Malaspina University-College.*

"...a welcome addition to the literature on local government policy-making and especially important where so little is available in British Columbia outside Vancouver." *Dr. Robert Bish, Professor Emeritus and former Co-director of the Local Government Institute at the University of Victoria*

These thirteen essays establish an historical and a contemporary context for understanding the politics of development in Nanaimo, B.C. They include critical reviews of proposals over the years to encourage downtown revitalization and discuss the most recent manifestation, the New Nanaimo Centre project, a controversial public-private-partnership using taxpayers monies to construct a conference centre in Nanaimo's historic downtown and approving private development of two condo towers on public waterfront property. The recent role in this process of Nanaimo's 1997 award-winning official community plan is examined by one of the original participants in the comprehensive planning exercise leading to ratification of the OCP.

Two experts, Dr. Heywood Sanders, noted independent critic of publicly financed convention centres in North America today, and Trevor Boddy, urban design and architecture critic for the *Vancouver Sun*, consider the viability of conference centres and urban design as possible tools for downtown revitalization. Other authors discuss impacts of city council decision-making on social concerns and taxation; analyze the influence of the media in Nanaimo's 2004 referendum campaign; re-iterate the importance of rigorous application of "conflict of interest" standards to those in the public sphere; and explore the essential role citizens' groups have played in the acquisition of Nanaimo's

major parks and recreational ice surfaces.

The collection includes twelve appendices, including two *pro bono* opinions of experts on what should have been considered by the city in relation to appropriate analysis of economic benefits and risk assessment relating to the NNC.

The collection is published by Friends of Plan Nanaimo, a citizen's group formed in 2004 in response to major exceptions to Nanaimo's OCP and the sudden approval of a P3 partnership by Nanaimo's city council.

Nanaimo area orders: \$24.56, including GST (delivery free). Western Canada orders \$32.00 including GST, S&H. Eastern Canada orders: \$35.00 including GST, S&H. Cheques only for personal orders. Institutional orders invoiced. Friends of Plan Nanaimo, Box 404, Station "A," Nanaimo, B.C. V9K 5L3; e-mail: info@friendsofplannanaimo.net; phone: 250-681-1722.

Notes on contributors:

Trevor Boddy is architecture and urban design critic for the *Vancouver Sun*. He has taught architecture and urban design at the University of Oregon, the University of Toronto, the University of Manitoba, and U.B.C. He has lectured and served as a design juror throughout the world. His critical monograph, *The Architecture of Douglas Cardinal*, was named Alberta Book of the Year.

Ron Bolin studied at the University of Indiana and early in his career was a professor at the University of Calgary. He later worked for the City of Edmonton's Planning Department, its Management Systems and Budgets Department, where he was Branch Manager for Land Systems. He has since been a consultant on GIS management for municipal, provincial and international agencies.

Charles Christopherson attended UBC's School of Architecture. He served on the Vancouver City Planning Commission during the "Goals for Vancouver" program. Between 1974 and 1997 he was active in Mount Pleasant neighbourhood affairs where he campaigned for a program of local area planning.

Gordon Fuller received a B.A. in Child and Youth Care from Malaspina University-College in 2002. He has spent the last ten years working in the local social service field, five years of which have been devoted to managing Samaritan House Emergency Shelter. He is currently employed by the Nanaimo Youth Services Society.

Bill Juby received his B.A. and M.A. degrees from Simon Fraser University and his Ph.D from Sunderland University in the United Kingdom. He taught at Simon Fraser University in the early 1980's and was a member of the English Department of Malaspina University-College from 1987 until his retirement in 2004. He has published a number of articles in scholarly journals.

Wendy Potter holds M.A. and Ph.D degrees in Neuropsychology from McMaster University. She has worked as a management consultant and she has also instructed in both universities and the business world in various North American locations.

Eric Ricker is a retired Dalhousie University professor of educational policy and public administration. He studied at U.B.C. and the University of Toronto, earning his Ph.D. at the latter. He had edited three books and authored several research reports and scholarly articles. He has served on the editorial boards of scholarly journals and been president of two national scholarly societies in the field of education.

Lawrence Rieper was born and educated in Britain and for many years was a policeman. He was later involved in helping and housing former offenders, wayward youth, the mentally ill, and street people. He is currently writing a military history of Vancouver Island.

Heywood Sanders is Professor of Public Administration at the University of Texas (San Antonio). He is known as the best-informed independent critic of publicly financed convention centres in North America today. He has held several prestigious academic positions and been engaged as a consultant on convention

centres by the Inter-American Bank. He has published 40 scholarly articles and co-edited two important books on American urban politics and planning.

Naava Smolash received her B.A. from Trent University and her M.A. from Guelph University. She is a part-time instructor at Malaspina University-College while currently pursuing a Ph.D. in English at Simon Fraser University. Naava's publications include poetry, fiction, journalistic and opinion pieces, as well as photography and occasionally, performance art.

Don Stone received his B.A. and M.A. degrees from the University of Alberta and his Ph.D. degree from the University of Saskatchewan. He is presently Chair of the Geography Department at Malaspina University-College. Prior to that, he lectured in geography at two universities, and was a regional planning and resource management consultant in Vancouver.

An Okanagan History written at Fintry, BC: the diaries of Roger John Sugars 1905-1919.

Edited by John A. Sugars. Westbank, B.C., Sugars Publishing, 2005, 300 p., illus. \$24.95 Available from Sugars Publishing, 3804 Brown Rd., Westbank, BC V4T 2J3

Diary writing became a strong impulse as literacy spread in Europe. Samuel Pepys and John Evelyn are well known because of their involvement in or closeness to the major events that were taking place in seventeenth century England. Many diarists are far less well known but still add to our ability to picture an era and setting. Diarist spawned diarist and by the nineteenth and early twentieth century the desire to record their new life in journal form flourished among the emigrants that settled the English colonies. My Grandfather kept a short lived but, to me, an illuminating diary of the activities of himself, his wife and my father as they homesteaded outside Govan, Saskatchewan in 1907. I celebrate the insight into those prairie years that that brief diary provides to the family and me.

Through the publication of the diaries of Roger John Sugars, 1897-1981, John A. Sugars, Lillian Sugars and the other

members of the family provide concrete evidence of the worth, to them, of their father's journal. From the time he was 13 in 1911, to the end of his service in the European War in 1919 as an army forester, Roger John Sugars kept an intermittent diary. His journal covers the years of his growing to manhood on a homestead in what is now Fintry, B.C. on the west side of Okanagan Lake and his service as a volunteer during World War I.

Roger intended that his diary be read by family. When he left London with his parents, he committed to write to his aunts. As a substitute, he decided to keep diary books and to send each, as it was filled, to his Aunt Bessie to be circulated among the English relatives. When everyone had read the journal, it was to be returned to the homestead. The dates of those that have survived are 1911-12 and 1914 to 1919, and internal evidence suggests that one or more of the earliest journals have been lost.

Implicit in the diary is the fact that Roger Sugars' education did not cease when he and his parents left England. It is clear, but unstated, that his father, John, who was an Oxford MA in classics and his mother, Lily, well trained as a classical pianist, continued the boy's education during the years that he remained at home. Part of the pleasure of reading the diary is experiencing the excitement of a young mind blossoming.

Roger's record of events, then, is that of a literate, intellectually curious, observant outgoing, healthy teenager and young man. He appears as a person who has adjusted magnificently to life in the sparsely settled fruit growing and ranching Okanagan Valley. In his diary the reader finds neighbours and their history noted; wildlife observed (and hunted); plant life cycles described through the seasons; weather commented on; the geology and topography of the area described and sketched; native artifacts detailed and drawn; new jobs taken on and conquered; and, of course a Canadian volunteer army forester's view of the later years of the first world war.

Family photographs and Roger's sketches and maps are throughout the book.

These are reasonably well reproduced and add to the immediacy of the diary entries.

An appendix is provided of Roger Sugars' contribution to the 50th Anniversary Report of the Okanagan Historical Society (1975). This essay, with the forewords does provide some more contexts for the diary. For those that wish to round out their understanding of the era and setting the following recent books can contribute: *The British Garden of Eden: settlement history of the Okanagan Valley, British Columbia* by Paul M. Koroscil. Department of Geography, Simon Fraser University, Burnaby, 2003; *Fintry: loves, lives and dreams: the story of a unique Okanagan landmark* by Stanley Sauerwein. Trafford Publishing, 2000 and *A rich and fruitful land: the history of the valleys of the Okanagan, Similkameen and Shuswap* edited by Jean Webber for the Okanagan Historical Society. Harbour Publishing, 1999.

Ross Carter is a retired college administrator and librarian and editor of *Historiana* the newsletter of the Bowen Island Historians.

Royal Metal; the People, Times and Trains of New Westminster Bridge.

Barrie Sanford, Vancouver, National Railway Historical Society, BC Chapter, 2004. \$39.95 hard cover. Distributed by Sandhill Book Marketing, 99-1270 Ellis St., Kelowna, BC V1Y 1Z4.

As Van Horne of the CPR might have said of the New Westminster bridge, Barrie Sanford's *Royal Metal*, when it was completed, was a good plain bridge, as utilitarian as any railway bridge in the country. Erected with a minimum of fuss (engineering, at any rate), and with startlingly few human casualties given the times (one direct construction death, one attributable to it), the bridge was placed in revenue operation on 1 October 1904, and remains in service to this day. So too is this book a good, workmanlike production. Excellent of its kind, with all the information even the most enthusiastic railway might want, it is a judicious mix of text and images.

Royal Metal has an introduction and seventeen chapters, which Sanford in an "opening note to the readers" states are aimed at the general reader. The rest of the book, some 46 pages, contains technical

specifications, a detailed chronology, and a peculiar index, as well as the usual paraphernalia of acknowledgements, bibliography and endnotes. This part of the book is aimed at specialised readers, causing this reviewer to wonder at the author's definition of general reader. The text is replete with the sort of details so beloved of railway historians, but probably beyond the interest of the ordinary reader, while on the other hand the chronology is full of the sort of details that should appeal to generalists. My recommendation would be for all to read the whole book and skip nothing.

Of greater import is the criterion used in developing the chapter divisions. Whilst the first six represent logical separations - a brief history of the mighty Fraser itself, the rationale behind the business decision to build the bridge and the consequent political infighting, then the actual building of the structure and the necessary railway and highway infrastructure, followed by the gala opening. The following chapter divisions have little logic. Chapters 8 to 17 have been split up, as an engineer might do it, by decade. It is a neat and tidy construction, but hardly one to mesh with human endeavours.

Of special interest to this marine historian is the bridge's interaction with water-borne traffic - a love-hate relationship if ever there was one. As Sanford shows (p.160) at least one maritime professional was of the opinion that it would have been a far better thing had a marine accident that partly demolished the bridge in 1976 actually succeeded. By page 179 it appears this was not for lack of trying: between 1950 and the end of the eighties the bridge was hit 48 times by marine traffic. More than a few of these were seriously disruptive to rail traffic (paradoxically, not to that on the river itself, as the swing span was left locked open whilst repairs were carried out).

In the period 1904-1909 one gets the impression (p. 76-7) that the bridge was more often open for shipping than closed for rail purposes. He then describes how a far-seeing New Westminster Mayor in 1911 saw a great potential for his city to become

a major ocean port, with the pending completion of the Panama Canal and the Canadian Northern Railway. A commissioned study showed a glowing future when it appeared in 1912, and then World War I intervened. Hope rekindled in the 1920s, Sanford sees three main engines for possible progress - the opening of the Canal, the building of a grain elevator (that great panacea for all ports' woes!) and the establishment of Pacific Coast Terminals on the waterfront, with its multi-faceted enterprises. In describing how ultimately the aspirations came to naught, he shows them symbolically sandwiched between two aspects of technological advance. First was the inability of tall-masted sailing ships to pass under the bridge when it had been electrified in 1909. By the time this hindrance was removed by extending the transmission towers on the bridge, the days of the sailing ship had passed. Another technological advance over fifty years later - this time the placement of ocean-going ships' bridges aft thus restricting their forward visibility, local pilots - those same professionals that we have seen were to call for the removal of the bridge in 1976! - refused to pilot these relatively clumsy vessels through the narrow opening the bridge provided. Sanford leaves us dangling here, but as the majority of modern ocean tonnage nowadays has this configuration it is hardly surprising that Sanford's reports of ocean-going traffic under the bridge tails off towards the end of the book. New Westminster's ambitions to be a major west coast port are in abeyance.

By and large the book is remarkably free of typographical errors and editorial mistakes - except for the index. Sanford admits it is "unusual" (p.242), but for what he considers good and sufficient reasons he has indexed twelve different sections individually. This arrangement flummoxed me; please bring back the old, all-inclusive index. On the other side of the coin, I liked the idea of endnotes being numbered from page one all the way to the end. This makes for easy reference.

And, of course, a nitpick. Please

reserve the initials 'CNR' in this day and age for Canadian National Railway. I know it now goes by 'CN' but CNR still belongs to it. If one must give initials to Mackenzie & Mann's Canadian Northern Railway, use 'CnoR'.

This being a west coast book I guess it is mandatory to bring in western alienation. Sanford has sufficient scope to allow it to rear its ugly head on at least five occasions, on p. 57, 122, 137, 152 and 180. Using the bug-bear of far-off Ottawa and the rest-of-Canada, he points out how the people of New Westminster were short-changed when federal funding for such as bridges was distributed, particularly when one looks at the largesse poured out for the Victoria Bridge and the Quebec Bridge (p.57) In effect he is arguing that the New Westminster Bridge should also have been accorded the status of a national necessity to warrant such funding. He is on reasonable grounds to question the moneys that went to the Quebec Bridge. After all, it is no longer even used by rail traffic. With regards to Montreal's Victoria Bridge, though, he is on a much less sure footing. If Canada has a nationally-important bridge it is that one. However, that long-awaited recognition of national stature may just be in the wings for the New Westminster Bridge. Given the burgeoning congestion at the port of Vancouver, and its managements's determination for an 'anything-but-Prince Rupert' solution, the 'Royal Metal' bridge might come to the forefront. Sanford's strong advocacy on its part cannot hurt.

Kenneth Mackenzie is a marine historian. Living on Salt Spring Island.

Selected Excerpts from the Vancouver Natural History "Bulletin" with Notes and Index.

Compiled by Bill Merilees. Vancouver Natural History Society, 2005. 320 p., \$45 paperback. Available from David Foreman, 11-4957 Marine Drive, West Vancouver, BC V7W 2P5.

In 1943 the Vancouver Natural History Society began producing a newsletter, usually referred to as "The Bulletin", to inform members of the Society's activities. 153 issues were produced until

December 1971, when the newsletter was renamed *Discovery*.

Now Bill Merilees has compiled a selection of excerpts from these 153 issues, to give easy access to their contents. Amongst the excerpts are accounts of seagull nests in Howe Sound; Campbell River Park in Surrey; summer camps; Christmas bird counts; and conservation committee concerns. All the excerpts combine to provide fascinating aspects of Greater Vancouver's changing natural history and the Society's work to learn about it and to protect and save it.

A detailed index of over 2,600 entries adds greatly to the usefulness of this compilation. Thirty copies have been distributed to major public and university libraries in the Lower Mainland and Vancouver Island.

Elizabeth Walker, member of the VNHS, and author of Street Names of Vancouver.

The Slocan: Portrait of a Valley

Katherine Gordon. Winlaw, Sono Nis Press, 2004. 320 p., illus. \$24.95 paperback.

The Slocan Valley in BC's West Kootenay district is blessed with an especially diverse history. It first came to prominence in the early 1890s following the discovery of high grade ore, earning it the nickname 'Silvery Slocan.' Competing railways raced to build lines into the region, and towns such as New Denver, Silverton, and Sandon emerged at the north end. The lower valley, meantime, became home to a few mixed farms, as well as the schemes of unscrupulous promoters who promised prime fruit growing land.

The mining boom petered out by the second decade of the 20th century, and forestry became the mainstay. The Patrick family ran a large sawmilling operation, and used the profits from its sale to form Western Canada's first professional hockey league.

Added to the mix was the arrival of the Doukhobors in 1909, which established the valley's reputation as a haven, further enhanced by the many American draft dodgers and war resisters who sought refuge

there in the 1960s and '70s. During the Second World War, the valley was also home to Japanese Canadians against their will.

Katherine Gordon is the first author to tackle all of these many facets in one volume. The Slocan: Portrait of a Valley (recipient of an honourable mention in the 2004 BC Historical Federation book competition), is an admirable work. Gordon carefully places the valley in historical context, beginning with the long-overlooked Sinixt First Nation. Despite being officially declared extinct, members have in recent years returned to the area to care for a burial ground and repatriate remains of their ancestors.

Two chapters are devoted to the Doukhobors, including trouble with the Sons of Freedom splinter group, another to the Japanese internment, and several more to railways, mining, farming, communes, and counterculture. The book then brings us up to the present, where loggers and industrialists co-exist more or less in harmony with artists and environmentalists. Eclectic may be an overused word, but it perfectly describes the modern Slocan.

Running through the book is the valley's stunning geography, including the Valhalla range, pristine Slocan Lake, and Cape Horn, a sheer rock face that splits the valley into north and south, and until the early 1990s was only passable by single-lane road.

Beautifully illustrated, with many previously unpublished photos, this is a particularly welcome addition to the ever-growing library of Kootenaiana. The first edition lacked an index, but this oversight has been rectified in the second printing.

Greg Nesteroff grew up in the Slocan Valley and has a special interest in its history.

The Small Cities Book: on the cultural future of small cities.

W.F. Garrett-Petts, ed. Vancouver, New Star Books, 2005. \$39 paperback.

This volume is a product of the involvement of Thompson Rivers University with the Community-University

Research Alliance (CURA). Funded by the Social Sciences and Humanities Research Council, CURA's five-year mandate is to examine the operations of arts and cultural organizations in Kamloops and to see what lessons or patterns might be transferable to other smaller cities in Canada. *The Small Cities Book* is perhaps best viewed as a preliminary/interim report by those involved about their activities and findings to date. Though marketed, titled and subtitled as if it pertains to small cities in general, the contents within the covers of this volume are concerned almost entirely with the city of Kamloops.

The book effectively demonstrates that Kamloops does indeed have a thriving artistic and cultural community. Several members of that community outline the extent and nature of the contributions made to the quality of life in Kamloops by local theatre, musical and arts organisations. Particularly impressive is the fact that these organisations have thrived in Kamloops even as similar groups have struggled to survive in cities of comparable (and larger) size across Canada. To illustrate this theme, *The Small Cities Book* presents academic analyses, poetry, visual arts, and informative commentaries by members of cultural organisations and other individuals. Many of the articles effectively explore images and perceptions of Kamloops, whether of a literary, visual or imaginary nature. Also included is an exquisitely written memoir about growing up in Canmore.

The CURA project is not much concerned with local history, so *The Small Cities Book* should not be faulted for offering as little historical content as it does. A few articles do include some recent historical background relevant to the broader discussion of culture and economic development, and one article offers an effective and welcome critique of the civic promotion of Bill Miner as a local folk hero. Perhaps greater attention to history would help readers understand how Kamloops achieved its enviable cultural/artistic position. An examination of the successes and struggles of cultural organisations that

pre-date the 1980s could provide some useful comparisons.

Some minor problems detract from the impact of *The Small Cities Book*. The production values of this paperback edition cannot do justice to many of the illustrations and photographs that accompany the text. A few of these visual representations would have been better left out. On the other hand, the inclusion of a little information about each contributor would provide context and prevent readers from having to guess at what roles the authors might play or what positions they might hold. (Some contributors do identify themselves in the course of their articles—this is helpful, especially for readers not familiar with Kamloops.) And finally, the academic tone and frequent reminders of theoretical constructs—though necessary and understandable to a certain extent—become intrusive and distracting for the general reader, who will probably find that the most successful articles are those that do not display too constant a concern for the theoretical basis of the CURA project.

This is indeed a small city's book—and that city is Kamloops. There is much here to inform anyone interested in Kamloops and its environs, its cultural achievements, and even its social problems. Residents of other small cities will admire—and perhaps even envy—the cultural achievements of Kamloops, but they will be hard pressed to find in *The Small Cities Book* obvious structures and models to emulate. If there are patterns and lessons that are transferable to other small Canadian cities, time (and probably a second book) will tell.

Wayne Norton is a former teacher and a current researcher with the Indian Residential School resolution process.

Triumph and Tragedy in the Crowsnest Pass. Second edition - expanded and updated.

Ed. Diana Wilson. Surrey, Heritage House, 2005. 168p., illus. \$14.95 paperback.

The editor, Diana Wilson has updated a previous version of this small book originally published in 1983 and reprinted in 1985 and 1992 under the title

Tragedies Of The Crowsnest Pass. It is a good example of local history and should be both of interest as well as useful to visitors to the area since the new last chapter by the editor, *The Crowsnest Pass Lives On*, gives a succinct summary of the many places to visit in the area. It consists of a preface and introductory chapter *Pass of Triumph, Pass of Tragedy* by the editor. Four chapters follow with the meat of the book. *Railroad Through The Crowsnest Pass* by the editor is a new chapter giving a history of the creation of a railway from Fort Macleod through the Crowsnest Pass to Kootenay Lake and eventually to Nelson. This railway was proposed by Colonel Baker in 1886 to enable his various development schemes along its proposed route. After many political machinations, its construction finally started in 1896 and was completed seventeen months later on 5 October 1898 at Kootenay Lake. The Frank Slide, that occurred in the early morning of 29 April 1903, killed 77 persons out of a hundred who lived in the path of the monster slide in which a large chunk of Turtle Mountain broke loose and slid down into the valley below, and the Hillcrest Mine Disaster in which 189 miners were killed on 19 June 1914 by an explosion deep within the mine are both given dramatic rendition by Frank Anderson. *Fernie: City Under Curse* by Elsie Turnbull tells the story of a town that has managed to survive untold mine disasters, fires and other trials and tribulations since 1898 when the railway first passed through, and is now the major city in the Pass.

This book is easy to read and holds the reader's attention throughout, although it is filled with statistics and other data. Frank Anderson has used the novelist's licence in combination with the available historical information to effectively recreate the flavour of what people involved were doing prior to, during and after the Frank slide and the Hillcrest mine explosion. The reader becomes immersed in the unfolding drama and it truly is effective and gripping. One can almost smell death lurking in the wings! The editor provides her

interpretation of the events leading to the construction of the railway through the Crowsnest Pass. However, the reader should consult other books on the subject to gain a more balanced perspective on the social and political issues involved.

This new edition includes some new historic photographs as well as almost all of those in the previous edition. The publisher is to be commended because of the high quality of the reproductions in this edition. The layout and overall design is also excellent. Sadly, the eight colour photographs on the cover and the back cover pages have been reduced to one view of the slide area. The first edition cost \$7.95 in 1992 whereas the new revision costs \$14.95! This book can be highly commended to anyone who plans to visit the Crowsnest Pass area.

Harvey A. Buckmaster is a retired scientist and university professor who has catholic interests in the history of Alberta and British Columbia. He now lives in Victoria after spending his career in Calgary.

Waterfront; the illustrated maritime story of Greater Vancouver.

James P. Delgado. Vancouver, Stanton, Atkins & Dosil Publishers, 2005. 186 p., illus., maps. \$45 hard cover.

James Delgado's latest book, *Waterfront: The Illustrated Maritime Story of Greater Vancouver*, is a handsome production. It was, in fact, inspired by images. Vancouver printing executive Don Atkins - familiar to many of us through his connection to the Alcuin Society - and his wife Barbara had assembled over 20 years a large collection of local maritime prints, and had often thought they might form the basis for a book.

Now Atkins and Mark Stanton - also familiar in these parts through his years in book distribution - and Roberto Dosil, with a few decades of experience as a designer, have launched a book publishing company called, naturally, Stanton Atkins & Dosil. This is one of their earliest titles, and they have done a very nice job.

(Leonard McCann, curator emeritus at the Maritime Museum, is cited as one of the people who helped with the book. Is there

any book on local maritime matters that does not cite the irreplaceable Len McCann?)

The images are the best element of the book. There are paintings, maps, sketches, photographs . . . more than 170 graphic images, some of them beautiful and rare. The cover is a lovely, gentle painting, circa 1910, titled *Old Prospect Point* by John Blomfield, known for his early stained glass work here. There's a fantastic etching by Paul Goranson, circa 1940, of brawny BC purse seiners, sprawled over two pages. The fishermen strain to pull in the nets from water boiling with the fury of the fish. It's a masterpiece. And the book is studded with interesting photographs. There's a glorious one on page 59, for example, of a man at the B.C. Sugar Refinery working with big wicker bags of raw sugar.

Delgado's workmanlike text leads us through the history of the port, with the first chapter devoted to the geological forces that shaped our local coast, and the explorers—Narvaez, Vancouver, Galiano, perhaps early Asians—who poked around in our own small pocket of that coast. He begins his real concentration on our waterfront in 1858/59.

A lot of the images in the book are of artifacts in the collection of the Vancouver Maritime Museum, of which Delgado is the executive director. I would have preferred to have a note by the images to show their source, rather than have to root around in the back of the book. In Chapter One, for example, is a very fine item, Joseph Baker's signal book. One of the tasks of young officers, it seems, was to hand illustrate and write a book of 'signals' as a guide to the various flags and signals ships used to communicate with each other. Baker, who sailed with George Vancouver and after whom Vancouver named Mount Baker, created a handsome example. But I had to read the back matter to learn it's part of the Maritime Museum's collection, rather than one of the Atkins' possessions.

There are many sidebars throughout the book. In one, Delgado gives us a neat and funny little account of the HBC steamer *Beaver*, which worked on the coast for 52 years, from 1836 to 1888. I hadn't known that

the crew, just before they ran the *Beaver* aground on the rocks of Prospect Point, had spent a few happy hours in a local bar.

There are sidebars on the *Komagata Maru* incident, on the *St. Roch* and the Maritime Museum itself, on the Lions Gate Bridge, Tymac and more.

We make interesting little discoveries in these handsome pages. I hadn't known that in the earliest years of our shipping out flour that much of it came from Portland, Oregon for transshipment to Asia! "It was closer, faster and cheaper for the Oregonians to send their flour north across the international border than south to San Francisco . . ." We learn that on January 7, 1921 the steamer *Effingham* was the first ship to leave from Vancouver with grain for Europe to use the Panama Canal. Delgado outlines the growth of our grain-shipping business from its modest beginnings until 1961 when we became the largest grain-shipping port in the world. (Hence all those lofty grain elevators.) I hadn't known that in early 1944 Burrard Dry Dock had the task of refitting, for use by the British navy, American aircraft carriers.

People near Vancouver's waterfront today putting up with the noise of piledrivers working on the footings for the new convention centre may be able to console themselves by comparing their lot to the Vancouverites of 1912. A barge named the *Mastadon* carried on the noisy work of dredging the entrance to the First Narrows, work that went on six days a week for *five years*. (It might have gone on for seven days a week, had the boss not been a religious man.)

There are typos scattered throughout the book, not so many as to annoy us—although I did puzzle for a moment over the caption to the Goranson etching, showing "BC pursue seiners."

And another reader, more familiar than I with local maritime lore, points out errors of fact: "The ship shown on pages 68-69 is the *Camosun*, not the *Venture*. A photo of the CPR piers on page 97, claimed to be from 1927, includes three ships not built until 1930. This photo is very unusual because it shows two Canadian National

steamers using the CP pier, presumably due to the CN pier fire of 1930, but this observation is not mentioned in the caption or text. And surprisingly absent from the sources is any reference to the comprehensive body of research published by Frank Clapp. Also little mention of environmental impacts, e.g., Robert's Bank, Ioco, etc." If the book goes to an extra printing these slips can be fixed. I enjoyed this book a lot. It brings us up to the present day, with an excellent account of the growth of the containerization trade, on the extension of the Port's authority south to the 49th parallel, on the Alaskan cruise business and on the recent introduction of alarmingly large vessels capable of bringing 6,000 automobiles into the port on *one ship*.

Highly recommended.

Chuck Davis, Editor in Chief of the *Greater Vancouver Book*.

**Next issue:
The winners of the
British Columbia
Historical Federation
Book Awards.**

Miscellany

Banking Clarification

To the Editor:

I would like to point out an error in Robert J. Cathro's article on James Cooper Keith. He states that, "... the Bank of British Columbia ...was the first bank in the province, created in April 1862 by a group of London bankers ..." and cites as a reference Kenneth M. Pattison's article in *BC Historical News*, 1990, Vol. 23 No. 1, pp 2-3.

Unfortunately that article was describing "The First Bank of British Columbia" as opposed to the second Bank of British Columbia which operated from 1968 until 1986 and said nothing about the bank being the first bank in British Columbia and rightly so, because it wasn't. There were two earlier banks, and another organization, the Wells Fargo that carried on some banking operations.

Wells Fargo was operating an office in Victoria from July 1858. The *Victoria Gazette* which was published from June 25, 1858 mentioned on July 14, 1858, "New Banking House – Wells, Fargo & Co. will in a short time open a banking house in Victoria. Such an establishment is much needed." The company's first ad, which was dated July 17, 1858, was published in the issue of July 21, 1858, and called itself "Express and Exchange Co." On July 24, 1858 under "Improvements" is the following, "The Express Company of Wells, Fargo & Co., have got into new and handsomely fitted up quarters, where they are prepared to transact a Banking as well as an Express Business."

The first true bank was that of Alexander Davidson Macdonald, which operated under the style, Macdonald & Company. Its first advertisements were in the *Victoria Gazette* on March 10, 1859 and the *British Colonist* March 12, 1859. This private bank opened in Victoria and later had a branch at Richfield. It issued paper money from 1863, primarily in the Cariboo. It suffered a burglary on the night of September 22/23, 1864 and failed as a consequence.

The Bank of British North America was a British bank which opened in 1836 and

received a Royal Charter in 1840. Its staff arrived in Victoria in May 1859, noted by the *British Colonist* of May 18, 1859, and the local branch opened for business July 1, 1859 in temporary offices on Government Street, opposite the Treasury. It established a permanent location on Yates Street, just below Government Street. This bank was the first bank to issue banknotes in what is now British Columbia. The Bank of British North America was absorbed by the Bank of Montreal in 1918.

Ronald Greene

Ted Roberts 1922 - 2005

John Edmund (Ted) Henry Roberts of Victoria, a noted scholar of Captain George Vancouver, R.N., passed away Christmas Day 2005 after a recent fight with cancer. He was age 83, bright and engaging to the last. Recent visits and many telephone conversations reconfirmed in me his passionate interest in an accurate record of Vancouver's eventful and troubled life.

Ted was born in Victoria 23 November 1922, attended local schools including Victoria High School. Although he did not graduate, owing to a depression that his father faced, he lived in Toronto for some years. Ted became largely self-taught. He was devoted to life-long learning. He was a gifted writer, and a lovely stylist. He lived in Burnaby for some years. Poor eyesight prevented him from joining the Royal Canadian Navy, and he joined Boeing. He later worked for AIM Steel as a purchasing agent. He was a master carver and woodworker. He retired to Victoria in 1978. Ted was, for many years, an active member of the Victoria Historical Society and served, into his 80s, as council member and secretary. He volunteered at the Royal British Columbia Museum, and helped in the George Vancouver exhibition – Ted recreated the Captain's Cabin of HMS *Discovery*, that continues as a popular part of the museum's permanent display.

His passion for historical research about George Vancouver and his famous voyage led Ted in two directions. The first was as a scholar. Upset by misinterpretations

and misrepresentations, he wrote *A Vindication of Capt. George Vancouver* (2nd ed. 2000) and he compiled an account of Vancouver on the Northwest Coast *The Discovery Journal* (2nd ed. 2005). The latter, a day by day chronicle of Vancouver's voyage on the Northwest Coast, he regarded as his lifetime work. The other direction Ted took was to petition the British Columbia and Canadian governments to name 12th May (the date of his death, age 40, in 1798) George Vancouver Day. That petition was successful.

Ted leaves many family and many more friends sad by his passing. His companion Ruth Ralston hopes to complete editorial work on Ted's publications. Sale of copies of the Trafford Publishing edition of *The Discovery Journal* is pending.

Barry Gough

Hon. Charles Herbert Mackintosh

I read with great interest Milton Parent's letter which appeared in *BC History* 38-3, finally received this week after its misadventure. Milton's knowledge of the Arrow Lakes is, I'm sure, second to none and his many volumes are outstanding, but unfortunately the letter mis-spelled the name of the Hon. Charles Herbert Mackintosh as [shudder] McIntosh. So, I checked in my pile of books to be read for my copy of his *History of Halcyon* and found that Milton has mis-spelled the name there too.

Somewhere I have a copy of his signature, but I would direct you to the *Canadian Parliamentary Companion* 1897, edited by J.A. Gemmill, Ottawa, 1897, p. 398 which gives the spelling Mackintosh — incidentally the same page says that he edited the *Parliamentary Companion* from 1877 to 1882.

I also have a share certificate in the Halcyon Hot Springs Sanitarium Company Limited, issued to the Hon. C.H. MacKintosh, for 100 shares, dated the 3rd December 1898.

Ron Greene

All Aboard for 1907

The streets are full of people dressed in the latest Edwardian fashions. They walk... wave... hurry about. There is plenty of traffic - horses, wagons and their drivers - crowding the streets.

These are the scenes captured by William Harbeck. With a camera mounted on the front platform of a B.C. Electric streetcar Harbeck filmed everyday life on the streets of Vancouver on May 7, 1907.

With the centenary of the Harbeck film just a year away, several organizations have joined together to recreate the film in 2007. The Vancouver Historical Society, the Vancouver Public Library among others are re-creating the 1907 film in 2007. Crews will follow the identical route at the same speed ... matching the original film frame for frame.

When finished the group will be producing a DVD so that besides being able to see the Vancouver of 1907 and comparing it to the same sights today, viewers will also be able to get an idea of life in Vancouver in 1907 with commentary by Vancouver historians highlighting interesting 1907 facts and history. There will be a short history of B.C. Electric streetcars, a biography of William Harbeck and much more on the City Reflections DVD.

Because of the construction of the new rapid transit line between the airport and downtown Vancouver, the team completed filming of the route in April of 2006 before Granville Street was dug up and made impassable for upto three years.

For more information go to: www.cityreflections.ca



Hastings and Carrall, 1907 and 2006



History Prizes

The Margaret Ormsby Scholarship Committee is pleased to announce that Amy Kramer of the University College of the Fraser Valley has won the 2005 prize for the best undergraduate essay in British Columbia History for her paper: "Women are Nurturing, Women Are Subordinate, Women are Mothers: The Feminization of Teaching in British Columbia, 1872-1914." The prize of \$300 is awarded annually to the top essays at UCFV, Malaspina University College, Thompson Rivers University, and the University of BC Okanagan.

Mystery Launched

The Great Unsolved Mysteries in Canadian History announces the launch of its third British Columbia historical mystery in April 2007. "Explosion on the Kettle Valley Line: The Death of Peter Verigin" is a website archives of the documents relating to the mysterious explosion that killed Peter "The Lordly" Verigin, the leader of the Doukhobors, and six others in 1924. It joins two other online mysteries for BC historians to solve: "Who Killed William Robinson? concerning the death of a black man on Salt Spring in 1868 and "We Do Not Know His

Name: Klatsassin and the Chilcotin War" exploring the events of 1864 in central BC. All these mysteries can be found at www.canadianmysteries.ca.

A screen capture of www.canadianmysteries.ca.

GREAT UNSOLVED MYSTERIES IN CANADIAN HISTORY

Explosion on the Kettle Valley Line

THE DEATH OF PETER VERIGIN

HOME

CONTEXT

THE EXPLOSION

THE SUSPECTS

AFTERMATH

INTERPRETATIONS

ARCHIVES

Introduction

Accident

Government of Canada/BC

KKK / Nativists

Doukhobor factions

Soviet government



Ron Hyde kicks off our new back pack which will feature post card finds from around the province. The top image is Hastings Street about 1910 looking west from Cambie Street. The impressive building on the left of the card is the Inns of the Court building which sat opposite the courthouse which originally occupied Victory Square until it moved to Georgia and Granville in 1912.

The second card shows Stanley Park and Lumbermans Arch which

was originally erected over Hastings Street for the visit of the Duke of Connaught in 1912.

On the same visit he attended the opening celebration for the new courthouse.

The arch was moved to Stanley Park onto the site of a Squamish village where it lasted until the 1950s when rot had taken its toll. It was replaced by a more abstract idea of an arch which had much less visual impact.

If you have a post card or two of BC you think is interesting scan it, give it a caption and e-mail it to the editor.

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

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

AFFILIATED GROUPS are organizations with specialized interests or objects of a historical nature.

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

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23rd Annual Competition for Writers of BC History Lieutenant-Governor's Medal for Historical Writing Deadline: 31 December 2006

The British Columbia Historical Federation invites book submissions for the twenty-third annual Competition for Writers of BC History. Books representing any facet of BC history, published in 2006 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.

Submissions

For information about making submissions contact:
Bob Mukai, Chair of Competition Committee
4100 Lancelot Drive
Richmond, B. C. V7C 4S3
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.