

# B.C. historical NEWS

FEBRUARY 1976



COAST SALISH CANOES



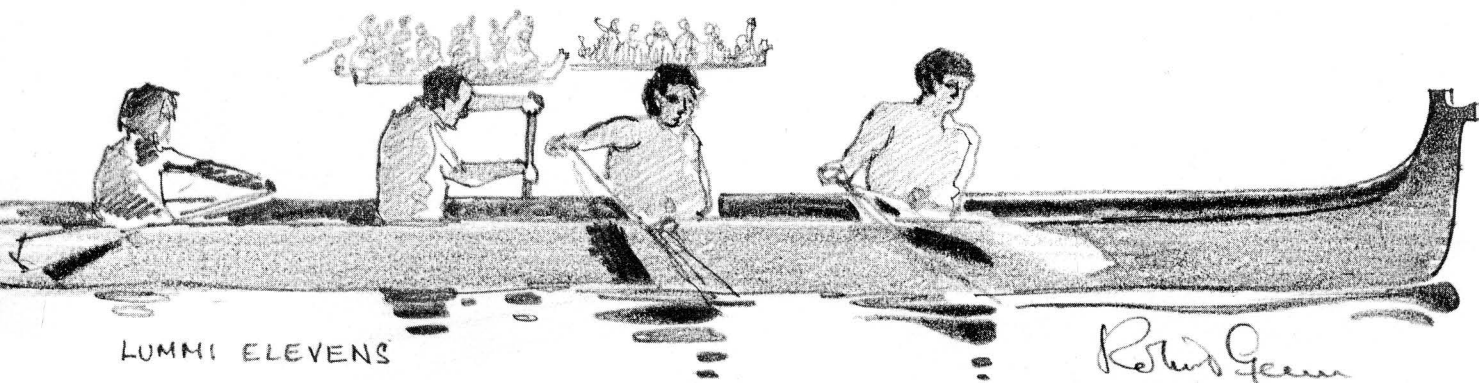
"SPOON" TYPE



FRAZER RIVER "FLAT"



SHOVEL NOSE "PUNT" FORM



LUMMI ELEVENS

Robert Green

BRITISH COLUMBIA HISTORICAL NEWS

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The cover series for Volume 9, drawn by Robert Genn, depicts Indian canoes. This issue features canoes of the Coast Salish.

EDITORIAL

Recently France declared a ban on the use of any English words, in use in the French language, for reporting and official use. How many times a day do we use words that have infiltrated the English language merely through repetitious use? If we eliminated all the foreign language words and phrases it would reduce the language to a state of complete breakdown. But what about those other words that have crept in by constant use? The ad-men have a theory that has been highly successful, that if the word or phrase is repeated often enough it will become a household word. The industry has given us such words as "frig" that was not derived as a contraction of the word "refrigerator", but from the trade name of one of the very successful pioneer refrigerator brands "Frigidaire". There are many more, such as "Pyrex", a trade name that has become synonymous with any glass, oven-heat resistant, household product.

People in history have left behind some very strange words for our everyday use. What about the word "sandwich" that has so many connotations? It came into being in the 18th century through John Montagu, the 4th Earl of Sandwich (1713-1792), who was loath to leave the gaming tables for food. It was noted by his intimates, this strange method of taking food without leaving the tables, and so it was the lowly sandwich was born. However this was not the Earl's only claim to posterity, for the Hawaiian Islands first bore his name. This group was named the Sandwich Islands by Captain Cook, who made their discovery in 1778 and felt it fitting to name them in honour of the Earl of Sandwich who was First Lord of the Admiralty at that time. It is ironic that this man's mismanagement of the Navy was largely responsible for the failure of the British in the American Revolution, or, depending on the point of view, the American War of Independence. Just how long the Earl's name remained associated with these islands tends to be rather obscure, but in 1898 when the islands were annexed by the U.S.A. they were by then referred to as the Hawaiian Islands. The first Governor was Sanford B. Dole, who had previously been president of the republic set up in 1894 on the deposition of Queen Liliuokalani. Those amongst us who weathered the great depression of the 1930's can never forget Dole pineapple juice, one of the few exotic luxuries one could afford.

Having come up to the time of the great depression, what about the "Bennett Buggy", named in honour of the reigning Prime Minister of Canada, R.B. Bennett? For those who have lived beyond this decade the "Bennett Buggy" was the family car of the farmers that could not be maintained, power driven, for economic reasons, and so became horse drawn. In spite of the adage that history repeats itself, this is in no way a prophecy, for common sense dictates "where are the horses?"

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MINUTES

Minutes of the Council Meeting of the British Columbia Historical Association held in the Board Room of the Provincial Museum, Victoria, B.C., Sunday, February 8th, 1976 at 1.30 p.m.

Present: Frank Street, President; Jill Rowland, Acting Corresponding Secretary; Jack Roff, 1st Vice-President; Alf Slocomb, 2nd Vice-President; G.S. Andrews, Past President; Kent Haworth, Treasurer; Donald New and Rex Tweed, Executive Members; Patricia Roy, Recording Secretary; Alan Turner, Provincial Archivist; Ruth Barnett, Campbell River; James McCook, Victoria; Deirdre Norman, Vancouver; Reg Millway, Burnaby; Gene Joyce, Port Alberni; J. Len Nicholls, Nanaimo; Robert Watt, Vancouver; Ken Leeming, Victoria, and a number of members of the convention committees of the Victoria Branch.

Moved, R. Tweed; seconded, A. Slocomb: that the minutes be adopted as circulated.

J. Rowland read a letter from the Federation of Mountaineering Clubs of B.C. outlining their brief to the Provincial Government concerning the preservation of historic trails. J. Roff agreed to act as chairman of a committee to study the brief on behalf of the B.C.H.A. Moved, R. Tweed; seconded, J. Roff, that the Association send a letter to the Federation supporting their proposal in principle. Carried.

J. Rowland acknowledged a letter from Mabel Jordon thanking the Association for its letter of sympathy on the death of her husband.

K. Leeming outlined the general plans of the Victoria Branch for the convention on June 3-5, 1976, which will be based on the University of Victoria campus. George Turner presented a time-table of the events scheduled:

Thursday, June 3 - Registration, 8-10 p.m. at

Craigdarroch Castle, with a tour of the Castle led by J.K. Nesbitt, and refreshments.

Friday, June 4

Morning - Guided tours of the Provincial Museum and Parliament Buildings.

Afternoon - Walking tour of the city

Evening - Butchart's Gardens

Saturday June 5

9 a.m. - Old Council meeting

10 a.m. - Annual General Meeting

3 p.m. - Tea at Government House

7.30 p.m. - Banquet, with Ainslie Helmcken as guest speaker.

Several possible post-convention tours are being considered. They include a Gulf Islands cruise, a trip on the Esquimalt and Nanaimo Railway, and a journey to Port Townsend, Washington.

K. Leeming reported on behalf of the Constitution and By-Laws Committee. His report provoked considerable discussion especially on the question of whether or not all those present at the Annual General Meeting or only those who are properly accredited delegates from their branches should vote.

K. Leeming moved; A. Slocomb seconded: that the suggested amendments to the Constitution as submitted by the Constitution and By-Laws Committee be presented to the Annual General Meeting for approval. Carried.

J. Rowland stated she had received a letter from the Bowen Island Historians seeking affiliation with the B.C. Historical Association. She suggested that Council concur in the request by referring their acceptance for affiliation to the Annual General Meeting. R. Tweed moved; J. Roff seconded: that we refer the application for affiliation to the Annual General Meeting. Carried.

K. Leeming reported on the work of the Nominating Committee.

The meeting adjourned at 3.25 p.m.

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#### SOCIETY NOTES AND COMMENTS

ALBERNI Genevieve Joyce was elected President at the beginning of the 1975-76 season and has presided over regular meetings since last fall. Also elected were Gerry Jamieson and Doreen MacLeod, Vice-Presidents, Alice Riley, Secretary, and Anne Holt, Treasurer.

In September the programme at the Society's meeting featured a film show and commentary by Armour and Helen Ford, in which the members and guests were presented with views and information on the Canadian Arctic. The local couple had made their Arctic journey during the 1975 summer with other students in a U.B.C. Continuing Education programme. The Northwest Territories were the subject when B.C. Gillies, a former N.W.T. supervisor of education, presented slides and told of the schools of the far north. Provincial Archivist Allan Turner was the speaker in November.

An urban development-granted programme now underway at Alberni District Museum was the subject in January when members of the group, along with Curator John Sendey, told of the research being carried out on the early period of settlement in Alberni Valley.

CAMPBELL RIVER In September it was decided to hold general membership meetings, except for the annual meeting, if and when a sufficiently interesting programme had been prepared, along with as little routine business as is possible, inasmuch as the executive council meets monthly, and the trustees responsible for the operation of the Museum meet separately with the curator also.

The Society was again successful in procuring an LIP grant, Genesis II, devoted to building up our archives on local history. Six people are employed, and the director, John Ackroyd, uses imaginative publicity in the local press and the community Television station.

Programmes for general meetings were: Dorothy Payne Richardson telling of pioneer days on Saturna Island. A T.V. presentation is being prepared of these reminiscences. James Sewid, hereditary chief of the Nimpkish, discussed the Law of the Sea conferences, which he attended as an observer. A showing of the Curtis film, 'In the Wake of the War Canoe', made near Fort Rupert in 1913, also took place.

Representations made to the Municipal Council and to the Regional Board for the establishment of Heritage Advisory Committees have so far failed, having foundered on the question of financial compensation.

The substantial surplus from the B.C.H.A. convention as reported by Registrar Mary Ashley, is to be used for the purpose of publishing local history.

The Society suffered a severe loss when Ms Alice Evans resigned after 6 years as treasurer. During that time she saw the budget grow from \$800 to \$29,000 yearly. The presentation of a carving by Dennis Hanuse and a dinner for her and her husband carried our best wishes with them to their new home in Midway. January saw a wine and cheese party for the volunteers who worked for the convention, in the museum shop, and the cataloguing of the archives stored in the museum; and a coffee party for members of the Municipal Council, which subsidizes the museum and the Visitors Information Centre very largely.

The Provincial Archives sent Alan Specht to give us a workshop in recording aural/oral history, and the Society has joined the Canadian Oral History Association.

NANAIMO In November the Society marked the 121st anniversary of passengers landing in Nanaimo from the Princess Royal. Mr Barraclough, in recording the event, recounted how the Hudson's Bay ship Princess Royal left England on June 1, 1854, sailing around Cape Horn to a port in the Hawaiian Islands, then to Esquimalt. The passengers transferred to the Beaver and Recovery and landed in Nanaimo at 11 a.m. November 27, 1854.

The Society was treated to two fascinating talks on 'hobbies' to end and begin the years. In November Lt. E.B. Colwell, who has long collected medals and decorations, brought along some of his treasures and shared their histories. It was a revelation to most of us to hear how the history of a medal can be traced and what a lot of research has to go into amassing a collection. For any society looking for a different kind of programme, a medal collector could well provide it. In January, Mr Don McAllister, a member who is an antique dealer in Nanaimo, gave us an absorbing evening. He had set out some hundred items from bygone days and gave a brief account of each. Enjoining members to pick up things and inspect them, he stressed that antiques were there to be enjoyed. He also spoke on the need to strengthen generally Heritage By-laws, so that what little of value is being left to us can be preserved.

We have no further news of Haslam Hall, but at least it is still standing and inhabited.

WEST KOOTENAY Our activities during the fall and winter months have been mostly focussed on moving our quarters from the Memorial Centre, although there was nothing actually to move except an idea! It had been suggested that this fairly large room might be developed as a Museum and meeting-place, but there were drawbacks. Then an offer came from City Hall: The former Trail police station, an adjunct of the City Hall, is now undergoing alterations designed to provide the city with a modest museum and the society with a permanent home. In the meantime we have been enjoying the comforts of the Council Chambers for our meetings. Incidentally, preparing the "nest" of rooms for our use has meant some hard labour on the part of some of our male members.

President A.K. Macleod asked members to publicize the project and to encourage donations or loans of historical pictures and artifacts for display. Noting that security was excellent, Mr Macleod said that the police lockup (4 cells) would be retained as is - complete with graffiti. The cells are first class exhibits as well as deterrents to thieves of artifacts, he said.

One welcome change from dirty work was an invitation to join the Arts Club to hear Mr Thomas Reid, a well-known old-timer, speak on "The History of Music in Trail"; he had many amusing stories and pictures of the lively bands and vocalists of those early days.

A brief mention of Trail's 75th birthday as a City, to be celebrated June 30-July 1st this year: In preparation for this, Mr Craig Andrews of the Arts-History Faculty at Selkirk College has been working on a film-document in collaboration with cinematographer Bob Tarplett. A videotaped segment highlighting Trail's history, with photographic stills, accompanied by narration was previewed at a recent meeting of the Trail Historical.

VICTORIA At their January meeting Mr Douglas Cole, History Department, Simon Fraser University, spoke on the topic "The heroic years of B.C. art". Dr Dorothy Blakey Smith gave an address in February on "An early Victorian boyhood in London".

WINDERMERE We had two field trips, one to the Shuswap Cemetery near Athalmer and the other to the Earl Grey Cabin, which still stands in a rather neglected condition near the entrance to the Earl Grey Pass.

During the summer months the Society received a grant from the Student Community Programme, which enabled one of our members, Mrs Kathleen McKenzie, to carry out an archaeological dig at two local sites that are slated to become subdivisions. This undertaking proved very successful, yielding many indications of an early Indian habitation. Part of this grant was used to improve the museum itself, under the direction of Mrs W. Weir. Much work was done to put our archival papers in better order, and we were able to keep the Museum open to the public daily during July and August. During this time a new exhibit was put in relating to the mining history of the area, and two week-long special displays were held at the end of the season, one featuring the work and activities of pioneer women and the other devoted to Indian life, artifacts and handcraft.

In September the C.P.R. had an unfortunate derailment in front of the Lake Windermere Station, and the station building, a lovely log structure, was badly damaged. THE C.P.R. decided not to repair it and our society immediately launched a campaign to raise sufficient money to remove it from the station site. With the help of another government grant, which the local people matched with donations of money, volunteer labour and the use of necessary equipment, we were able to meet the requirements of the C.P.R. for the removal of the building, and all through the fall the volunteers, under the untiring leadership of our President, Mr Arnor Larson, worked to prepare the building for its journey up the hill to the Village of Invermere, where the village is creating a public park. Problems arose during the first attempt, but the second effort on December 29th was successful. No firm plans for the building have been made as yet, but it is our hope that we can make it a centre for community cultural interests as a means of saying thank you to all those who so generously supported us in our efforts to save this historic log structure.

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#### OBITUARY

The death occurred December 24th, 1975, at Calgary, Alberta, of Mr Benjamin Marsh Jordon, beloved husband of Mrs Mabel Jordon, 1015 Cameron Ave. S.W., Calgary. Besides his wife, he is survived by two sons, John B., Vancouver, B.C. and James M. Cache Creek, B.C., five grandchildren and one great grandchild, also three sisters in England, Mrs J. Burgess, C.B.E., Miss Isabel S. Jordon and Mrs C.H. Ruddock.

Born in England, in Dover, Mr Jordon came to Canada in 1919 and lived and worked at Perry Creek for some years. The home they lived in on the banks of Perry Creek is still in the family possession. Mr Jordon had resided in Calgary for many years and at the time of his death was a consultant for Steel Brothers Canada Limited, with whom he had previously been a director before his retirement in 1968.

He was a staunch supporter of the Historical Association of East Kootenay, and in fact was one of the original members along with Mrs Jordon. They helped the first working gang of the Association with their first project - cleaning up the old Wild Horse cemetery above Fort Steele, work which he thoroughly enjoyed. Likewise with the provincial body of the Association, he spared nothing to get his wife to all the meetings and conventions, particularly when she held various offices in the Association, including that of President.

Mrs Jordon states in a recent letter: "He encouraged me in my modest efforts at writing and sometimes helped with research. Wish he could have lived to read my latest effort in an English magazine on Manitoba."

Dave Kay.

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JOTTINGS

Just recently a catalogue entitled Books from British Columbia has been compiled by the British Columbia Publishers Group. It is the first of its kind and lists some 470 titles from 37 different publishers. It may be obtained free from Sally Bryer, B.C. Publishers Group, Ste 1, 393 Pemberton Ave., North Vancouver, V7P 2R6.

From the Public Archives of Canada a booklet has recently been issued listing their holdings of Material Relevant to British Columbia Labour History in R.G. 27, Canada Department of Labour Records. Inquiries should be addressed to: Public Archives of Canada, 395 Wellington St., Ottawa K1A 0N3.

Nanaimo Harbour News, Dec. 1975: "When coal was discovered in 1850, North of Victoria, the Hudson's Bay Co. established a post. James Douglas sent J.D. Pemberton to what was called "Wenthuysen Inlet" but he kept spelling the name incorrectly and referred to it as "that place. Pemberton in 1853 suggested Nanaimo from the Indian name "S'neny-mo" which had become "Nanymo". However the H.B.C. chose "Colvilletown", and it was not until May 26, 1866 that the Legislature legally changed the name to Nanaimo.

From The British Columbia Road Runner, Fall 1975: The Department of Highways have ten new rest stop signs designed by the Archaeological Sites Advisory Board and eight display signs that have material prepared by the Historic Sites Advisory Board. The signs are 8 feet wide and 4 feet high; illustrations and text are embedded in an opaque fibre-reinforced plastic which has a high resistance to weather and vandalism. Each sign comprises approximately 150 words of text, together with three colour combination photographs and drawings.

From The American Printing History Association: Letter No. 3 Dec. 1975. Two companies have announced successfully produced all-plastic cases for hard cover books, replacing paste-board. The first all-plastic book is a novel called Billy Boy, by Wm Wood, published by Morrow last July. (Is this the book of the future? Ed.) And this other piece of interesting information: "The earliest authenticated strike of workers in U.S.A. in a single trade occurred in 1786 when Philadelphia printers gained a minimum wage of \$6 per week.

From Vancouver Home Show 1976: At the junction of the Skeena and Bulkley Rivers, an authentic Gitskan Indian Village has been built in detail, similar to one that stood on the site when the first explorers came. Construction of five communal houses was completed for visitors in 1969 and a sixth house has since been added. There are five totem poles in the village and two more at the adjacent campground entrance. The village is named Ksan, which means Skeena in the regional Indian tongue.

Harley Hatfield of Penticton: a very fine eight page brief for a proposed Manning Park extension. This is a well written and thoroughly prepared submission with all pertinent facts

and details documented. Of particular interest is the historical background presented for the preservation of the Dewdney Trail, the Hudson Bay Trail, the Whatcom Trail and the Brigade Trail, which are encompassed in this additional parkland that should be included in Manning Park. Any member interested in this truly historical project should write to the Okanagan Parks Society, P.O. Box 787, Summerland, B.C. VOH 1Z0.

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B.C. BOOKS OF INTEREST, by F. Woodward

- BAPTIE, Susan. First growth: the story of the B.C. Forest Products. Vancouver, B.C. Forest Products Ltd., 1975. 286 pp., ill. \$12.50; \$8.50 paper.
- BERKH, Vasilii N. A chronological history of the discovery of the Aleutian Islands or the exploits of the Russian merchants with a supplement of historical data on the fur trade. ed. by Richard A. Pierce. Kingston, Limestone Press, 1974. 127 p \$6.00.
- BRITISH COLUMBIA. Dept. of Travel Industry. The "Royal Hudson" and the story of railroading in B.C. Victoria, 1975. 47 p. \$1.
- CAMPBELL, Marjorie W. Northwest to the sea: a biography of William McGillivray. Toronto/Vancouver, Clarke Irwin, 1975. 230 pp., illus. \$12.50.
- CARIBOO; the newly discovered gold fields of B.C... by a returned digger.... Fairfield, Wash. Ye Galleon Press, 1975. 76 p. \$6.
- CARTER, William H. North American medical practices & burial customs. (London, Ont., Namind Printers, 1973) 109 p. illus.
- CHAPMAN, Roger. No time on our side. Sidney, Gray's Pub., 1975. 168 pp., illus. \$8.50.
- DAVIES, David L. English Bay Branch, CPR, Vancouver. (B.C. rail guides no. 8) Vancouver, Can. Railway Hist.Ass. 1975. 26 p. \$1.75
- DAVIS, Chuck. Chuck Davis' guide to Vancouver. Revised 1975-76. Vancouver, J.J. Douglas, 1975. 220 p. ill. \$3.95.
- DAWDY, Doris O. Artists of the American west: a bibliographical dictionary. Chicago, Sage Books, 1974. 275 p. \$12.50.
- DUFF, Wilson. Images; stone: B.C. - thirty centuries of Northwest Coast Indian sculpture. Don Mills, Oxford U.P. 1975. 191 pp. illus. \$14.95; \$7.95 paper.
- EDWARDS, Margaret H. A bibliography of B.C., years of growth 1900-1950. Victoria, University of Victoria, 1975. 446 p. \$30.
- EMERY, Maud. A seagull's cry. Surrey, Nunaga, 1975. 152 p. \$7.95.
- FEDEROVA, Svetlana G. The Russian population in Alaska and California: late 18th century - 1867; translated by Richard A. Pierce and Alton S. Donnelly, Kingston, Limestone, 1973. 376 p. \$9.50.
- FITZGERALD, Kathleen. Here comes tomorrow. Vernon, Vernon Interior Printers, 1974? 99 p., illus. \$4.95.
- FRANKLIN, Benjamin. Passport to glory; Benjamin Franklin and Captain Cook; Tacoma, Washington State American Revolution Bicentennial Commission, 1975. 4 pp. \$2.50.
- GALLINS, Glenn. A guide to the incorporation and operation of a society in B.C.; prepared for the Vancouver Community Legal Assistance Society.... (Vancouver) 1974. 50 pp.

- GOULD, Jan. Women of British Columbia. Saanichton, Hancock House, 1975. 224 p., illus. \$14.95.
- HASKETT, Patrick. The Wilkes Expedition in Puget Sound; 1841; Olympia, Western Interstate Commission for Higher Education, 1974. 61 p., \$5.00.
- HAYS, H.R. Children of the raven; the seven Indian nations of the Northwest Coast. N.Y. McGraw Hill, 1975. 314 p. illus.
- HILL, Leslie, comp. The tokens of B.C. and the Yukon: a supplement; Vancouver, Vancouver Numismatic Society, 1973. 28 pp., \$1.00.
- HILSON, Stephen E. Exploring Puget Sound and B.C. Holland, Mich. Van Winkle Pub.Co. 1975. 107 p. illus. \$24.95 \$19.95 US
- HOGARTH, Paul. Artists on horseback; the old west in illustrated journalism: 1857-1900. N.Y. Watson-Guption Pubns, 1972. 288 p. \$17.50.
- HUNT, William R. North of 53; the wild days of the Alaska-Yukon mining frontier 1870-1914. N.Y. Macmillan, 1974. 328 p. \$12.95.
- HUTCHESON, Sydney. The curse and other stories. Castlegar, Cotinneh Books, 1973. 127 pp. illus.
- JACKSON, William H. Handloggers. Anchorage, Alaska Northwest Pub. Co., 1974. 251 p. illus. \$4.95.
- KERNAGHAN, Eileen and Patrick. The upper left-hand corner; a writer's guide to the markets of northwestern Canada and the U.S. Vancouver, J.J. Douglas, 1975. 160 p. \$7.95.
- KHLEBNIKOV, K.T. Baranov: chief manager of the Russian colonies in America; ed. by Richard Pierce. Kingstons, Limestone Pr., 1973. 140 p. \$6.00.
- KUSHNER, Howard I. Conflict on the Northwest Coast; American-Russian rivalry in the Pacific Northwest, 1790-1867. Westport Conn. Greenwood Press, 1975. 227 p. illus. \$13.95.
- MACEWAN, Grant. ... And mighty women too: stories of notable western Canadian women. Saskatoon, Western Producer Prairie Books, 1975. 307 p. illus. \$10.00; \$5.00 paper.
- MARLATT, Daphne. Steveston recollected: a Japanese-Canadian history. Victoria, Provincial Archives, Aural History-Division, 1975. 104 p. illus. \$3.00.
- MILNE, Jack. Trading for milady's furs. Saskatoon, Western Producer Prairie Books, 1975. 252 p. \$9.95.
- MUTHANNA, I.M. People of India in North America. Bangalore, Lotus Printers, 1975. 459 p. illus. \$14.00.
- NOWELL, Iris, comp. Cross-country skiing in B.C. Toronto, Grey de Pencier Books, 1975. 80 p. illus. \$2.25.
- PAGE, Frank C, Silvery mists of B.C. the loves of science. Vancouver, Lions Publishing Co., 1975. 66 p. illus.
- PATERSON, T.W. Ghost town trails of Vancouver Island. Langley, Stagecoach Publishing Co. 1975. 167 p. illus. \$5.95.
- RUSSELL, Andy. The Rockies. Edmonton, Hurtig, 1975. 160 p., illus. \$20.00.
- SCOTT, Jack. Sweat and struggle; working class struggles in Canada. V.1 1789-1899. Vancouver, New Star Books, 1974. 209 p., illus. \$8.00; \$2.95 paper.
- SIMPSON, Sir George. Simpson's 1828 journey to the Columbia.... edited by E.E. Rich... (Hudson's Bay Record Society, Pub'n No. 10) Nendeln/Liechtenstein, Kraus Reprint, 1968. 277 p. \$22.00.
- SMAILL, Gordon. Squamish Chief guide. Vancouver, Bill Lupul & Marlene Smail, 1975. 115 p. illus. \$4.95.

- STENZEL, Franz. James Madison Alden: Yankee artist of the Pacific coast, 1854-1860. Fort Worth, Amon Carter Museum, 1975. 209 pp., illus. \$25.00.
- STEWART, Dave. Boating B.C.'s inland sea; Sidney, Saltaire, 1975. 160 pp., illus. \$3.95.
- Okanagan back roads. Sidney, Saltaire, 1975. 2 v. illus.
- TAYLOR, G.W. Timber; a history of the forest industry of B.C. Vancouver, J.J. Douglas, 1975. 220 p., illus. \$10.95.
- THOMPSON, Margaret E. The Baptist story in western Canada. Calgary, Baptist Union, 1974. 527 p., \$12.95.
- TURNER, Dick. Nahanni. Saanichton, Hancock House, 1975. 286 p., illus. \$9.95.
- VAUGHN, J.B. The wandering years. Saanichton, Hancock House, 1975. 250 p., \$3.95.
- WATT, Robert D. To the country and beyond; a memoir of Alexander Greer and his descendants. Vancouver, 1975. 138 p., illus. \$10.00.

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## REPORTS FROM THE PROVINCIAL ARCHIVES

### Archives News

Recent acquisitions of the Manuscripts and Public Records Division include approximately 20 metres of records from Star Shipbuilding, (Mercer) Ltd. of New Westminster; the records include general correspondence files, work record files on over 300 ships built during the years 1927 to 1970, photographs of ships, launching ceremonies and shipyard activities, and a detailed series of ships' plans; a micro-film copy of the minute books, 1918-1974 of the B.C. Amateur Hockey Association; correspondence, notes and personal papers of Laura Jamieson, M.L.A. and Juvenile Court Judge; diaries, 1908-65, of Thomas M. & Daisy Edwards, dairy farmers and members of the Fraser Valley Milk Producers' Association, Chilliwack, B.C.; minute book, proceedings of first annual convention, briefs and reports of International Woodworkers of America, Local 1-367, Haney, B.C. Probate files for January 1893 to July 1966 were transferred from the Vancouver Court House to the Provincial Archives in December 1975.

### Aural History News

The Aural History Programme (Provincial Archives of B.C.) has collected more than 2,000 hours of tape recorded material relating to the political history of B.C. The bulk of the material (about 2000 hours) is comprised of the recordings of the proceedings of the Legislative Assembly, beginning with the 1970 session. The material was initially recorded in connection with the production of a verbatim report of the proceedings of the Legislature, but was not suitable for permanent preservation. The Aural History Programme is presently re-recording this material on high quality one-hour reels for permanent preservation and easier access.

Public speeches, radio broadcasts and news conferences have also been preserved. The largest group of recordings (about 100 hours) are the public speeches and press conferences of former Premier David Barrett. Other recordings include B.C. Premiers Patullo, Hart, Johnson, W.A.C. Bennett, and W.R. Bennett, as well as Gordon Gibson Jr., T.C. Douglas and some provincial radio campaign material.

Perhaps the most valuable historical sources are the tape recorded interviews. These include sessions with federal politicians H.H. Stevens, Grace MacInnis and George Pearkes; Coalitionists Douglas Turnbull and Captain John Cates; Socreds Ray Williston, Wesley Black, Robert Bonner, W.N. Chant, Eric Martin, Lew King, P.A. Gaglardi, Herb Bruch, John Tisdalle, and Donald Smith; and CCF/NDP politicians Robert Strachan, Harold Winch, Lois Hagen, Arthur Turner, Dorothy Steeves and Rae Eddie. Several of the interviews are lengthy (up to 30 hours) and most have been transcribed.

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#### BOOK REVIEWS

THE WARM LAND: A history of Cowichan, by E. Blanche Norcross.  
Revised edition. Duncan, Island Books, 1975. 130 pp., illus.  
\$5.95.

(There is also a limited numbered edition of 125 copies bound in Skivertext, autographed by the author, and designed for presentation purposes. \$25.00. Available from the author, 710 Hamilton Avenue, Nanaimo, V9R 4G6.)

This book is a factual account of the history of Vancouver Island's Cowichan Valley, written with the warm familiarity of one who is a descendant of one of its pioneers. In linking the people and events of the area, the story follows easily from the Hudson's Bay Company trading schooners, through and beyond the space age when William Carpenter, M.D., a native of the valley is feted on his return from attending to the first moon walkers.

It is a revision of the first 1959 edition and it contains several new chapters and additional illustrations so that with the striking totem design on the cover and superior type of paper and binding, the book is a useful reference and also would make an attractive gift.

Fittingly enough, the book opens with the legends and lore of the mighty Cowichan Indians - a powerful influence in those early days. The arrival of the whites and the "civilizing" influence of the churches and missionaries are told at length. Communication by road was a tenuous thing, we are told, and when the railway came, the Valley had its own style of welcome for Sir John A. Macdonald and Robert Dunsmuir.

Chapters on early industries in the valley, logging, mining, fishing and various types of farming, show careful research of many sources and provide the background of several concerns, still active in the area. The persistent efforts and foibles of those developing local self government are told with detail and with gentle forbearance.

Continuing beyond the 1940's the reader is caught up in the more furious pace of events, characteristic of the age, where the individual is buried in coils of regulatory boards and committees so that the significance of events becomes out of focus.

Two chapters of special interest recall several communities and public places which flourished and faded - Fairbridge Farms, and its underprivileged English youngsters; Mayo, the Sikh village and the Somenos Church, which had but one service - the funeral of its builder and architect. This is followed by an excellent appendix giving brief biographies of many valley pioneers.

If criticism is to be made, it would be to regret that in a comprehensive history of this sort, there is no subject index to assist the reader to more easily locate the many gems of information which the author has unearthed so capably, for our pleasure.

Jack Roff.

Mr Roff is First Vice-President of the B.C. Historical Ass'n.

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PEOPLE FROM OUR SIDE; an Inuit record of Seekooseelak - the land of the people of Cape Dorset. A life story with photographs by Peter Pitseolak and oral biography by Dorothy Eber. Edmonton, Hurtig, 1975. 166 pp. illus. \$12.50; \$8.95 paper.

I have just read "People from our Side" and I am impressed. It is noteworthy in these days of coffee table books about every subject under the sun that a book of this calibre should come along; it is earthy and very real.

Peter Pitseolak has told his story well and Ann Hanson has obviously done the translation with no small amount of sincere understanding of the Inuit people.

The book has a fine sense of truth about it, and although some readers may find cause to shudder at the occasional cruelty of some individuals, it must be remembered that the Arctic is both beautiful and cruel - its people are cast in the same mould.

Very good reading for all ages and especially for students of the Inuit.

Anthony Carter.

Mr Carter is a Vancouver author, photographer and publisher.

BRITISH COLUMBIA CHRONICLE 1778-1846: Adventures by Sea and Land, by G.P.V. and Helen B. Akrigg. Vancouver, Discovery Press, 1975. xv and 429 pp., illus. \$14.95.

This work from the pens and press of the authors Akrigg chronicles the progress of whites in the area now known as British Columbia from Cook's landfall to what the authors call "the loss of southern Columbia" in 1846. The authors provide us with no preface or introduction; but in the course of the work the reader discovers for himself the book's purpose: to provide a history of the area by principal dates. Thus for 1778, after dismissing the Spaniards Perez, Hézeta and Quadra, we are given an account of Cook, his background, accomplishments, and his Nootka visit. Entries for 1779 and 1780 complete the voyage under the headnotes "Cook's sailors learn the value of their furs" and "Cook's ships return home". Already the pattern appears: 1781, 1782, 1783, 1784, etc. right through to 1846. Given this framework a table of contents is neither needed nor provided. Apart from the fact that historians since Herodotus have been avoiding the chronicler's approach and instead engaging in more sophisticated methodology, this work may underscore the complaints of some students of history, that "history by dates" is boring.

Still, the diligent reader will find within this volume material of interest and importance, even if the interpretations are those of the authors alone and somewhat unmindful of many of the monographic studies included in their lengthy bibliography. The essay "The Hudson's Bay Company", sandwiched between entries for 1821 and 1822, is a clear and concise description of Company operations, continental and maritime, during its generation of imperium on the Pacific slope. Here the Company's Indian policy is exhibited as one of firmness and fairness (p.208), yet later in the entry for 1328 we are treated to an account of a Company retaliatory raid by Chief Trader A.R. McLeod to revenge the murder by Clallum Indians of Company Clerk Alexander McKenzie and four engagés travelling between Forts Langley and Vancouver. The McLeod party killed two families of Clallum Indians, and afterwards the schooner Cadboro fired on and destroyed canoes and lodges of Clallum Indians near Port Townsend. Merchant venturing brought gratuitous aggravations on the frontier and from these events were deduced the laws of war, to paraphrase the words of a Colonial Secretary of that era. Another date of significance, 1839, brings a good description of how the Company leased the Russian "panhandle", an event which allowed the Bay traders to diversify even further their trade on the distant north coast and adjacent interior, develop the agricultural potential of Puget Sound through a subsidiary, and buttress British claims to the north bank of the Columbia River.

Yet for all its intentions of checkmating American settlement in and designs on the vast triangle lying northwest of the Columbia River to the Pacific, the Company could not keep "Southern Columbia" in the Anglo-American treaty of 1846, and in their epilogue the Akriggs address themselves to the question as to why Canada, "a kingdom yet unborn", was denied the area

which is now Washington State. "It is outrageous", they conclude, "what the Americans extorted by threats and bluster. The Washingtonians of today are friendly and decent neighbours; but one must be haunted by a certain sadness when one thinks on what might have been". Thus the "brief lament for our lost kingdom . . . a goodly, goodly land. Now forever lost". (p.406) In all it is the counterpart of certain American wish-fulfillment that they should have had all to 54°40' - polemical and not very good history. Retracing their theme back through the book, we find David Thompson a failure for not securing the mouth of the Columbia for the Nor'westers in advance of the Astorians, Captain William Black of H.M.S. Raccoon "absurd in taking the post as a conquest of war, Dr John McLoughlin a collaborator in league with Americans and sympathetic to their political objectives, and Lord Aberdeen a weak man and unfit to be Foreign Secretary of a great power dealing with Manifest Destiny. Paradoxically they were all at the time British subjects pursuing - for Crown or Company or both - imperial objects. Fortunately we are spared the usual view of Captain the Honorable John Gordon of the British frigate America - that owing to his indifference the Oregon Country was lost because the salmon would not rise to the fly. This book should appeal to those Canadians who seek villains particularly British villains, in order to explain why the present Dominion is not larger than it ought to have been - according to the Akriggs. The province's history from Cook's arrival to the gaining of sovereignty over the present area of British Columbia is admittedly a grand theme; but both the form, content and tone of this volume leave us waiting for a temperate treatment in other hands.

Barry M. Gough

Dr Gough is Associate Professor of History at Wilfrid Laurier University, Waterloo, Ontario.

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SELECTIONS FROM PICTURESQUE CANADA; an affectionate look back. Edmonton, Hurtig, 1975. 84 pp., illus. \$17.95.

In 1882 a monumental subscription series appeared called Picturesque Canada; thirty-six issues in all; 880 pages burgeoning with factual data, national folk-tales and depictive engravings. Picturesque Canada; an affectionate look back is a latter day condensation of the engravings from this opus. It has been compiled and selected by Charles M. Nelles of the Pandora Publishing Co. of Victoria.

Picturesque Canada, 1882 was apparently an expensive sales brochure cum "coffee table" book of the day. It depicts an emerging Canada on the one hand, trying to look as sophisticated and civilized as possible to the hesitant European immigrant, and, on the other, suggesting the possibility of adventure and danger, as well as fortune, particularly in the west. Thus we see a sculling match in Toronto Harbour looking



for all the world like the Henley regatta, while Queen Street, dotted with trotting hansoms, looks like an afternoon in the Tuleries. Old Quebec is depicted, as now, as a delightfully backward cultural microcosm offering diversion and amusement for the new Canadian.

The railway was coming, of course, and for the strong of will, the entrepreneurs, it is the west which challenges. Here is the wild rugged beauty of the Frazer Canyon, or the canyon of the Homatheo, rendered in the Hudson River School style. The old steam paddle-wheeler ascends to Yale, where fortune beckons beyond the misty mountains. And a lonely prospector's cabin in winter where men shot at nearby deer while women swoon to see blood.

But always we turn the page and are led back to security; the security of the British presence. "H.M.S. Shah anchored at the naval base at Esquimalt". Victoria is described as "the most charming little city in America, - in no city north of San Francisco can you get a dinner such as is served daily at the Driard House".

The engravings are of the standard style popular and practical in the 1830-1890 period. The most notable Canadian engravers of the time were Fred Schell and Lucius O'Brien and these two are well represented. The engravings themselves are well reproduced by lithography on good stock with probably very little loss of definition. The book should be a welcome addition to any picture book library of Canadiana, but more than anything it puts one in mind to keep an eye open for an original set of the 1882 volumes.

Robert Genn

Mr Genn, a prominent B.C. artist designs the covers of the News.

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THE REMINISCENCES OF DOCTOR JOHN SEBASTIAN HELMCKEN. Edited by Dorothy Blakey Smith, with an introduction by W. Kaye Lamb. Vancouver, University of British Columbia Press, 1975. xlii, 396 pp., illus. \$18.95.

The reminiscences of Dr John Sebastian Helmcken have been studied for years by British Columbia researchers; now Dorothy Blakey Smith as editor and the University of B.C. Press have made them available for everyone. Together they have produced an excellent book for students of our province's history. The price may deter many; perhaps a paperback edition might be produced at a later date.

From W. Kaye Lamb's introduction to the detailed index at the back, the book is divided into sections which are good for quick reference, and are as easy for browsing as to read from beginning to end. There is a chronological table which points out the main dates in Helmcken's life. The appendix contains the Helmcken genealogy, plus the articles which

appeared in the Daily Colonist between the years 1887 and 1891, then concludes with his diary of the Confederation Negotiations, edited by Willard E. Ireland.

Footnotes are the bane of my reading, although I know they are necessary; often publishers put them either at the end of the chapter or at the end of the book; either way you are always flipping back and forth, losing the continuity of your reading. References here, however, are at the bottom of each page and the reader can refer to each reference easily as the text is read.

Helmcken tells of his boyhood in London, every day events, going to school and the work he did at home under the discipline of his mother. His father was sickly and died when Helmcken was 14. He writes of his job as a delivery boy, delivering medicines for a doctor, how he works until he assists in packaging the medicines and eventually trains in Guy's Hospital in London to be a doctor. To take training as a doctor in those days was not easy when one did not have money. One sentence in the book points to his family's financial struggles. Most of the students were well off and could celebrate their success; the day Helmcken received his certificate " ... others went to the theatre or elsewhere, but I having no money perhaps to spend, returned home and shewed Mother my certificate...".

Helmcken spent 18 months travelling to the Far East as ship's doctor before receiving his Hudson's Bay assignment to Victoria. Except for his trip to Ottawa as a Confederation delegate he did not leave the west coast again.

His political life covers from 1856 when he is first elected to the Legislature on Vancouver Island until 1871 when British Columbia entered Confederation. Only 15 years, but vital years. First the two colonies, Vancouver Island and British Columbia are separate, then they amalgamate, join Confederation, setting policies which affect our government today. His story ends at this point in his life. Of his family life there is little mention, although he does tell some of the problems when he built his house which today is the Museum.

A diary, such as this, to have value, requires the work of a dedicated scholar, and to this end it is a tribute to the scholarship of Dorothy Blakey Smith that she has produced such a fine transcription of the original handwriting, together with the meticulous research that was required to produce such complete footnotes and references.

In spite of the admirable assessment of this man by Dr Kaye Lamb in his introduction, we will still have to wait for a complete biography. I understand his grandson Ainslie Helmcken, Victoria City Archivist, and his great-great-granddaughter, Gail, are planning to write one.

Here in one compact volume we have a source book for many events of British Columbia history and I would urge everyone to put it on their 'must read' list.

Doreen Imredy

Mrs Imredy is a member of the Vancouver Historical Society

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DAVID THOMPSON, by James K. Smith. Don Mills, Fitzhenry & Whiteside, 1975. 62 pp., illus. \$2.25.

James K. Smith is no stranger to the life of David Thompson. He first wrote his biography under the same title for Oxford University Press in 1971. But this 1975 paperback differs greatly in that its picture painting use of adjectives, its tight writing, its palatable explanations, its pages studded with maps, photographs, sketches, reprints from Thompson's journals, and questions, are all directed towards school students. This is one in a new series of biographies entitled "The Canadians".

It is said that to write for a younger audience one must write better than one would for adults. Smith clearly does this, making David Thompson excellent reading for any age group, no matter how deep or shallow the interest.

From the very first page, as David Thompson journeys to Hudson's Bay Company's Churchill Factory, he becomes alive. It is 1784 and he is fourteen. Obliquely mentioning Thompson's life prior to 1784, Smith takes us through his years of adventure, achievements, toil and final poverty. He was a remarkable man of many parts: fur trader, surveyor, mapmaker, explorer, husband, father, author; and in the words of J.B. Tyrrell, the man who made Thompson's forgotten accomplishments known, "the greatest land geographer who ever lived".

David Thompson made five invaluable contributions to Canada. In 1798 when the boundary question was in progress he established that the 49th parallel, assumed to cross the headwaters of the Mississippi River, did not in fact do so. He discovered two passes through the Rockies: the Howse Pass in 1807 and the Athabasca Pass in 1811. Also in 1811, after discovering the elusive Columbia River, he became the first white man to travel its length. His 1813-1814 "Map of the North-West Territory" was the basis of Canadian maps for over one hundred years. His unpublished autobiography describing his life during 28 years with first the Hudson's Bay Company and later the North West Company, 1784-1812, illuminates well that period in Canada's history.

Smith deals with all these points, giving four of them the emphasis they deserve. Yet surprisingly, he hurries through the Columbia River journey in one paragraph, a great disappointment. Thompson's few errors and moments of self-centredness are also given space by this unbiased historian. In Thompson's youth, his wide interests led him to examine a mosquito under microscope, to study the habits of polar bears, and to marvel at the instincts of migrating birds. Smith develops these items well.

Living so near the river which Simon Fraser named for Thompson, being a fellow Welshman, and finding that his journeys have so closely affected many areas of British Columbia, including my own, I have always felt an affinity to this great man. Though bitterly disappointed in the front cover illustration, I would heartily recommend this book to anyone interested in Canadian or British Columbian history, and would deem it a must

for all those curious about David Thompson's life of achievement.

Nina G. Woolliams

Mrs Woolliams is a member of the Kamloops Museum Association.

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GHOST TOWN TRAILS OF THE YUKON, BY Don SAWATSKY. Langley, B.C.  
Stagecoach Publishing Co., 1975. 120 pp., illus. \$4.95.

"Yukon" has become a household word. The vast, bleak territory has been endlessly documented, wildly romanticized in fiction, and not infrequently exploited in fact. One of the silliest and most misleading pieces of journalism I ever read appeared in the British Sunday Times when that august journal sent a reporter to do a story on the Yukon. Something in the air up there seems to inspire writers to flip their lids - and I say this as one who has done a stint in the Yukon and must share the guilt.

All the more credit, then, to Don Sawatsky for producing this highly readable and often fascinating book in a manner that makes the subject seem fresh as paint. Even if you think you know all about the Yukon and don't want to hear any more, you'll find facts and anecdotes here which are worthy of note.

Writer Sawatsky digs deep. His painstaking history starts in 1670, when King Charles II of England granted a Royal Charter to the "Honourable Adventurers" who claimed the territory of Rupert's Land. One hundred and eighty years later, Robert Campbell crossed into the Yukon to explore, and to launch lucrative trade with the Indian peoples. Actually the Russians were among the first white men to venture as far as the Klondike, but they did not pursue their exploration. (One wonders how history might have been changed, if they had.) The book covers everything that happened from the first tentative expeditions to the 1920's, and is generously illustrated with excellent photographs. (One of them shows what half a million dollars looks like in the shape of real gold bricks - a mind-boggling sight.) There are anecdotes in plenty, some poignant, some horrifying, some funny. My favourite concerns the "Tarnished Doves" of Dawson City, a bunch of swinging ladies who helped to relieve the miners of their gold in exchange for services rendered. In fact businesslike prostitution continued to flourish in the area until the early 1950's, when some telltale wrote a letter of protest to the Federal Government in Ottawa. The Mounties were ordered to move in and put paid to the fun and games, thus ending yet another chapter in Yukon history.

I enjoyed this book. The writer has done his homework, and the result is not only a good source of reference, but "a good read" as well.

June Franklin

June Franklin is the author of three books, a former journalist, and is now employed as publicist for the Vancouver Museums and Planetarium.

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RED SERGE WIVES, edited by Joy Duncan. Edmonton, Centennial Book Committee, 1974. 249 pp., illus. \$8.50.

This book is a collection of fifty short stories, most of them written by wives of members of the Royal Canadian Mounted Police stationed in Alberta. Although the stories are not chronologically arranged, they subtly give the reader the history of Alberta from 1875 to the late 1950's. The editor's contribution, entitled "They Also Served", based on scanty references, gives some insight as to what kind of young ladies chose to become policemen's wives in a wilderness country. Each of the subsequent contributions describes an event as recalled by its author. The final chapter, entitled "A Cry from the Heart", consists of excerpts from the writings of Alice West. Mrs West's diary notes, brief and descriptive, are a summation of what all the other authors are trying to express. Because the lives of these women had many similarities, the various accounts have a tendency to be repetitious. This is less obvious with leisure reading than with reading the book at one sitting. In these snatches of history, the reader is made aware of the important role that women played in establishing and maintaining a law-abiding society in a new country. They were an important part of the "Force". Loyalty, versatility, physical and emotional strength were expected and received from them, but were not officially recognized. This collection is a documentation of their contribution. Women reading this book will gain respect for these women because of their contribution to Canada's history. Men who read it will find respect for women in general.

Arlene Bramhall

Mrs Bramhall is a member of the Burnaby Historical Society.

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#### LETTER TO THE EDITOR

"Dear Sir, In reading Mr Kent Haworth's curious review of the Klanak Press edition of The Great Gold Fields of Cariboo I was struck by the failure of the reviewer to appreciate the importance of new editions of British Columbiana. As one who has suffered greatly from having to toil over cheaply and consequently poorly produced facsimiles of works dealing with the early history of the province (I describe it variously as Coles complaint, Hurtig infirmity, Ye Galleon Press indisposition, etc.), I am appreciative of the clarity and quality of this new edition, which at \$17.50, is not published at an exorbitant selling price. Whereas the antiquated formats of the reprints of several publishers currently exploiting our passions for Canadiana tend to turn students away, new editions are likely to reverse this trend. If one student will have been attracted to the history of the province by this fact, I will be pleased. (In my experience, I have noted that those who bemoan the paucity of Canadiana are often the first to complain of the price of that available - a curious but nonetheless Canadian practice which tells us a lot about ourselves).

In complaining of the fact that the foldout map in the old edition does not appear exactly in the new, but is "relegated" to the end papers, Mr Haworth reveals his ignorance of the technological changes in the printing industry which do not permit, except at great cost, the "tipping in" process so common a century ago. With respect to his objections to the title page which he describes as "flashy", I believe that it is in fact beautiful in its typography, especially its 3-tone colour, and is another one of the splendid features of this volume which its printer, Charlie Morriss, described as the most beautiful he had ever produced.

But above all, I think that Mr Haworth's consumer report on The Great Gold Fields of Cariboo fails to understand that to have prepared a definitive edition along say Champlain Society or Hudson's Bay Record Society lines was never the publisher's intention. It was, rather, to prepare a new unnumbered limited edition of the finest quality, unencumbered by scholarly apparatus, but having a foreword of an appropriate introductory nature. In my opinion, the publishers succeeded admirably and I look forward to seeing other collectors' items of this sort appearing from Klanak Press. Yours truly, Barry M. Gough, Associate Professor, Dept. of History, Wilfrid Laurier University.

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#### PENDER ISLAND PORTAGE

Mrs Claxton, of Pender Island, has sent us the following notes on the Pender Island Portage:

On the roadside just before reaching the Pender Island Canal, a cairn now stands bearing the Parks Board plaque which reads: "Pender Island Portage. Near this point passed an ancient trail over which Indians portaged their canoes between Browning and Bedwell Harbours. Across this neck of land, pioneer settlers dragged their boats on skids for visits between the scattered island families and to shorten the journey to Sidney by sail or row boat. In 1903, at local request, the Federal Government constructed the nearby canal dividing Pender Island."

This is, I think, the first plaque of its kind on the Gulf Islands and was initiated by the Gulf Islands Branch of the B.C. Historical Association at the suggestion of Mrs Herbert Spalding who, in 1970 found that her grandchildren did not know that there had ever been a portage at the Canal.

After much correspondence and delay, the cairn was built by two descendents of South Pender Island's pioneer, A.H. Spalding: his son, Herbert, and grandson, Major Wyman Irving, with the help of other residents. On the night of its completion, just after Christmas 1974, vandals wrenched the plaque from its setting and took it away. When hope of its recovery had almost been lost, it appeared undamaged, in the Spalding's drive early on Good Friday morning, and is now installed once more.

Well remembered by members of the Historical Association will be Mrs Freeman (née Beatrice Spalding) who is among those

who approached the Portage from Bedwell Harbour and who, in 1955 was guest speaker at the opening of the Bridge re-connecting the two parts of the island.

Following are two accounts, one by Dr A.M. Menzies, and the other by Mrs Winnifred Spalding.

DR A.M. MENZIES: The present islands of North Pender and South Pender were at one time joined together by a narrow neck of land commonly known as the Portage, with a space clear of trees or other obstruction, across which boats could be transported by the pushem-pulem method, thus saving a long journey around the south end by sea. An old Indian legend maintained that the original water-way had been filled in by local Indians as a protection from raiding tribes from the North, but material excavated by the dredges building the canal did not bear this out.

When pupils of the Pender Island School were ready to take their high-school entrance examinations, the nearest place where these were held was at Sidney, and they extended over a period of two days, making it necessary to stay overnight. The problem was to find such overnight accommodation. Mr Martin Brackett, who had spent some months on Pender, had been given considerable assistance by my father, had taken up residence in Sidney after leaving the Island. He was living as a bachelor in a house that he had acquired there. My father wrote him to see if he could put me up while I wrote the examinations.

Mr Brackett was afflicted with Jacksonian disease, sometimes called Shaking Palsy, and was unable to write, so came in his skiff, landing at Browning Harbour, then to our home late at night. Next morning I learned that I was to go with him to Sidney and stay overnight with him to complete the examinations.

We left home early for Mr Alec Brackett's home and rowed the skiff to the Portage, followed by Mr Brackett in his boat with my father. It was a struggle getting the skiff up the bank, then across with the help of a few pieces of driftwood used as skids, and into the water on the Bedwell Harbour side. We stopped for lunch on Moresby Island, then on to Sidney in the afternoon. On Monday I felt sick, mostly from sunburn, but successfully completed the examinations on Tuesday and Wednesday. This was in 1902.

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WINIFRED A. SPALDING: When I came to South Pender as a bride in 1926, the Portage was the scene of many Sunday picnics where family and friends gathered. We lived in the valley and it took about 15 minutes to walk to the wharf with all our lunches, bathing suits, books etc. and half an hour by boat - the old Cassiar a 24 foot launch - that took us all comfortably to the Portage. Here we unloaded on the beach and scattered to hunt for Indian artifacts, bathe or lie in the sun until lunch time when a fire had to be lit to boil a billy for tea. And after lunch, more lazy hours before it was time to go home and milk the cows. My sons knew this spot as little children, but it came as a shock to me in the late '60's to realize that my grandchildren knew none of this past history of the Portage - the area was always spoken of as the Canal!.....

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RENEWED INTEREST IN BAILLIE-GROHMAN CANAL by Dave Kay

Back in 1956 the B.C. Historical Quarterly published a very complete story: "Kootenay Reclamation and Colonization and William Adolph Baillie-Grohman", by Mrs Mabel Jordon of Calgary, later President of the B.C. Historical Association. Much of this dealt with the Baillie-Grohman Canal at Canal Flats in East Kootenay.

In recent years, renewed interest in the old canal and its early history has been aroused with the announced possibility of the B.C. Hydro actually planning to do what Baillie-Grohman had proposed to do almost 100 years ago - diverting the floodwaters of the fast-flowing Kootenay River into the headwaters of the Columbia system at the lake of the same name. It is still a most controversial issue, and those opposed to the scheme have organized a society to fight it.

It is felt that a brief look again at the history of the old canal will be of interest now, along with a report on present plans for a walking trail and park development at the site of the canal by the Historical Association of East Kootenay and the Regional District in the area.

It all began back in 1882 when a well-to-do English sportsman and author, W.A. Baillie-Grohman and "Teddy" Roosevelt, later President of the U.S.A., were on a big-game hunting expedition in the Purcell Range of the Kootenay Country. They came over a ridge of mountains and saw below them a beautiful green lush valley with rich flats on either side of a broad river which flowed into a lake a short distance down stream. It was the Kootenay River and Lake, and the flats are now generally referred to as the Creston Flats. They were both impressed with the possibilities for farming and land settlement that this broad flat valley presented, and agreed that something should be done about it. But on talking to the Indians and odd white settlers of the area at that time, Grohman learned that the lovely flat was flooded almost every spring and early summer by the high spring run-off of the Kootenay River, making it impossible to cultivate the land. Grohman decided something could be done about this.

He knew that some 200 miles up river at McGillivray's Portage, which is now known as Canal Flats, the Kootenay River and the source of the Columbia River in Columbia Lake were only slightly more than a mile apart. He conceived the idea of diverting the flood waters of the Kootenay into the Columbia Lake and River, and thus end the flooding of those lovely flats away down river in the Creston Valley. He had visions of bringing out settlers from England to develop many farms, and in time a whole community. He figured some 48,000 acres of rich loam land were involved. In later years some 28,000 acres were dyked, and are actually under cultivation now, mostly to wheat.

Grohman's scheme met with the approval of the British Columbia Provincial Government, but instead of money, he was to be given a grant of all the land in the valley between the



International border and the Kootenay Lake. Of course Grohman planned to sell this land to settlers to recompense him for building the ditch from the Mootenay to the Columbia at Canal Flats.

It was just at this time that the Canadian Pacific Railway interests had decided to build their main line through the Rogers Pass, and they objected to Grohman's scheme which would be certain to flood sections of their tracks north of Golden, where the Columbia River ran close to the lines surveyed for the railway.

There followed much correspondence and controversy back and forth between the Provincial Government, Baillie-Grohman, the settlers and others around Golden on the Columbia below the lake, and the Dominion Government who had control of navigable waterways. This demanded several trips by Grohman to Ottawa.

Here follows, in part, a portion of an interesting petition against Grohman's proposal, signed by some thirty settlers, miners, farmers, tradesmen and merchants of the Golden area. In this later day perhaps it may supply the present opposition to this diversion with another arrow for their quiver, in protesting to B.C. Hydro and the Government. This petition is taken from Mrs Jordon's article and it states:

"The petition of the inhabitants of the 5th Siding of the Canadian Pacific West, otherwise known as Golden City, and other settlers in the Upper Columbia Valley:

"That your petitioners view with alarm a certain public official notice posted here, dated Nov. 3, 1885, having reference to the diversion of the Kootenay River or a portion thereof into the valley of the Columbia . . . .

"That the Kootenay River traverses United States territory for about one hundred and fifty miles and re-enters Canada before its junction with the Columbia, and its diversion might lead to foreign complaints of damages to navigation, limiting water power, sanitary and other causes.

"That the lands in the shorter distance, on the Kootenay River, partially reclaimed by the diversion, would be greatly overbalanced by the sure damage to those in the greater distance of the Columbia.

"That the volume of water in the Kootenay is considerably greater at all times than that passing down the Columbia, and the former is travelling at a far greater velocity.

"That from the above consideration and the fact of the very slight fall of the Columbia River, between the lakes and Golden City, we are sure, if sufficient water be diverted from the Kootenay into the Columbia to produce any beneficial effects in reclaiming lands on the former, that the water in the latter will be very considerably raised along the Columbia Valley. The Columbia River having such a slight fall and low banks would be unable to carry off this great addition and would therefore overflow all the low lands

adjoining it. Now those low lands are the hay lands of the district. We submit that these hay lands are of the utmost importance to the farming, ranching and general interests of the valley. Stock in this country has to be fed on hay during at least three months of the winter, and we venture to state that no settler would take up land, nor would those settled hold their homesteads in this valley unless they were sure of being able to cut the necessary hay to winter their stock. The destruction of these lands we regard as a certainty if this diversion takes place.

"Much greater damage and ruin may be contemplated, such as flooding towns and destroying townsites, also damaging railroad properties, depending on the height to which the water may rise.... That much valuable timber will be destroyed.

"That it will also preclude the making of a roadway through the country giving access to the detached bench lands which are favoured by climate and soil for the growth of cereals."

GROHMAN WAS NOT THE FIRST - Here's another interesting piece of information from that same article telling of a not-so-well-known, still earlier attempt to divert the Kootenay waters into the Columbia, again at Canal Flats; it was for reclaiming, not land that time, but gold - Mrs Jordon writes.

"By his own admission, Grohman was not the first to try to divert the Kootenay into the Columbia by means of a canal. At the same place some nineteen years earlier, during the gold excitement at Wild Horse Creek, twenty-five men had commenced working there with the same end in view but for a different purpose. They hoped to divert the entire Kootenay River so that they could wash for gold in the river-bed. They expected to complete their project in one season, but shortage of provisions and funds prevented them from carrying it out".

And now, back to the 1880's: The Dominion Government finally cancelled the diversion project, giving Grohman instead title to more land, some 30,000 acres in the Upper Kootenay Valley below Elko. Just what he ever did with them, we have never heard.

As an added sop, Grohman was also allowed to build a small canal with a gate at the upper end and a lock lower down, to take care of the ten feet difference in the level of the Kootenay River and Columbia Lake. Part of this agreement was that no waters were ever to flow from the Kootenay River into the Columbia, except when boats were passing through. The canal was to connect the two rivers and provide transportation for the river-boats, which were just getting under way, from one river to the other. Allegedly this would make it possible to travel by river-boat all the way from Jennings, Montana, to Golden on the Columbia. The restrictions created such a small canal and lock that they were insufficient in size to accommodate the larger boats which soon appeared on the river.

Mrs Jordon tells of some of the problems of building the canal, as follows:

"To facilitate the construction of the necessary buildings and of the timber lock, a small steam sawmill was ordered, which was shipped from Brantford, Ontario, to Golden, at considerable cost. Golden was on the C.P.R. mainline just constructed, and was the nearest railway point, and there the sawmill and other necessary equipment was loaded on an improvised barge for the journey up the Columbia to Canal Flats. At its best, water transportation on the Columbia was slow, and it was particularly so in the late summer when the water-level was low. Since wood was used to fire the boiler of the barge, a boiler which previously had been part of a steam-plough used in Manitoba, frequent stops had to be made to replenish the fuel supply. The barge ran aground so many times that it became routine to unload, push it off the sand bar, unload what was left on the boat, go back for the first part, reload, and start again. From the time the barge left Golden 23 days elapsed before the machinery was unloaded, for the last time, at its destination.

"There a small settlement grew up, which was named Grohman. A store and post office, a hotel of sorts, the sawmill, and various other buildings appeared. Gangs of men began digging the Kootenay Canal, using horses and scrapers. There was also a unique brigade of Chinamen which operated something like a human conveyor-belt, pushing odd looking side-dumping wheelbarrows. The work of excavating was comparatively easy; the material to be moved was mostly gravel which contained no boulders of any formidable size. The actual dimensions of the canal were 6,700 feet long and 45 feet wide; of the lock, 100 feet long and 30 feet wide.

On July 29, 1889, just within the two years allowed, the canal works were completed. The 30,000 acres promised were crown-granted accordingly, and the canal became public property. The cost had been excessive - over \$100,000, more than twice the amount estimated in the prospectus."

Actually, only two boats ever went through the canal locks. The last, the North Star, was too wide and too long and Captain Armstrong practically destroyed the lock in order to get the boat through. This, added to the fact that by the time the canal was constructed, the railways made it just about obsolete.

The canal, being of no further consequence, the next part of the project was begun - the actual reclamation of the land on Kootenay (Creston) Flats. But here again the proposals of widening the outlet of Kootenay Lake to control water levels above, and building dykes on the flats, both ran into difficulties. It was not until more recent times that the widening of the lake outlet by the West Kootenay Power Company, the building of more stable dykes and draining by pumping, made

possible the development of the Creston Valley Flats wheat fields, as we know them today. The Libby Dam has now taken care of flood dangers on those flats.

As for Baillie-Grohman, around 1891 he finally gave up and returned to England, thoroughly disillusioned and disgusted, leaving behind the sawmill and the small settlement of houses and other buildings. These were all near the old lock site. Practically all were destroyed by a huge forest fire, which swept through the area some forty or more years ago. Since then the canal has been completely neglected, until very recently, although in 1948 during high water the Kootenay burst through the blockades in the old canal and swept on to the Columbia for a time, washing out the highway bridge over the canal and flooding much land. (I know, I waited for some two and a half hours while work crews built a temporary bridge.)

In the spring of 1974, the East Kootenay Historical Association and other interested folks had a meeting with Dr Wm. (Bill) Trout, Vice-President and Treasurer of the American Canal Society. Their objective is the preservation and restoration of old canals all over the continent. Bill made a trip here, on hearing something of this canal, and was greatly impressed and intrigued with the history of the canal. At a meeting later of interested people in Cranbrook, he recommended that a walking trail, at least, be cleared alongside what is left of the old water-way and lock, and perhaps a picnic table or two, with garbage facilities, toilets, etc., also signs set up telling in brief the story of the old canal.

The Historical Association, together with the boys from the Fort Steele Historic Park project, decided to take up Trout's suggestion, but first had to determine just who actually controlled the 150 foot wide strip of canal reserve which was still in effect. After much delay, phone calls, letters and personal visits, it was determined that the Provincial Lands Department held the title. Permission to proceed with the trail was at first refused, but after further correspondence with higher-ups, it was granted. There was a proviso that consent must also be obtained from the B.C. Hydro, who had been given until 1984 to make a study of doing, almost 100 years later, what Grohman had wanted to do earlier, i.e. turn the flood-waters of the Kootenay into the Columbia, but this time the water would be stored behind the Mica Dam to be released for power purposes down stream as required.

Although this is a very contentious issue right now, B.C. Hydro has given us permission to build that walk-way, stating that if they do decide to go ahead with the plan (and that it is still very questionable) a different course for their new waterway, or possibly a pipeline will be built some quarter mile further east of the old canal, which they assured us would not be interfered with. So now we have their O.K. to build this "Walk Through History", as it is planned to call it.

It was after this that the Historical Association decided to go ahead at least with clearing a walking trail alongside the old canal, from the locks to the Kootenay River. This has been done, thanks to a few hard-working volunteer members of the Association, under Field Supervisor, Bob Jeffrey. Others were Albert Oliver, Jeff Stokes, Roy Linnell, Tom Leighton and David Frame. Some signs have been made by the boys at Fort Steele, others to follow. An entrance arch has been made from material kindly donated by a local firm, Crestbrook Forest Industries, and some of those volunteers again helped Bob to erect it.

The Regional District of East Kootenay is seriously considering co-operation with the Historical Association in setting up a public picnic site there, with picnic tables, garbage disposal, toilets and servicing the area. This is subject to the approval of the powers that be at the coast and will be governed by the interest shown in the district.

When Bill Trout was informed last fall of progress up to that time, he wrote a very nice letter in reply, part of which is as follows:

"The Historical Association of East Kootenay and those who helped certainly deserve a round of applause from the American Canal Society. An amazing job, and a lesson in how to get things done. Your letter reads like an adventure or mystery story and I hope it will be all right to quote from it in our next issue of 'American Canals', especially the part about British Columbia Hydro Corporation and their plan to do what Baillie-Grohman wanted to do a century ago - fortunately without disturbing the old canal." Wm. Trout.

Mention should also be made that Crestbrook Forest Industries have been most co-operative and have offered land close to the old locks (which they own) for picnic tables, parking lot, etc. They have promised the use of a bull-dozer in the spring to level out a few low spots on the walking trail. The start of the trail is also on their land, which they have granted permission to use. We certainly owe them a vote of thanks. Thanks are also due John Grant and Mr Hall who surveyed and relocated the limits of that 150 foot canal reserve for us, and to Mr Leamaster for supplying tools, etc., for this. Fred Netherton and the boys at Fort Steele have made signs for us, and promised more. Altogether we feel we have had a lot of co-operation from many interested people, and all seem to approve the project.

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Mr Kay is Secretary of the East Kootenay Historical Assoc'n.