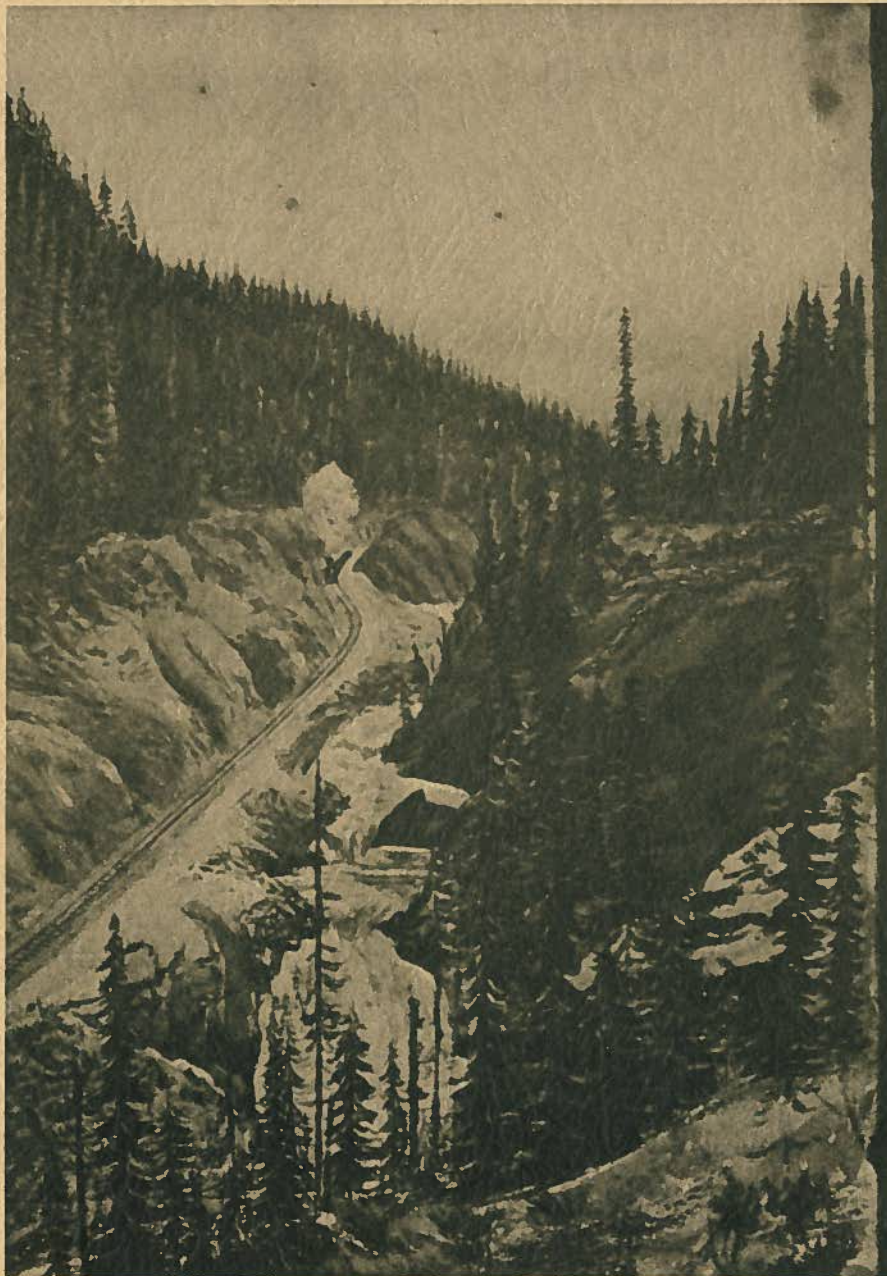


B.C. HISTORICAL NEWS



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A GUEST EDITORIAL:

THE HERITAGE TRUST ADVISORY BOARD AND THE BCHA

The objectives of the B.C. Historical Association and the Heritage Trust are exactly the same -- namely, the preservation of the history of our province below and above the ground sites, artifacts, trails and the related history. Therefore it is most disappointing that the B.C. Historical Association, despite numerous requests, no longer has representation on the Advisory Board of the Heritage Trust. A very necessary point of contact with all British Columbia no longer exists.

Two aspirations of the B.C. Historical Association must be:

1. representation on the Heritage Trust Advisory Board
2. a survey of the province by trained historians and archaeologists with a goodly amount of rapport with the public to discover, to assess, to set priorities of preservation, of marking or whatever may be required for local and Heritage Trust consideration.

The destruction of historic/archaeological material throughout the province, particularly in remote regions, is beyond belief. The scattered Historical Associations throughout the province are performing dedicated services in spite of many frustrations and little or no outside help. Local people trust local people with information, artifacts, documents, directions to sites. The point of contact for this information to be delivered to the Heritage Trust would be the B.C. Historical Association representative. Grass roots information could be heard and assessed. BCHA branches also would be of great help and benefit to the professional historian/archaeologist in the survey of the province. Old timers and not-so-old timers, have a distrust of what they consider "bureaucratic snooping", but through a friendly local intermediary, perhaps, interviews might be granted, stories taped, sites and objects shown. The B.C. Historical Association has many contacts throughout the province with a rich source of information which could be used to prevent wanton and/or careless destruction of historical property such as the ploughing under, despite warnings to Victoria, of Fort Alexandria.

The preservation of our history requires quick and decisive action, now. The B.C. Historical Association is willing to help, and deserves representation on the Heritage Trust Advisory Board.

Anne Stevenson
Williams Lake, B.C.

PRESIDENTIAL ADDRESS

CAPTAIN G.H. INSKIP, R.N., AND BRITISH COLUMBIA

George Hastings Inskip was born in 1823, went to sea in the merchant service in 1839, and in 1843 joined the Royal Navy as master's assistant or navigation midshipman. During most of his naval career he was associated with the survey branch, serving on such ships as HMS Rattlesnake when it surveyed Australian waters, HMS Virago attached to the Pacific Station 1851-55, and HMS Saracen on the China Station. For a number of years he was also engaged in surveys around the British Isles. Retiring from the Royal Navy with the rank of Captain in 1874, he lived an active life in Plymouth until his death in 1915 at the age of ninety-one.

I first became aware of the name of Inskip when my husband and I were starting research for our book on British Columbia place names. Walbran's indispensable British Columbia Coast Names told us that Inskip passage, point and channel (all in the Queen Charlottes) were named after Captain G.H. Inskip, and that Inskip island in Esquimalt harbour is named after his older brother, the Rev. Robert Mills Inskip who served on the Fisgard when it was stationed at Esquimalt in 1843-47. Later, when we were doing research at the office of the Hydrographer of the Navy in Taunton, Somerset, we came across excellent charts of some British Columbia harbours made by Captain G.H. Inskip.

For a few years I had no occasion to think again about Captain Inskip. Then in the spring of 1974 the two of us were working in Ottawa in the office of the Canadian Permanent Committee on Geographical Names. Here in an old file we came across a copy of a letter dated 3 June 1905, written by Captain Inskip in response to a request for information from Captain Walbran. We glanced over it and, seeing it had place name material in it, asked for a xerox copy. This was put into a bundle of similar material and brought back to British Columbia.

Later that fall of 1974 I reread the letter. Not only were there references to the origin of some place names but there was other interesting material. Several short passages may be quoted:

It was under Commander Prevost we first visited B.C. We paid two visits to Port Simpson, which was then known as Port McLoughlin. The H.B.C. had a fort there (Fort Simpson) which was of the usual quadrangular shape, built of timber. I see in my R.B. I say, "This place is called the London of the North. The native village is very extensive and at this time (May) there are a great many natives here

from other parts." On our second visit in the next month (June) we beached the ship to repair damage done to her keel by striking a sunken rock in the Cowitchen Pass (Porlier Pass) on the East side of Vancouver Island which was then quite unsurveyed. During the time we were at work repairing damages, the 17th June to the 12th July, 1853, I took advantage of every opportunity when the men could be spared to make a survey of the harbour which the Admiralty published.

Also interesting was a statement about the Queen Charlottes.

With regard to Queen Charlotte Islands, they were, until from information I got from the Hudson Bay Company and the visit of the Virago to Rose Harbour and Skidegate, considered to be only one island. It proved, however, to consist of three islands. The largest or Northern we called Graham after Sir James Graham who was at the time 1st Lord of the Admiralty, the middle island Moresby after Sir Fairfax Moresby the Admiral in Command of the Pacific Station, and the Southern Island Prevost after the Commander of the Virago.

I think you can understand how this sort of primary material excites a researcher. Here was a first-hand account of when it was ascertained that the so-called Queen Charlotte Island was in fact a number of islands. More important, there was a very interesting lead for me in the phrase, "I see in my R.B." The R.B. could only be a Remark Book which each ship was required to keep, and naval officers often entitled their own diaries "Private Remark Book". (The ship's log was strictly an account of the ship's movements, weather encountered, etc. and is usually of minimal interest to a researcher.) Inskip's Remark Book obviously contained details of the visits to the British Columbia coast made in 1853 and 1854 by HMS Virago.

In this letter also was evidence that Inskip's Remark Book was extant in 1905. Was there a chance that it might well be in existence seventy years later? Several circumstances encouraged me to think it might be possible to trace it -- the name of Inskip is not too common and therefore much easier to trace than, say, Brown; and I did have the address in Plymouth where the Captain had lived in 1905. Discouraging factors were the terrible destruction wrought upon Plymouth in World War II, and the distressing frequency with which important personal papers get destroyed by family or executors after a man dies. I can think of no better example of this than the burning of all of Captain Walbran's research papers and correspondence files by his family soon after his death. What a treasure trove these would have been for researchers into British Columbia history!

My first letter of enquiry was addressed simply to the Librarian, Plymouth Public Library, Plymouth, England. His reply was very prompt. Captain Inskip had died on 8 March 1915 and was buried in Plymouth. The

obituary notice listed the names of the four daughters, only one married, her husband being a former vicar of the church Inskip attended. The clergyman son of this vicar had been active in the Church Missionary Society and it was suggested that I write to this Society. This I did. At the same time I wrote to the two main relevant repositories in Great Britain, the National Maritime Museum in Greenwich and the Public Record Office, asking if they had any diaries or other manuscript material of Captain Inskip. The latter two enquiries drew blanks, but the Church Missionary Society replied saying that, when the Rev. Leonard Caley had died recently, the letter of condolence was sent to a Miss E. Caley of Surbiton.

A letter of enquiry was sent off immediately to Miss Caley who soon replied:

Many thanks for your letter which arrived today -- literally "out of the blue"! How amazing that you should have tracked me down! I do congratulate you on your detective work, and hope you may find some reward from the results.

Capt. George Inskip was my maternal grandfather.... There is no one else so far as I know who has the information you are looking for, but I believe you will find the Records you want here!

I am glad to tell you that I have the following still in my possession: G.H.I.'s Private Remark Books

- 1) August 1851 - June 1853
- 2) June 1853 - July 1855

The first of these includes a voyage via the Pacific Islands (and Pitcairn Island) to Vancouver I., the coast of B.C., and Queen Charlotte's I., and this is continued in the second volume.... All the other Remark Books & Diaries (except one Diary 1848-49) were given away by my last surviving Aunt before she died (in 1948), so it is quite remarkable that these two volumes which remain should contain the information you appear to want. They are very detailed, & take a lot of reading, being in fine handwriting, now a bit faded. However, they are fascinating, and almost make one feel one was there at the time!

Imagine my delight when I read Miss Caley's letter. It so happened that we were going to England in a few months' time and one of the first things we did was go out to Surbiton and have lunch with Miss Caley. We found her a very friendly elderly lady who was so pleased to have been contacted by people who had a real interest in the Remark Books. They were, as she said, detailed and interesting reading, and in a very legible hand. She lent them to us so that we would have time to read them, especially the material relating to British Columbia.

It did not take us long to realize that it would be wonderful if British Columbia could eventually acquire these Remark Books, and so we mentioned it to Miss Caley. She was a little hesitant -- we were most welcome to get a micro-film or xerox copy made of them, but beyond that she was not too sure. Recently

she had read an account of how wealthy American institutions and private collectors were buying and taking back to the United States many fine items of historical importance. She felt, in a way, that the Remark Books themselves should stay in England, although she did recognize that they would be appreciated in British Columbia. I suggested that we talk the problem over with Rear-Admiral P.W. Brock (one of the five sons of the late Dean Brock of the University of British Columbia). Admiral Brock was at that time a Director of the National Maritime Museum and had done quite a lot of research on the Royal Navy ships on the B.C. coast. He was pleased that I had been able to uncover these diaries. After some thought he suggested that, as the National Maritime Museum at Greenwich had so much in the way of manuscript materials, the Remark Books should go to British Columbia where they would be much more valued, but that a microfilm copy be deposited in the National Maritime Museum so that researchers in England would have access to the material.

We again visited Miss Caley just before our return home. She was perfectly agreeable to Admiral Brock's suggestion, gave us the Remark Books and left it to us to decide which institution should be given them. The Provincial Archives were happy to receive them, and last summer we personally delivered the promised microfilm to the National Maritime Museum, Greenwich.

Just one more thing should be mentioned -- about ten minutes before we left Miss Caley's flat she took out of a china cabinet a little ivory carving about 4½ inches high -- this was a miniature representation of her grandfather, carved by an Indian artist during Captain Inskip's visit on the British Columbia coast. It bore a marked resemblance to a photograph Miss Caley had of Captain Inskip. We were very interested in the little carving, not only because it was of Captain Inskip but because we could not remember having seen anything like it before. She said she would send us photographs of it.

Now for some comment upon the Inskip Remark Books and the information they contain. Briefly, the two volumes cover the voyage of HMS Virago from her commissioning in August 1851 to her decommissioning exactly four years later in Plymouth. During this time the ship was attached to the Royal Navy's Pacific Station which then had its headquarters at Valparaiso. The Virago frequently steamed up and down the west coasts of both South and North America and went more than once to such exotic places as Tahiti, Pitcairn Island and the Sandwich Islands (today's Hawaii). Is it any wonder that, after visiting such places, the men serving in the Royal Navy considered our coast cold, barren and inhospitable?

I must say that at first reading of the British Columbia section I was a little disappointed - so much of the diary was devoted to detailed descriptions of the coastline and to the difficulties of navigation. But of course this was only to be expected. Inskip, as the ship's "Master", was in charge of the actual sailing of the Virago, and as knowledge of the coast was very limited indeed in 1853 he was anxious to note as much helpful information as possible. Fortunately, he also carefully recorded his impressions of subjects

more interesting for a modern historian -- the Indians, the Hudson's Bay Company forts, and episodes that occurred during Virago's time on our coast.

It is difficult to choose among Inskip's vivid descriptive passages the ones to quote here, but as the focus of this convention is on the history of the Nanaimo district, I will confine myself to this area. HMS Virago first visited Nanaimo on May 1st, 1853. For his comments I quote from the Remark Book:

...we proceeded at once round the South end of Protection Island, and on to Commercial Inlet, which is formed in the SW part of the available anchorage of the Harbour by a small Island; we dropped our anchor just outside, & hauled our stern in by warps to the Trees at 6 AM. The Co. Schooner "Recovery" was also in the cove, as a sort of guard ship for the men working the Coal mines & also to purchase any furs the Indians might bring. It is on the Western side of this cove the Coals are worked, the Mouth of the Mine being only a few feet from the Water. A Wooden Jetty enables the Boats to go alongside & take them in -- with a little outlay it could be made a most convenient coaling depot. The Coal is of very good quality & the seam from 6 to 9 ft. deep -- they have sunk shafts two miles in the bush & have hit on the same seam. There is also coal on Newcastle Island, so I have no doubt but what the whole of the Country within some miles has a bed of Coal under it. The Co. have only a few men employed, but I think if they shipped it off to San Francisco they would find it pay -- they could also send some to the Sandwich Islands & I have no doubt find a good market.... There are not many natives here but those that are, are similar to the Esquimalt natives. There are a few white women living with their Husbands who belong to the Coal works & their Children, but the houses are very poor & I cannot say clean. I should think it a very miserable place especially in winter Months -- the Summer is very pleasant. Deer can be purchased cheap & Salmon in abundance.

... ..

Went on shore but could not walk far with any pleasure. It appears the Indians think we are like themselves in different tribes & that we belong to the "Angry or Fighting" tribe -- some time since a Padlock was stolen from the "Recovery" and the natives were terribly afraid we had come up about it. They have a great dread of a Man of War on account of the grape shot which they imagine will kill Round a Tree or Stone.

In July 1853 the Virago again visits Nanaimo to take on coal. Once again I quote Inskip:

Indian women & girls busy with their canoes bringing off coals. I went to the new vein not long opened. It is in a small bight on the West side just without the Creek -- they have only dug about

30 yds in, the seam is about 7 feet square & close to the water -- it could not well be more convenient for boating off or by running a jetty out for shipping. A little farther off is a Salt Spring close to a river -- it is a little way in the bush in a water course. The spring is very small but there is 9 per cent of salt in it.

The Virago visited Nanaimo for the last time in October 1854, en route home to England after the ill-fated attack on the Siberian port of Petropavlovsk. Captain Inskip wrote:

We noticed several new houses but they look very much as though they were all cast in the same mould, a door in the middle & a little window on each side, a few having an outhouse stuck on the back part -- nothing except the Natives' huts could be more rude or simple. The Cos. schooner Recovery does not keep guard now, so the superintendent lives on shore. There is a slight improvement in the interior of some (houses) but those the Miners live in with the native women are stinking, the whole lot apparently living like so many heathens.¹

An Engine has been erected since our last visit, which pumps out the Mine, brings up the Coal etc. They think the seam they are at present working is nearly done on this side, and are sinking a shaft on the little Id. that forms the East side of the Cove to fetch it again. There is also Coal on Newcastle Id but they don't know the quality of it yet, not having worked far enough. They have also sunk a shaft below the seam they are at present using & come to more Coal, but fancy it is too near the bottom of the Coal Basin to be worth working.... The weather being fine, walked out to the Water Mill at the head of the little river that runs round at the back of the settlement. At this season the water is scarce & they can only work it for a short time in the day, having to constantly wait for the Cistern & Reservoir to refill. It has but one up & down saw at present, but they intend fitting a Circular one also. They think they will be able to work it about 9 months in the year which is not so bad. It is wanted very badly here & will pay well, wood being in abundance.

Captain Inskip faithfully records his impressions of the coastal Indians. He notes how precarious and uncertain life is among the Indians -- and let me emphasize that intermittent warfare was usual among the Indians long before the white man came to the coast, and persisted for almost a century after.

1. In 1863 Dr. Edward Boggs, assistant surgeon, R.N., made the following observation about Nanaimo: "The population consists almost entirely of miners and Indians, and is generally healthy. It is worthy of remark that those miners who have English wives generally have their houses in a dirty slatternly condition, while, on the other hand, those among the miners who have married Hyday (Haida) or Tsimshean women have their houses kept patterns of cleanliness, neatness, and comfort; this is not the case, however, when a man is simply co-habiting with an Indian squaw, then dirt and discomfort reign supreme."

In July 1853 the Virago was tied up in Nanaimo coaling when a highly dramatic episode occurred:

About 7 AM a Canoe came alongside in a most awful state -- the Indians immediately on coming near us began to say that they were Chimsyans (Fort Simpson's). It appears they had left Victoria & were on their way home, when just outside Newcastle Id at the entrance of the Harbour they were fired into by a number of Indians in a large Canoe. Two poor mortals were shot right through the Brain & one had the back of his head grased by a ball.... They were strangers here & afraid of the Indians so they sought shelter under our protecting wings. One of the unfortunate men was a Brother of near relation of Legake (Legaic) the principal Chief at Fort Simpson -- a Tannass Tyee or small Chief; the other was the Husband of a Woman the only one in the Canoe, they consisted of 5 men and one woman. They were in a dreadful fright & the poor woman in a deplorable state. There was no hope for either of them -- we spread a Mat on deck & made pillows of their blankets & there laid them to die for nothing could be done....

The Indians that shot them belonged to the Seshalt tribe on the opposite shore about Desolation Sound -- we could not make out the reason as this is the first season ever the Chimsyans have come down here to work. Some say it was to plunder & make slaves -- others it is in retaliation for an Indian shot by some Northern Indians & that they did not discriminate between the Chimsyans & them, looking upon all Northern Indians as alike.... They are afraid to go on so will return to their friends at Victoria and go back in a body. It was truly pitiable to see the little stock of Treasures (to them) that they had collected at Victoria by their labour and barter -- a few blankets -- some looking glasses -- Trade Cotton -- Bottles of Treacle -- Powder & Shot etc. -- & to fancy what pleasure the two poor victims have felt in looking it over & all to be so suddenly ended -- but at the same time the chances are they would have thought just as little of butchering the other party if they had been a chance of gaining by it....

Unfortunately, time and space do not permit me to quote further from the Inskip diary but the above descriptions of life in the Nanaimo area 125 years ago are good illustrations of how valuable diaries and letters written by observant newcomers are to researchers and writers of history.

But this is not quite the end of my account of Captain Inskip and British Columbia. Earlier I mentioned that Miss Caley, Captain Inskip's granddaughter, had shown us the small carved bust of Inskip done by British Columbia Indians. Concerning this bust, Inskip wrote in his diary while the ship was at Port Macloughlin (Fort Simpson):

Two natives, Brothers who had taken the name of Johnston, carved on Ivory or Bone wonderfully well for untutored savages especially allowing for the tools they had to use, all being of the heaviest

description -- they succeeded remarkably well in making several most excellent likenesses which were finished in a manner that would do credit to many a professed hand. We supplied the material, generally a Whales Tooth, & their price was Two Shirts or Dollars. Perhaps an Old Jacket or Pair of Blue Trousers not mended would answer as well.

When I showed a photograph of the Inskip carving to Peter Macnair, Curator of Ethnology at the Provincial Museum, he confirmed our first impression that this was a very unusual item and he enquired as to its whereabouts. I replied that it was in private hands in England. He then remarked that the Museum would be very interested in acquiring it, and I promised to look into the matter. Last summer my husband and I once again were in England and visited Miss Caley. I told her of the interest of the Provincial Museum and she said she would be very happy to see it return to British Columbia, something her grandfather would have approved. In fact, she wanted to give it to me right then. I refused to take it, saying she should think it over. We arranged, however, to meet in two weeks, at which time she handed the carving to me, carefully packaged.

Earlier at the Captain Cook Conference held at Simon Fraser University I had talked briefly to Mr. Jonathan King, Assistant Keeper of the Department of Ethnography of the British Museum, who had suggested that I call around when next in London to check out several things. Accordingly I took the little carving to show him -- he was very interested in it, said that it was made from walrus tusk, and took down from his shelf an acquisitions book. He immediately turned to a page which had a rough sketch of a similar bust, obviously carved by the same craftsman, and a notation: "Bust of donor carved by a Stickeen Indian, Fort Rupert, 1860. Presented by Capt. G. Reid, R.N."

Mr. King said he was not aware of any other similar carving, and that the value of the Inskip bust was enhanced first by the documentation in the Private Remark Book, and secondly by the existence of the similar carving in the British Museum. I am pleased to say negotiations have been completed and the ivory bust of Captain Inskip is now a valued acquisition of the Provincial Museum.

And so ends the story of how a chance happening upon a copy of a letter in an old file in Ottawa, together with luck and persistence and the generosity of Miss Caley, has resulted in our Provincial Archives and Provincial Museum each acquiring choice items relating to our coast in 1853-54 - before the name of British Columbia had come into being.

Helen B. Akrigg

THE BELL-IRVING LAND SURVEYORS IN BRITISH COLUMBIA

The appointment of the Hon. Henry Pybus Bell-Irving, DSO, OBE, ED, to the vice-regal office for British Columbia on May 18, 1978, brings into fitting prominence his own distinguished merits and those of his large and remarkable family. The Bell-Irvings have been creditably and widely entrenched in the development of this province since 1883 in a broad array of activities including engineering, medicine, law, the fishing industry, finance and real estate. Three Bell-Irvings were authorized B.C. land surveyors. The connection between land surveying and Government House, in this case, indirect, is not without precedent. Sir Joseph W. Trutch, CE, LS, Surveyor General (1864-1871) was the province's first Lieutenant-Governor (1871-1876) and the Hon. Edgar Dewdney, LS, held the office between 1892 and 1897. This is an amazing accomplishment for a small profession with currently less than 300 practising members, compared to the thousands in law, medicine, engineering, divinity and the other professions.

The numerous Bell-Irvings in British Columbia are descendants of Henry Bell-Irving (c1830-1870) and his wife Wilhemina (nee Ogle) incumbents of "Milkbank," a large estate on the Milk River near Lockerbie, Dumfriesshire, Scotland. Henry's ancestors received title to their land in 1549 from Mary of Guise (1515-1560), mother of Mary, Queen of Scots, for loyal services in the Border Wars. The name Bell-Irving was assumed after a marriage to Thomas Bell of "Strands" on the Milk River where his family had also been settled for generations. Henry had substantial investments abroad including an interest in Jardine-Matheson Company, a family connection, in HongKong and sugar plantations in British Guyana.

Henry's untimely death when his children were yet minors was followed by heavy financial losses to his estate and the assignment of his Milkbank home to a cousin, John Bell-Irving. This provoked his sons, already well educated, to seek their fortunes abroad. The eldest, Henry Ogle (1856-1931), who assumed the role of head of the family, emigrated to Canada in 1882. The next year, his mother and the rest of the family followed, settling mostly in the Cochrane vicinity west of Calgary.¹ Duncan (1857-1929), the second eldest, had studied medicine at Glasgow and Heidelberg before a sojourn in British Guyana (1880-1882) and became the first member of the family to reach the Pacific Coast in 1883 as medical officer for the federal Department of Marine and Fisheries. After a visit to Australia, he returned to Vancouver to become the first medical practitioner in that newly incorporated city. He married Ethel Hulbert in London in 1887 and returned with her to Vancouver. Their two sons, Duncan Peter and Robert ("Robin") later became B.C. Land Surveyors, emulating their uncle, Henry Ogle.

1. William Bell-Irving, the younger brother of Henry Ogle and Duncan, settled at Cochrane. He married Helen Beattie, a sister of Henry Ogle's wife. Some of his descendants settled on Denman Island and a great-grandson is presently believed to be interested in qualifying as a B.C. Land Surveyor. William died in Cuba where his wife's family owned sugar plantations.

Henry Ogle Bell-Irving was born January 26, 1856 at "Milkbank". He attended Merchiston Castle School in Edinburgh and at Karlsruhe qualified in engineering and allied subjects. In emigrating to Canada in 1882, he crossed the Atlantic in a vessel nick-named the "Rolling Polly," suggesting he divided his time between his bunk and the ship's rail. Reaching Winnipeg in the autumn, he joined the CPR on location and construction as surveyor-engineer working mostly in the Rocky and Selkirk Mountains. While hiking the trail alone in the vicinity of Revelstoke he was beset by outlaws who took all his valuables except his survey instruments. In the fall of 1885 he made his way to the coast and arrived on October 4 at Burrard Inlet. In this exciting environment where the extension of the CPR from Port Moody, 12 miles further east, was confidently expected, Henry found a ready market for his talents as surveyor, engineer and architect.

After the "Great Fire" of June 1886 in which he lost his professional instruments and other valuables, he set up a general store and business office at the corner of Carrall and Water streets in partnership with R.G. Tatlow, later Richard McBride's Finance Minister. Foreseeing the potential export trade from the new port of Vancouver, Henry and R.H. Patterson chartered the 897 ton clipper, Titania in 1889, importing a cargo of water and gas pipe, hardware, and liquor from Britain and exporting a full load of canned sockeye salmon. This venture demonstrated the need for the sound commercial organization of the fishing and canning industry, so in 1891 Bell-Irving went to Britain to organize the Anglo-British Columbia Packing Company financed mainly by his Scottish relatives with H. Bell-Irving & Co. Ltd. as Vancouver agents. His success in the fishing industry led to expansion in real estate and insurance. In these fields, his sons and his brother Duncan, the doctor, also participated. Concurrently, he took an active part in the vibrant public life of Vancouver. Elected an alderman in January 1888, he became chairman of the Board of Works and activated many civic developments including drawing up specifications for a street railway and arranging for the enhancement and preservation of Stanley Park. He was president of the Board of Trade in 1895 and 1896.

Along with his other activities, Henry Ogle retained his identity as a land surveyor until at least 1891. He was one of the 83 land surveyors in a list signed by W.S. Gore, the Surveyor General, and published in the B.C. Gazette, January 3, 1891. In that list he was identified as "IRVING, H. Bell-." The records of the Surveyor General's office offer no evidence that he engaged in Crown land surveying so it is likely he confined his surveying to the subdivision of the primary District Lots making up the new townsite of Vancouver. This would offer ample scope at that time. There is a record of his leading a survey party in September 1888 to locate feasible crossings of the North Arm and main channel of the Fraser River for what later became the Great Northern Railway. He advised his principals that their suggested point of commencement for the survey at Point Roberts was not acceptable since it was in American territory. He probably used one or more of the nearby International Boundary monuments established by the Boundary Commission in 1857 and subsequent years. He also noted that New Westminster would vigorously oppose any crossing below that city.

On February 11, 1886, Henry Ogle Bell-Irving married Isabel del Carmen Beattie at "St. Michaels", the home of her father, Richard Beattie, in Torquay, Devon. Mr. Beattie owned sugar plantations in Cuba where Isabel was born at Santiago, near Havana. The newlyweds, who returned to Burrard Inlet via San Francisco and New Westminster, took temporary residence in Black's "Brighton House" Hotel on the Inlet from where Henry rowed three miles every day to his new architect's office at Gastown. Conditions must have seemed appalling to the young bride but she proved impervious to dismay. She assisted her husband by enscribing his building specifications in the meticulous calligraphy then fashionable. They were blessed with six sons and four daughters who, in their turns, had a distinguished impact on civil and military affairs in British Columbia and beyond.²

Henry Ogle Bell-Irving was a man of unusual vitality and versatility. He possessed a fine artistic sensitivity and skill. One of his legacies to the province, now safe in the Provincial Archives through the generosity of a grandson, Ian Bell-Irving, is a collection of fifty-seven attractive and interesting sketches, mostly water colour, which Henry made as a young man, mainly during his surveying with the CPR. Many are annotated with place and date and offer valuable clues to his movements during those epic years. Four of the earliest, dated 1881, are scenes in Scotland. The first in Canada, 1882, is entitled, "Old Wives Lakes, Railway Engineers' Camp," At this location, some 25 miles south west of Moose Jaw, he probably began work with the railway. Two line sketches, "Batchelors' Hall, Regina, NWT, February, 1883" suggest where he wintered. Seven others in 1883 take him into the Rockies as far as Kicking Horse and Howse Passes, the latter are winter scenes in December. Some twenty-seven sketches done in 1884 progress from Kicking Horse Pass westerly over Rogers Pass; the next nine scenes, 1885, continue as far west as Kamloops. One of Nanaimo, October 1885, and one of Hastings Mill at Burrard Inlet, confirm his arrival at the coast late that year. He did four scenes of Burrard Inlet in May and June 1886 before other preoccupations began to interfere. The rigorous and primitive conditions in which these numerous paintings must have been done -- outdoors in the inclement elements, alone, when his companions were socializing in the radiance of campfires or cabin stoves or cozy in their bedrolls -- indicate a compelling motivation in his sensitive response to the grandeur, beauty, and novelty of the environment. This collection, covering six years' evolution in style and skill, displays a fine appreciation and treatment of atmospheric perspective; distinction in alpine dynamics between the sedimentary Rockies and the igneous upheavals of the Selkirks, the austere purity of glacial ice and snow, vivid contrasts of sombre coniferous forests festooned on mountain declivities and the whimsy of mountain streams plunging forever downward under the inexorable force of gravity.

2. The fifth son, Alan Duncan Harry, was a prominent aviation pioneer. In the mid-1930's he was a principal in the Air Travel and Transport Company of Vancouver from whom the B.C. Forest Service chartered a Waco aircraft on floats for the first provincial government air photo flying, 1936-1938. The present Lieutenant Governor is a grandson of Henry Ogle and Isabel.

It may be significant that other surveyors have displayed this same artistic sensitivity, skill and compulsion. Examples are the late Ernest Lamarque, DLS, BCLS, with his prolific water colors and black and white sketches, and the field books of the late Frank Swannell, BCLS, DLS, replete with artistic, if utilitarian, horizon sketches of distant targets and topographic profiles.

Henry Ogle Bell-Irving's youthful ambition to make enough money to regain clear title to his father's estate in Scotland was amply realized, but, in the process, his roots and heart became deeply embedded in the new city of his adoption. He sold his equity in Milkbank to John Bell-Irving in 1895. The remarkable life of Henry Ogle Bell-Irving terminated on February 21, 1931 in Vancouver. He left an enviable legacy in family, in professional and business accomplishment, and in civic and cultural participation in the finest British tradition.³

The second Bell-Irving land surveyor was Duncan Peter Bell-Irving, BCLS (No. 117, 1912). A biographical tribute to his memory appeared in the "Roll of Honour" published by the Corporation of B.C. Land Surveyors in 1919 to commemorate twenty-four of its members "who made the Supreme Sacrifice for the Cause". This praiseworthy volume being long out of print, it is appropriate to quote in full its tribute to Duncan Peter:

Son of Dr. D. Bell-Irving, Vancouver, was born in England, January 3rd, 1888, and came with his parents to Vancouver in April the same year. He graduated from the Royal Military College, Kingston, in 1908. He was articled to Mr. G.H. Dawson, B.C.L.S., former Surveyor-General, and obtained his commission as a British Columbia Land Surveyor in 1912. He entered into partnership with the late Captain K.C.C. Taylor, D.S.O., B.C.L.S., under the firm name of "Taylor and Bell-Irving," of Vancouver.

He was engaged on Government survey on the Nass River when war broke out, and he immediately made arrangements whereby it was possible for him to come to Vancouver to enlist. He went overseas as a Lieutenant in the Canadian Engineers, and reached France in January, 1915. On February 25th, while in charge of a working party, he was shot by a sniper and died the same night. He was the first British Columbia Land Surveyor and the first British Columbian officer killed in the war.

Major Kenneth C.C. Taylor, DSO, BCLS (No. 63, 1911), Duncan Peter's partner, (they were evidently classmates at R.M.C., Kingston), was himself killed "in action" on September 11, 1916. He was a brother of Major T.H. Taylor, OBE, MC, PLS (No. 51, 1899).

3. An old friend of the author recalls how as a student travelling on the CPR from his home in Victoria to school in Montreal about 1930 he was assigned to a breakfast table with an elderly gentleman, Mr. Bell-Irving, who regaled him with a fascinating commentary on locating the rail route on which they were travelling. So engrossed were the listener and the raconteur that the steward interrupted to announce that "luncheon was now ready to be served, and what would they like?"

Some thirty Field-books of Crown land surveys signed by D.P. Bell-Irving, BCLS, are dated 1914 and relate to District Lots and Timber Leases in the Clayoquot Land District, west coast of Vancouver Island, specifically Jensen Bay and Mud Bay. These were evidently done before he went North to the upper Nass river. His partner, K.C.C. Taylor signed the official reports to the Surveyor General for 1913 and 1914, and probably the field-notes for the Nass River surveys. In checking these records it was noticed that in 1914, Taylor surveyed Lots 1336, 1338, and 1340 on the divide between Adam river and Schoen lake (Nimpkish river) for Dorothy, Peter and Ethel Bell-Irving, respectively. Duncan Peter had a sister Dorothy and his mother was Ethel. These lots survive on current maps, but as un-alienated Crown land in Tree Farm Licence 39.

Bell-Irving river, formerly "North Fork Nass river" was officially named to honour Duncan Peter by the Canadian Geographic Board, March 31, 1917, on recommendation of G.H. Dawson, Surveyor General, to Wm. Fleet Robertson, the member of the Board for British Columbia. The reverse side of the name-card bears an anonymous note: "He was sent by the Gov't to survey and explore the upper part of the Nass river including the North Fork, and when war broke out was so engaged, being entirely out of reach of all outside communication. A month after war started, his father in Vancouver received a telegram from him, sent from a cabin on the Yukon Telegraph Line, -- Hear there is a war - who is fighting whom? -- to which reply was sent, bringing the second telegram to his father -- Have telegraphed Ottawa offering services -- see Dawson and arrange leave. He went."

Nearly three decades later, July 24, 1945, when attention was directed to possible road routes north through the Cassiar region, west of the Alaska Highway, Mount Bell-Irving was also named for Duncan Peter. This isolated massif, 5148 feet elevation, is west of the lower Bell-Irving river and east of Highway 37 (the Stewart-Cassiar road), as it leaves Meziadin lake north-bound. It is alpine barren above 4000 feet, but without permanent snow-fields. The summit is about five miles east of the highway and would involve a climb of about 3000 feet from the road.

Robert ("Robin") Bell-Irving was born in his parents' home, Seaton Street, Vancouver, July 30 1893, son of Dr. Duncan Bell-Irving and his wife Ethel. As well as his older brother, Duncan Peter, he had two sisters, Agnes (Mrs. James W. Manson) and Dorothy (Mrs. Louis R. Hambridge). He attended Queen's School, Vancouver and University School, Victoria, and graduated from McGill University, Montreal, with a B.Sc. degree in 1914 shortly before his 21st birthday.

Official records concerning Robert's career in land surveying indicate only that he received his BCLS Commission (No. 216) in 1920, and resigned as a BC land surveyor in 1928. However, relatives say that he was with his brother on the Nass river survey in 1914 and remained on that job after his brother had gone to war. He also could have spent one or more vacations on survey jobs as an undergraduate. He followed his brother overseas in 1915, serving successively with the RAF, the Royal Engineers, and finally with the Canadian Engineers. As a result of his war service he suffered from rheumatic

fever which evidently influenced him to seek alternatives to the full rigours of land surveying. In 1921 he was registered in the BC Association of Professional Engineers, from which he resigned in 1948.

In 1920 he joined the Powell River Co. Ltd., becoming resident engineer in 1926. He was involved in the installation of the large "No. 7 newsprint machine" and the first 25,000 hp hydro-electric power development. In 1932 he was transferred to Vancouver as Assistant General Manager, became First Vice-president in 1944, and a Director of the company in 1949.

In 1920 Robert married Kathleen Rose, daughter of Henry Holgate Watson, in Vancouver. They had four sons, Peter and Robin W., both medical doctors, Brian, "Killed in action" as pilot in the Fleet Air Arm, RCN, while serving on HMCS Bonaventure and Duncan Henry, a lawyer. Robert ("Robin") Bell-Irving, BCLS, P. Eng., died in Vancouver, July 3 1949. His widow and three sons survive.

The three Bell-Irving land surveyors in British Columbia, briefly portrayed above, exemplify the fact that those qualities and talents which attract young men to the land surveying profession, offering the challenge of adventure and survival in the wilderness, concurrently with high intellectual demands, both mathematical and jurisdictional, as well as rigorous integrity, - are those same qualities which fit a man to play an exemplary part in society, in a broad array of endeavour far beyond the narrow limits of surveying.⁴

G.S. Andrews

4. In preparing the above, the author is gratefully indebted to His Honour, the Lieutenant Governor and his cousin, Elizabeth, Mrs. D.A. O'Kiely, for kind encouragement and much family information, not otherwise available.

Lt. Col. Andrews, himself a former Surveyor General of British Columbia is the author of the recently published cumulative nominal role of the professional land surveyors of British Columbia.

ALFRED PENDRELL WADDINGTON AND THE "BUTE INLET ROUTE"

Ed. Note: In 1977 the author, John O. Spittle, collaborated with Adrian Kershaw of Okanagan College, Kelowna in organizing an expedition to re-trace Alfred Waddington's Route of 1862 from the head of Bute Inlet to Fort Alexandria. Mr. Spittle's slide presentation at the March, 1979 meeting of the Victoria Historical Society showed many sections of Waddington's ill-fated wagon road discovered

and documented by the expedition. His accompanying historical background was largely taken from the official report and reproduced with kind permission of the authors. Copies of the complete report are available from Okanagan College, 1000 KLO Rd., Kelowna, V1Y 4X8 at \$6.00.

For over a thousand years members of the Waddington Family have played a significant role in the course of human affairs. Their founder,¹ Duke of Wada, is said to have built Mulgrave Castle in the eighth Century. Walter, Lord of Waddington, rode with the Black Prince in 1356 and Richard Waddington became premier of France in 1859. Another branch of the family, the Penderels, assisted Charles II² to escape Cromwell's army following the battle of Worcester in 1651.

Alfred Waddington was born in London, England, October 2, 1801, the sixth son of William Waddington, a prosperous Nottinghamshire landowner. His mother was a daughter of Henry Sykes who had established cotton mills at St. Remi-sur-l'Avre, France in 1791. After attending schools in both England and France and spending two years at university in Germany, Alfred embarked upon a long series of unsuccessful business ventures. Finally, in 1850 he sailed for California to join the rush of miners³ to the goldfields. It is not known whether he actually mined for gold,⁴ but a few years later he was listed in the San Francisco Directory as a partner in the grocery firm of Dulip and Waddington.⁵

As the California deposits became exhausted, word was received of new discoveries in the Fraser River to the north and a mass exodus of miners quickly followed. In the spring of 1858 Alfred Waddington joined them to open a branch of his firm in Victoria on Vancouver Island. By this time he was 57 years of age and undoubtedly one of the oldest as well as the best educated of those to arrive in the colony. Nevertheless, his interests were not exclusively mercantile for he made and published a series of guide maps of the "Northern Coal and Gold Regions comprehending Fraser River"⁶ of which the San Francisco Bulletin reported "no other map we have seen approaches it in value...no miner should be without it...."

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1. Arthur Mee, "Waddington," The King's England: Yorkshire - West Riding, rev. ed., London, pp. 283-4.
 2. W. Kaye Lamb, "Waddington, Alfred Pendrell," Dictionary of Canadian Biography, Vol. X, (Toronto, 1972), pp. 696-8. Waddington rarely used his middle name and there is some uncertainty as to the correct spelling. His ancestors spelled it Penderel; the Admiralty, Pendrell (Sound) and the City of Vancouver, Pendrell (Street).
 3. R.L. Reid, K.C. claimed that Waddington in all probability first visited Brazil. ("Alfred Waddington", Transactions of the Royal Society of Canada, 1932, pp. 13-27).
 4. H.H. Bancroft, in his History of British Columbia 1792-1877 (San Francisco, 1890), claimed that Waddington was a "one time Mariposa miner."

Almost immediately, Waddington became active in politics opposing the authoritarian ways of Governor James Douglas and he took up the cause of disgruntled miners who were beginning to leave the country as the placer deposits in the lower Fraser became worked out. In an effort to check this exodus and re-establish the good name of Vancouver Island he wrote The Fraser Mines Vindicated, or The History of Four Months - the first book to be published in the colony.⁸ In 1860 he was elected to the House of Assembly and in 1862 helped draft the charter of the city of Victoria. Waddington also published the first printed map of the city but is best remembered for his efforts to open up a route to the mainland colony interior -- a project on which he almost entirely devoted his remaining years.

By 1861 the more enterprising miners had pushed on some 650 km. north to the rich deposits of Williams Creek in the heart of the Cariboo. The principal obstacle to communication, the canyon of the Fraser River beyond Hope, discouraged the majority who were obliged to travel, an alternative route by way of the Lillooet River and a string of lakes.⁹ Waddington was one of the first to appreciate that if a route could be found from the head of one of the many inlets, indenting the northwest coast, the overland distance could be greatly reduced.¹⁰ Between the inlets and the gold fields lay the Coast Range of mountains, its peaks higher than any in the Canadian Rockies, its glaciers feeding un-navigable rivers with impenetrable canyons and dense rain forest covering the lower slopes.

Lieut. Palmer, R.E., acting on instructions from Douglas, examined the route from North Bentinck Arm to Fort Alexandria¹¹ and subsequently informed his commanding officer, Col. R.C. Moody, R.E., Chief Commissioner of Lands and Works for the mainland colony "with great pleasure" that construction of a road would be "perfectly feasible."¹²

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5. San Francisco Directory 1856 and 1858. Dulip and Waddington, Grocers, SW corner, Dupont and Broadway.
 6. A Correct Map of the Northern Coal and Gold Regions comprehending FRAZER RIVER carefully compiled from the latest data and personal observation by A. Waddington, San Francisco, April 1858. Within one month it sold in four revised editions. Only one copy each of the first and fourth edition are known to have survived.
 7. San Francisco Evening Bulletin, May 3, 1858, p. 3.
 8. Technically Cameron's Rules of Practice, printed two days earlier in Victoria was the first book but it is not usually regarded a book aimed at the general public.
 9. In 1858 the Harrison-Lillooet route became the principal means of access to the upper Fraser river. When the Cariboo through the Fraser Canyon was completed in 1863 it was virtually abandoned.
 10. The coastline itself had been accurately charted by Captain George Vancouver some fifty years earlier.

But the voyage from Victoria to Bentinck Arm was some 800 kilometres either through the tricky waters of Johnstone Strait or along the unprotected west coast of Vancouver Island. Waddington claimed that a route from the head of Bute Inlet would be "incomparably superior" since it terminated at the southern end of Johnstone Strait and would result in a saving of some 400 kilometres on the overall distance.¹³ After visiting Bute Inlet in 1861 with a reconnaissance party he returned to Victoria with a plan to establish a port at the head of the Inlet¹⁴ and build a road from it along the valley of the Homatko River and across the Chilcotin plateau to Fort Alexandria on the Fraser River -- a total overland distance of some 260 kilometres. The following year, after negotiating with Governor Douglas, he was granted a charter to construct a bridle path with the right to collect tolls and a few weeks later agreement was reached for its conversion to a wagon road.

Throughout 1862 his surveying party under H.O. Tiedemann laid out the route¹⁵ and the construction crew completed some 53 kilometres of road. Sixty-six bridges were required including one 28 and another 17 metres long, both in single spans, on this stretch alone. Before the season was over, the surveyors encountered their first major obstacle in the form of a 2 km long canyon with precipitous walls out of which any road would have to be blasted.¹⁶ Since the terms of the charter called for the road to be completed in 1863, Waddington requested and was granted a twelve month extension. To finance the project he formed the "Bute Inlet Wagon Road Company" with an initial issue of 500 shares at \$100 each. He later complained that less than half this amount had been subscribed.

The construction crew returned to Bute Inlet in 1863 to find ten of the bridges swept away in the spring freshets and a number of the others damaged. All had to be repaired or replaced before work on the road could be resumed.¹⁷ To by-pass the insuperable obstacle of the canyon walls, they were obliged to construct a winding trail climbing some 500 metres over a spur of the mountain.¹⁸ No progress whatsoever was made during the season

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11. Palmer in his official report and accompanying maps spells it "Alexander" - a mistake which James Douglas quickly brought to the attention of Moody.
 12. Colonial Government Correspondence, Palmer to Moody, August 27, 1862, Provincial Archives of British Columbia.
 13. Other inlets - Jervis, Toba, Knight's, Loughborough and Howe Sound - all had their advocates, but Bute clearly had the advantage if a practicable route could be found.
 14. The townsite was laid out by P.J. Leech, 2nd Corp., R.E. in September 1863.
 15. Tiedemann's Journal of Exploration for a Trail from the Head of Bute Inlet to Fort Alexandria in the year 1862 and the reconnaissance sketch maps are preserved in the Provincial Archives of British Columbia. Tiedemann's route followed the east branch of the Homathko to Tatlayoko Lake. However, one of the survey crew convinced Waddington that the west branch (today named Mosley Creek) was a better choice.

and Waddington returned to Victoria to find himself the target of angry criticism. The 'Wagon Road Company' was broke and to continue the project he was forced to purchase the Company at auction,¹⁹ raising the necessary money by selling off his properties in Victoria.

In April 1864 the construction crew was back at work when the final²⁰ blow came. A party of Chilcotin Indians led by their chief Klattasen systematically attacked the work parties. Of the seventeen employed along the Homathko River at the time, only three survived. Some time later three more men were killed while en route by way of Bentinck Arm to work on the northern end of the Bute Inlet road.²¹ Waddington unsuccessfully tried to obtain compensation from the government and was finally forced to abandon his scheme. In 1865, when badly in need of a livelihood, he was appointed the first Superintendent of Schools for Vancouver Island.

Within two years, Waddington was at work on an even more grandiose scheme. The colonies of Vancouver Island and British Columbia had just united and many could visualize Confederation with the eastern provinces of British North America. The trans-continental railway to California was nearing completion and Waddington was concerned that Oriental trade with Britain would be diverted through the United States. In 1866, through friends in England, he sought British government support in creating an "all British" overland route. His scheme was to construct a "traction line" or tramway over the Bute Inlet route to have steamers ply 325 kilometres up the Fraser River and then to build a wagon road through the Yellowhead Pass to the prairies. Funds had already been made available for opening a route from Lake Superior to Red River Settlement. The following year Waddington left for London to promote his scheme. He never returned to British Columbia.

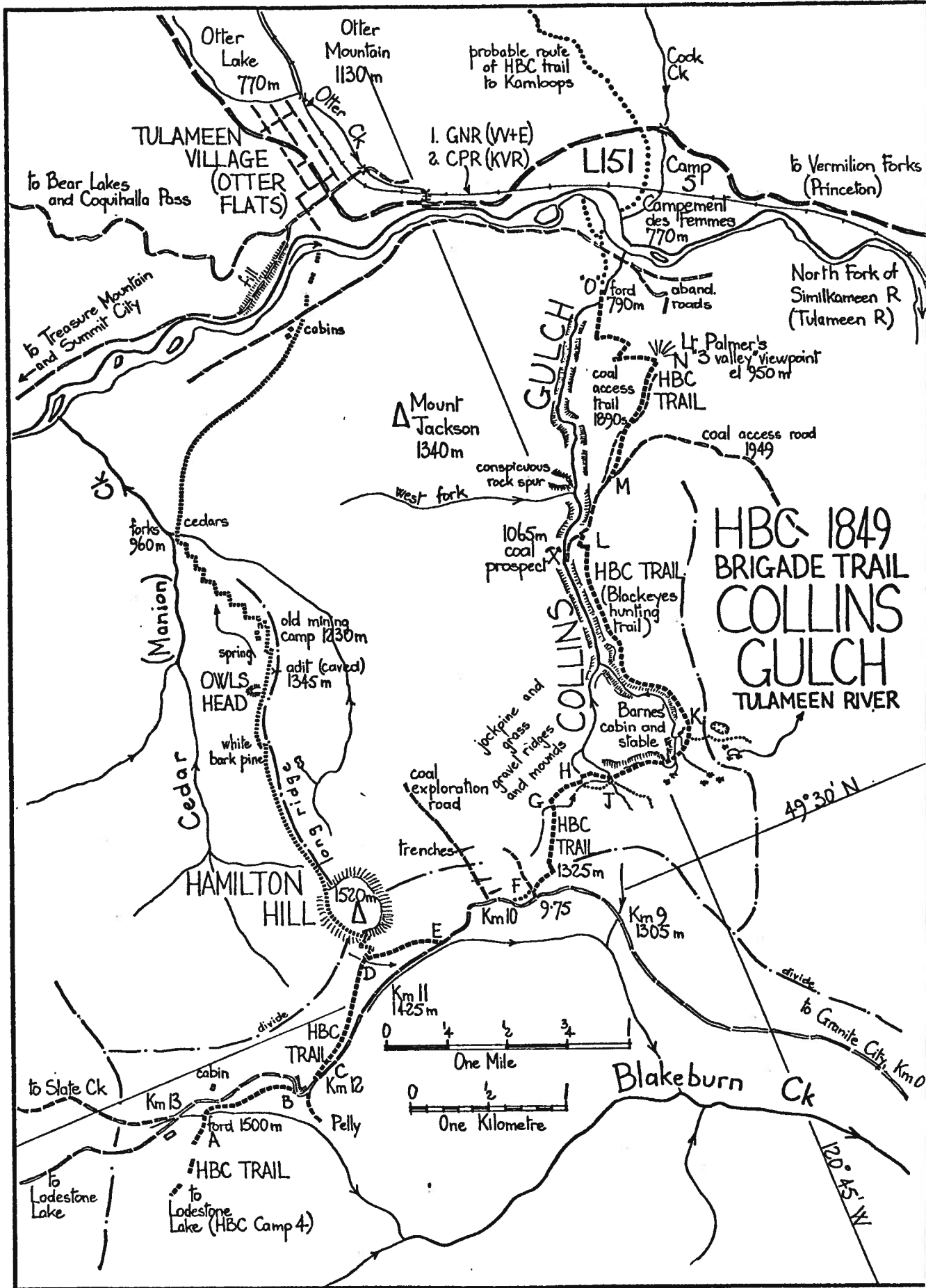
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16. Officially named Waddington Canyon in 1928.
 17. Neville Shanks, Waddington. Port Hardy, 1975, pp. 37-38.
 18. This spur had unofficially been named Waddington Mountain by the road crew and should not be confused with Mount Waddington which was named in 1928.
 19. British Colonist, Victoria, January 13, 1864.
 20. For a scholarly examination of this uprising see E.S. Hewlett, "The Chilcotin Uprising," BC Studies, No. 19 (Autumn 1973), pp. 50-72. There is of course an endless supply of dramatized versions of the massacre to be found at regular intervals in week-end and monthly magazines - which appear to be largely the product of the authors' imagination. Klattasen can be found with more variations in spelling than Pendrell, this being the most common in Victoria at the time. Today his name is perpetuated in Klattasine Creek which drains into the Homathko at the south end of Waddington Canyon.

His first public appearance in London, an address to the Royal Geographic Society in March 1868,²² gained the interest of a number of influential members who raised the matter in the House of Commons which subsequently appointed a commission of enquiry. Later that year he published a pamphlet entitled Overland Route through British North America. This was essentially a reiteration of his earlier address to the Royal Geographical Society but he was now envisioning an "all-rail" route across Canada. In 1869, after the Hudson's Bay Company had relinquished its territorial rights on the prairies, the scene of action moved to Canada's capital and the following year Waddington arrived in Ottawa to continue his cause. Early in 1871 he published a "second edition" of his 1869 pamphlet in which he now considered carrying the line across to Vancouver Island and thence south to Esquimalt. On July 20, 1871 British Columbia entered Confederation with the assurance that a railway would be completed coast-to-coast within ten years. Meanwhile, Waddington was visiting New York and London, supposedly on behalf of the government, to lay before his associates full details of his scheme. He returned to Ottawa that winter to await the spring opening of Parliament when he contracted smallpox and died February 27, 1872. He is buried in St. James cemetery on the outskirts of Hull, Quebec.

By 1872, Sandford Fleming, Engineer-in-Chief for the Canadian Pacific Railway was committed to finding a suitable route through the mountain ranges of British Columbia. Fleming had settled on Yellowhead Pass as the most practicable route through the Rocky Mountains and he dispatched Marcus Smith to examine the line to Bute Inlet. H.O. Tiedemann, who had laid out the original line of the wagon road for Waddington, was hired to re-survey the western section.²³ Two seasons were spent along the Homathko and in his final report to Fleming, Smith concluded that "Mr. Waddington may have underrated the difficulties of constructing a road or railway through so rough a country, but his plans...appear to have been honestly prepared as no attempt²⁴ was made to show by them the route to be less difficult than it really is." Regardless of whether the overriding considerations were topographical or political the route finally chosen for the railway followed the Fraser Canyon and terminated at Burrard Inlet -- much to the chagrin of the citizens of Victoria.

The railway survey marked the last attempt to establish a coast-interior²⁵ route along this corridor. Today, the only road to penetrate the coast range from the Chilcotin plateau terminates at Bella Coola at the head of North Bentinck Arm.

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21. Although longer, the Bentinck Arm route was nevertheless quite passable without difficulty for much of the year and regularly travelled by Indians.
 22. A. Waddington, "On the Geography and Mountain Passes of British Columbia in Connection with an Overland Route," Journal of the Royal Geographic Society, Vol. XXXVIII (1863), pp. 118-128.
 23. An interesting and informative account of this survey is to be found in Diary of a Surveyor engaged on the C.P.R. Survey - Homathko River, etc. Route 1872 by Geo. Hargreaves. Transcript in Provincial Archives of B.C.
 24. Canadian Pacific Railway, Sandford Fleming, Engineer-in-Chief, Report of Progress on the Explorations and Surveys up to January, 1874. Ottawa, 1874. Appendix H, pp. 174-198.
 25. Highway 20.



OLD TRAILS AND ROUTES IN BRITISH COLUMBIA BY R.C. HARRIS

THE HBC 1849 BRIGADE TRAIL FORT HOPE TO KAMLOOPS

COLLINS GULCH SECTION

This section of HBC trail may be eliminated by clearout logging and open pit coal mining. Consequently, Harley Hatfield and friends have thoroughly explored the route over the last several years so that the trail will at least be recorded by mapping. The Collins Gulch section lies between HBC Camp 4 (Lodestone Lake) up on the Tulameen Plateau, and Camp 5 (Campement des Femmes) down across the Tulameen River, in what is now the Rabbitt Ranch, DL 151.

The HBC trail here followed an Indian hunting trail, which ran along or near the divide between the Granite Greek and Tulameen River basins, as far east as Collins Gulch. The trail(s) then went down the right bank of the Gulch.

A.C. Anderson first recorded the route during his 1846 exploration for an all-British route from the sea to Fort Kamloops (Thompson's River Post). The regular Columbia-Okanagan route was then threatened by the setting of the U.S. northwest boundary at the 49th parallel. After crossing the Cascade Divide on June 3, 1846, Anderson discovered and named the Punch Bowl, at the source of the Tulameen River. He made a tedious descent of the Tulameen, noting how it trended more and more to the right, as far as Otter Flats (now Tulameen village). Here, he met Blackeyes, a respected Indian chief, who explained how Anderson should have cut across the high country (Tulameen Plateau) inside the big bend of the Tulameen River. Blackeyes' hunting trail went this way, and, but for the snow, Anderson would have seen it.

In 1849, after a false start from the Fraser Canyon, the HBC incorporated much of Blackeyes' trail in their new "horse portage" from Fort Hope to Kamloops. From the summit of the Tulameen Plateau, Blackeyes' Portage was followed for over 20 kilometres, down Collins Gulch and up the east side of Otter Mountain and Otter Lake. In August 1858, W.W. de Lacy built his Whatcom Trail from Bellingham Bay in Washington Territory, following Blackeyes' trail northeast from the Punch Bowl until he joined the 1849 HBC trail on the Tulameen Plateau. This intersection is marked on the old maps in references 2 and 3.

Also in 1858, the U.S. North West Boundary Survey was in full swing. Topographic sketches and maps of a wide belt of country along the 49th parallel were made. Some show the HBC and Whatcom trails, and their joint continuation north, past Otter Lake.²

The following year, Lt. H.A. Palmer, R.E., with several distinguished companions (Macdonald, Begbie, O'Reilly and Bushby) travelled from Hope, down the Collins Gulch section of trail. Palmer, with Macdonald, was on an official reconnaissance of the Colony as far east as Fort Colvile, an HBC post now in Washington Territory. The others turned north to Kamloops at Campement des Femmes. Palmer's report and map help us identify the unnamed creek whereby the HBC trail descended from the Tulameen Plateau to Campement des Femmes. Both the U.S. boundary maps and Palmer's map show the zigzags in the trail in the latter part of the descent.

The "gulch" in Collins Gulch shows U.S. influence. The name first comes into the news when the creek was a short-lived source of placer gold, following the 1884 rush to Granite Creek, a few miles south. In the 1890's, some development was done on a coal prospect halfway up Collins Gulch. The bottom (zigzag) section of the HBC trail, N to O on the accompanying map, was rebuilt as a 4 foot wide trail for rawhiding coal down to the miners along the Tulameen River and tributaries. This well aligned and properly constructed trail is extant, though encumbered with fallen timber on the zigzags.

The Collins Gulch watershed was selectively horse logged for years with little evident damage. It was an important source of pit props for the Blakeburn mine. This era is represented by the Barnes cabin and stable on the east fork of Collins Gulch (K on the map.).

In 1949, a narrow mining road, which can still be followed, was built north from the Blakeburn road and round the contour to the coal prospect in the Gulch. Three adits were driven, and a 50 ton timber coal bin was erected. A test load of coal reached the Hotel Vancouver before this development faded. The last 30 years have been fairly quiet on the Tulameen Plateau and Collins Gulch, except for clearout logging towards Lodestone Lake, bulldozer trenching for coal east of Hamilton Hill, and summer grazing by cattle from the Princeton district.

The route on the HBC trail may be followed on the accompanying map. It has also been recorded, at 1:5,000, on a set of contour plans prepared in 1977 for coal explorations. To reach point A, the upper end of the trail covered by this report, drive up the Blakeburn/Slate Creek access road to km 12.7 (Granite City is km 0. There are boards every kilometre). On the north side at km 12.7, is an occasionally occupied log cabin. Opposite, across the creek, the HBC trail, as a well defined groove, comes down the wooded hill to the south, from Lodestone. It crosses the creek, a minor tributary of Blakeburn Creek (and hence of Granite Creek).

At the ford, the trail turns east immediately and passes under the sawdust pile of a vanished mill. It can be followed a half kilometre east before disappearing under the forest access road, at a sharp bend round a gravel spur, B. The trail reappears above the access road on the hillside at the km 12 board, C, contouring through open jackpine and grass for a kilometre to the gully, D, where the Cedar Ck (Owls Head) trail takes off up the

south west slopes of Hamilton Hill. This trail formed an alternative descent to the Tulameen after about 1860, when old maps show the main trail to Kamloops was rebuilt up the west side of Otter Lake.

The HBC trail continues east, rounding the bare south end of Hamilton Hill on a descending traverse, and eventually disappearing under the road again at E, an alder patch. The HBC trail is next identified leading north-east from a point 60 metres down the side road at F. Point F is very close to the source of the creek occupying Collins Gulch. From here a continuous trail, sketchy in parts, leads almost to the mouth of Collins Gulch, keeping generally on the right bank, and high above the middle (canyon) section of the Gulch. The next kilometre of trail passes through a landscape of subdued gravel ridges and mounds, generally clothed in open, parklike jackpine forest, with grassy slopes facing south. Spruce, willow and alder jungles occupy the hollows.

The trail leads through what is still recognisable as an aisle in the jackpines, fording upper Collins Gulch creek at G, then descending a gravel spur to cross a small divide at H. Now the trail runs over a gravel ridge, turning east to a corduroy ford at J. Here the trail recrosses Collins Gulch creek, which is seasonal to this point, and continues east along an old melt-water channel with steep grassy slopes on the left side. The channel and trail cross the two tributaries of the east fork of Collins Gulch creek, arriving at the ruins of the Barnes' stable and cabin, K, in less than a kilometre. Behind the Barnes cabin, the trail crosses a low shoulder to rejoin the bank of the east fork, which is now entering the canyon or gulch stage. The trail follows the right or east bank, generally within sight or sound of the water, until it fords the Gulch one kilometre above its mouth at the Tulameen River. Beyond this ford, the trail is lost in bulldozing for placer mining and logging.

Nearing the coal prospect at L, the trail makes its first zigzag, a very short one, before joining the coal mining road for half a kilometre. Opposite the west fork, which may be recognised by the conspicuous rock spur on its north side, the HBC trail, and its successor the coal trail, leave the 1949 mining road at M, on a one kilometre descending traverse. Point M gives a good view up Otter Lake. First the slender HBC trail runs just below the more robust coal trail, but after 300 metres it crosses to the upper side. The two trails appear to coincide over the zigzag or switchback section.

The first switchback, N, is the point 600 feet above the Tulameen River, where Palmer reported being able to see along three valleys -- east and west on the Tulameen, and north on Otter Lake. After 4 switchbacks, the trail is down to the creek, which it crosses at a point 20 metres in elevation above the Tulameen River.

We have not identified the old crossing of the Tulameen River, but can recommend it be forded only at low water. Should the descent be made down the HBC trail to the Tulameen River, the return could be made by walking 2½ kilometres up the Tulameen River, and picking up the Cedar Creek trail.

Selected references:

1. A.C. Anderson
 - (a) typed transcript "History of the Northwest Coast" includes journals of his explorations.
(received from E.A. Anderson, his grandson)
 - (b) Sketch map of exploration from Hope to Otter Lake June 1846, shows portage recommended by Blackeyes. PABC. Keyed to journal.
 - (c) fragment of manuscript map: PABC S615p BC A545S shows Blackeyes' Portage.
 - (d) 1867 "Map of a portion of the Colony of British Columbia" shows trail zigzagging down to Campement des Femmes. PABC O 615p BC A545m 1867 f

2. U.S. North West Boundary Survey
 - (a) U.S. National Archives RG 76, Series 69, Map (Misc) 2
E. Gibb 1860 1 in = 8 miles
 - (b) U.S. National Archives RG 76 Series 68 #2 1:120,000; shows HBC and Whatcom trail and their junction.
 - (c) U.S. National Archives RG 76 Series 66, Western Sec. Campbell and Parke, published 1867. (surveyed 1857 to 1861)

3. Lt. Palmer and the Royal Engineers
 - (a) 22T1, Roads and Trails, 1 in - 5 miles
"Sketch of route from Fort Hope to Fort Colville, traced from Lt. Palmer's map". Initialled by R.C. Moody.
 - (b) Palmer's report.
 - (c) Arrowsmith's engraving of "Map of a portion of British Columbia compiled from the surveys and explorations of the Royal Navy and Royal Engineers, at the camp, New Westminster. Dated November 24, 1859.

4. B.C. Minister of Mines: Annual Reports:
 - (a) 1886 (for 1885): gold placer mining discovery claim granted on p. 494 Collins Gulch
 - (b) 1902 (for 1901): reports visit to the coal prospect up Collins p. 177 Gulch
 - (c) 1949 p. A302 : a 3 mile truck road built to the coal prospect

5. Geological Survey of Canada
 - (a) topographic map #47A, publication #1195, 1 in = 1 mile surveyed 1908, 1909, shows the trail down lower Collins Gulch (and up Cedar Creek).
 - (b) Topo/geological map #48A, publication #1198, 2 in - 1 mile surveyed 1908, 1908 shows trail down Collins Gulch to larger scale.
 - (c) both the above maps accompany GSC Memoir 26 by Charles Camsell, 1910. Collins Gulch is mentioned on p. 133, 134.

REGINALD C.R. TWEED

Reginald C.R. Tweed, B.A., B.Ed., died in Campbell River at age 71 on May 27, 1979. After serving in the Second World War with the R.C.A.F., Rex, as he was known, taught university and commercial courses to incapacitated veterans at Shaughnessy Hospital. He later moved to Campbell River where he taught in the public school system until his retirement.

Rex's long interest in history led him to become president of the Campbell River and District Historical Society in 1963. He continued his active involvement in the society in a variety of capacities until early this year. He also served for three years as a vice-president of the B.C.H.A. His many friends were pleased that he was able to attend the 1979 convention in Nanaimo. He was extremely delighted by the visits and lectures about the early coal mining days for he had taught in the small coal mining community of Extension during the depression.

Rex was also active in the Campbell River Rotary Club and Canadian Legion. He will be missed for his kindness, patience, and great tact, and his scholarly knowledge of history. We extend to his wife, Jennie, and his son, John, our deepest sympathy. He will be remembered fondly by his many pupils, colleagues and friends of the B.C.H.A.

Ruth Barnett

CONVENTION REPORT

Coal mining, fisheries, shipping, costumes, heritage buildings - these topics dominated our discussions at the 1979 British Columbia Historical Association Convention, held in Nanaimo, May 10th to 13th.

The eager, early arrivals started out on Thursday afternoon with a visit to Gabriola Island to see the old millstone quarry. Since it was Provincial Election Day, the planned visit to the museum and petroglyphs had to be cancelled since polling was taking place in the museum.

On Thursday evening the delegates, growing in numbers by this time, watched a short film on heritage buildings in Nanaimo, after which there was an informal gathering to meet old friends and make some new ones.

On Friday morning the Convention proper started with a solid morning of local history. Elizabeth Forrester, Department of Geography, Malaspina College, set the scene with a talk on the geography of Nanaimo, illustrated with numerous maps. She described coal mining activities, sandstone quarrying and the development of Nanaimo and a commercial centre and port; Michael Healy of the Pacific Biological Station outlined the past, present and future

of the Nanaimo harbour facilities; and Robert Turner, a curator at the Provincial Museum, gave a history of the development of the C.P.R. steamship service on the coast, illustrated by slides of many of the well known Princess ships.

The speaker at Friday's lunch meeting was Doug Franklin, who filled in the background on his recently published book, Victoria: A Primer for Regional History in Architecture, which he wrote with Martin Segger.

Members of the Nanaimo Historical Society conducted small groups on a heritage walk, after which we were rushed off for a tour of the Pacific Biological Station.

Entertainment on Friday evening was a fashion show "A Hundred Years of Nanaimo Costume". For over an hour we were treated to a quick succession of costumes from the 1850's to the 1940's, modelled by a group of Nanaimo volunteers and ably introduced by the President of the Nanaimo Society, Barbara Stannard, who has been responsible for the collection and care of these costumes in the local museum.

Coal mining was the lesson on Saturday morning, when we set out for Ladysmith. At Morden Mine, Albert Steele told us some stories of his experiences there in the mine. Ray Knight and John Gourlay met us at Ladysmith and showed us a selection of artifacts and photographs from the old mining operations.

The Annual General Meeting took place on Saturday afternoon, immediately after the address of the President, Helen Akrigg, who told us an exciting detective story of how she and her husband traced down the journal of Captain George Inskip, British navigator who visited Nanaimo on the H.M.S. Virago between 1853 and 1854.

For the grand finale on Saturday evening, an excellent buffet dinner was served, after which Russell Irvine, head of the government's Heritage Conservation Branch described the activities of his office. The evening was rounded out by the Nanaimo Tidesmen who entertained the company with a varied programme of barbershop songs.

Sunday morning found a few energetic stalwarts left who took a harbour tour, to finish off a convention which could be agreed by all to be second to none. The thanks of all who attended the Convention are extended to Mrs. Barbara Stannard and her committee members: Mrs. Emily Kneen, Mrs. Elva Deno, Mr. Barry Hardcastle and Mr. Henry Poikonen.

Anne Yandle,
Vancouver, B.C.

CONVENTION POSTSCRIPT

Linda Fulton, the secretary of the Nanaimo Branch, has asked us to confirm for the benefit of those who were on convention tours that the Nanaimo Court House is indeed a Rattenbury design of 1895.

CANADIAN HISTORICAL ASSOCIATION AWARD

During the annual banquet, the Canadian Historical Association's Certificate of Merit was presented to Anne Yandle for the work she and her late husband, Phil, did in editing and publishing the B.C. Historical News from 1968 to 1977. These awards are presented annually for distinguished contributions to regional history in Canada.

CONVENTION BUSINESS

Among the by-laws passed at the annual general meeting was the addition of the Recording Secretary to the table officers and a provision to allow more flexibility in the timing of the annual general meeting. Member societies should also note that dues, treasurers' reports (including lists of all members in good standing and current officers) should be forwarded to the Treasurer by October 31st of each year.

Winnifred Weir reported progress in organizing the Kootenay-Columbia Headquarters zone of the B.C. Historical Association. The idea of zones is catching on; several branches reported co-operation with neighbouring societies.

Ruth Barnett, the secretary, reported that the table officers approved the Burnaby Historical Society's request to publish the edited proceedings of the 1977 BCHA conference. In response to requests from the District 69 Historical Society, the Council unsuccessfully petitioned the Minister of Lands, Parks, and Housing to have the Parks Branch acquire the historic Craig Farm near Parksville for public use.

The Council will consider a project of asking suitable authorities to mark the homes of British Columbia premiers with appropriate plaques.

Michael Halleran, the treasurer reported receipts of \$5,810.97, including \$1,054.00 in dues and disbursements of \$7,605.11. The major expense is the B.C. Historical News which cost \$3,600.76. The association has assets of \$7,605.11 including a debenture, a term deposit, and its bank balance.

NEWS FROM THE BRANCHES

CHEMAINUS The Chemainus Valley Historical Society is not a large group but, what they lack in numbers, they make up in enthusiasm. During the last four years, under the able leadership of Lillian Gustafson, the members have written the history of the Chemainus Valley including the town of Chemainus, Crofton, Westholme and Kuper, Thetis and Reid Islands. A great deal of time and effort was spent locating "old timers" and their descendants and each family was asked to write their own story. It was slow going at first but the concept finally caught on and the hard cover book, Memories of the Chamainus Valley, a History of the People was published by Moriss Printing, Victoria. To introduce the book the Chemainus Valley Historical Society had a tea in Chemainus on Sunday, October 22, 1978. The committee catered for two hundred; so popular was the book that over four hundred showed up. The book is available by writing to Box 172, Chamainus, B.C. VOR 1K0 and enclosing a cheque or money order for ten dollars per copy plus postage.

Now that the book is a reality, we are not hibernating; Chemainus still needs a museum. At our April 30, 1979 meeting everyone enjoyed a talk by Dr. Jacque Mar of Nanaimo who spoke on Chinese emigration. In August we are invited to join the Victoria Branch in an outing to the Forest Museum in Duncan.

Grace Dickie

NANAIMO recently elected a new executive. President, Barbara Stannard; First Vice-President, Pamela Mar; Second Vice-President, Henry Poikonen; Treasurer, Emily Kneen; Recording Secretary, Priscilla Vipond; Corresponding Secretary, Linda Fulton; Membership, Elva Deno.

VICTORIA The Victoria Section's officers for 1979-80 are President, Ruth Chambers; 1st Vice-President, Rev. Geoff Smith; 2nd Vice-President, Ken Leeming; Recording Secretary, Frances Gundry; Corresponding Secretary, Tom Carrington; Treasurer, Bruce Winsby.

The first project planned for 1979-80 is to photograph in black and white the headstones in Pioneer Square on Quadra Street, next to Christ Church Cathedral. An inscription, easily read by passers by, explains that the Quadra Street Cemetery originated in 1858 after the closure of Victoria's first cemetery located near Douglas and Johnson Streets. It was set aside prior to 1853 by James Douglas, chief factor of the Hudson's Bay Company, and again reserved by him in 1858, acting as the Governor of the Colony of Vancouver Island. When Ross Bay Cemetery opened in 1873, burials ceased at the Quadra Street Cemetery which was converted into a public park in 1909 and dedicated in 1939 when the title was transferred from the province to the city.

Ruth Chambers

(Ed. note: Thanks to the kindness of the executive we have received copies of the annual reports from some of the branches. The edited versions of these printed below prove that the branches are alive and well. We repeat our request that each branch appoint one member to send us quarterly reports of branch activities mentioning special projects, guest speakers, outings and so forth. The reports need not be long, a paragraph or two is ideal. Publication deadlines for 1979-80 are September 1, November 15, February 15, and May 15.)

ANNUAL REPORTS

ALBERNI DISTRICT MUSEUM AND HISTORICAL SOCIETY is pleased to report the publication of Place Names of the Alberni Valley. (reviewed in the News, v.12 no. 4.) Three members, Dorrit MacLeod, Helen Ford, and Genvieve Joyce, who have been serving as editors for several years were honoured and thanked for their efforts at the November "Book Launching" meeting.

There have been staff changes in the Museum. We are developing a good working relationship with John Mitchell, Program Co-ordinator, and Nathalie MacFarlane, Program Leader. Carol Tysdale was the continuing staff member during the transition period.

The monthly programmes have included a variety of topics. Dr. Jacque Mar of Nanaimo presented a challenging talk on the history of the Chinese people on Vancouver Island; John Mitchell gave a view of farming on the prairies which brought back memories to many in the audience; Joan Frohn-Neilson presented a report on her trip to Mainland China and illustrated it with fine slides and mementoes. A programme on Pacific Rim Park outlined the growth of its camping, hiking, and study potential; a session on the history and growth of the Alberni District Co-operative recalled the early farming activities in the valley, the formation of the Co-op and its growth to a firm place in the business life of the community.

Marjorie Lindsay

BURNABY HISTORICAL SOCIETY 1978 was a year of "participation" for members. Early in the year the society honoured the 150th anniversary of the birth of Robert Burnaby, the namesake of the municipality, with the performance of a short play, "Robert Burnaby Comes Alive" in the James Cowan Theatre. As part of a larger community committee, the Society sponsored an oil painting of Robert Burnaby by one of the members and presented it to the Municipal Council.

The regular monthly meetings heard speakers on a variety of subjects ranging from Genealogy to historical trails radiating from New Westminster. The Society looks forward to the early publication of the 1977 Conference papers, From Glaciers to the Present on the Fraser River.

CHEMAINUS VALLEY HISTORICAL SOCIETY Among the guest speakers at the regular meetings of the Society were Mrs. C.E. Low of Nanaimo who gave an interesting slide presentation on heritage houses, Tom Lloyd of the Provincial Archaeological Department, and Robert Griffin of the B.C. Forest Museum at Duncan. Members also enjoyed a tour of Victoria's heritage houses as guests of the Hallmark Society.

EAST KOOTENAY HISTORICAL ASSOCIATION The Association includes members in the Cranbrook and Kimberley areas. During the year they held field trips to various historical points of interest, attended to the upkeep of historical sites such as the Fort Steele cemetery and commemorated pioneer citizens. More than sixty people attended the annual luncheon general meeting at Kimberley.

SOCIÉTÉ HISTORIQUE FRANCO-COLOMBIENNE The Société was founded following a resolution adopted at the 1976 annual meeting of the Fédération des Franco-Colombiens, at which a desire was expressed to write the history of French-Canadians in British Columbia. To this end the Société has assigned itself the task to do research in public and private archives, to establish a central source of information on the French fact in British Columbia and to publicize the knowledge gathered thereby. The Société has an office on the second floor at 9 East Broadway, Vancouver, B.C. V5Y 1P1 (879-3911) and is staffed on Monday, Wednesday, and Friday from 9:30 a.m. to 3:30 p.m. The Société operates presently on a grant from the Secretary of State although all work is done by volunteer help from the members.

The Société welcomes all contributions of historical data including documents, photographs and anecdotes attesting to the French-speaking contribution to the development of the province. The Société has already benefitted from the generosity and sincere interest of its members and of individuals of the two founding cultures.

As part of its programme to share the knowledge it accumulates, the Société has reprinted copies of the first French newspaper in what is now British Columbia published briefly in 1858 in Victoria. It has also translated into French excerpts of a paper written by Glen Cowley, a student at Simon Fraser University, about French-Canadians in B.C. With the help of a student employment programme this summer, the Société is also expanding its research into the various regions of the province where the French-Canadian presence was felt and is still living.

Anna Beaulieu

NANAIMO The branch had an especially busy year hosting the B.C.H.A. convention in May and completing "The Book". In addition, members had a field trip to Courtenay and its museum by E.&N. Dayliner. A visit from Helen Akrigg, president of the B.C.H.A. and a talk by Flo McGirr highlighted the branch's anniversary. Other contributors to programmes during the year were Cuthbert Brown, Mr. Minafee, Jack Roth, Pamela Mar, Stella and Gibb Stevens, and Barry Hardcastle. The society also conducted the ceremony

at Pioneer Rock commemorating the landing of the settlers from the Princess Royal and held a luncheon honouring the Captain Cook Bi-Centennial.

The Ethel Barraclough Bursary was presented to Colleen Wilson of Cedar Junior Secondary School. Books were distributed to all elementary schools in District 68 in memory of Mr. and Mrs. Barraclough.

Barbara Stannard

WINDERMERE DISTRICT HISTORICAL SOCIETY has channelled its activity this year into moving and renovating the station museum. It is to be opened officially on June 23, 1979.

Winnifred H. Weir

BULLETIN BOARD

FUR TRADE HISTORY

A four day conference on the North American fur trade will be held October 1-4, 1981 at Grand Portage, Minnesota, and at Old Fort William, Thunder Bay, Ontario. The conference will include papers on the fur trade, a visit to restored North West Company facilities at Grand Portage, exhibits of fur trade paintings, documents and artifacts and optional side trips. If you would like further information, write to the 1981 Fur Trade Conference, The Minnesota Historical Society, 690 Cedar Street, St. Paul, Minnesota, USA 55101

W.E. IRELAND SCHOLARSHIP FUND

The University of Victoria has announced the establishment of a fund to endow two scholarships of \$1,000 each for outstanding students in Music and History. Contributions to the fund are tax deductible and should be sent to: Mr. David Angus, Chairman, Willard E. Ireland Scholarship Fund, c/o University of Victoria, P.O. Box 1700, Victoria, B.C. V8W 2Y2.

PROFESSIONAL TRAINING FOR ARTS ADMINISTRATION

The Banff Centre School of Management announces a series of seminars in cultural resources management "for upwardly mobile arts administrators". For further information write: Garth Henderson, Manager, Cultural Resources Management, The Banff Centre, Box 1020, Banff, Alberta, T0L 0C0.

SEMINAR ON PUBLISHING LOCAL HISTORY

The American Association for State and Local History is holding a seminar on historical publications in Nashville, Tennessee, August 12-17, 1979. Applications, including letters of recommendation, must be received by June 27th. For further information write to AASLH Seminar, 1400 Eighth Avenue, South, Nashville, Tennessee, USA 37203.

"HOME HELPS" ANYONE?

I am engaged in research for a book on immigrant women who came to Canada between 1870 and 1940 and worked in private homes. Because of the scarcity of domestic servants - and of women - in Canada, over 250,000 women from the British Isles and continental Europe were encouraged to come to Canada, provided they would work in homes for at least a short time. British Columbia was a favoured destination for British "home helps" many of whom were placed on both the mainland and Vancouver Island through agencies such as Queen Mary's Coronation Hostel in Vancouver and the Princess Patricia Ranch.

The lives of these women are seldom revealed in the historical records. Personal recollections are the best source of information regarding the reasons for immigration, conditions of work, and experiences in Canada. Therefore, I wish to ask your help in locating women who might share their experiences of immigration and household work with me by correspondence and/or personal interviews. It would also be useful to me to receive any family or local recollections of such women.

I plan to be in British Columbia in late October and early November and would like to arrange interviews for that time. If you are able to assist me, please write to:

Professor Marilyn Barber
Department of History
Carleton University
Ottawa, Ontario, K1S 5B6

UNDER NEW MANAGEMENT

The News has a new circulation manager, Cathy Henderson, who also types the News for us. Our Treasurer, Michael Halleran, who was courageous enough to accept this responsibility when the present editors took on the News, has handed over the subscription list to Cathy. The editors are grateful to Michael for his years' work and we are pleased that Cathy is willing to carry on for us. Any matters regarding your subscription to the News should be addressed to:

Cathy Henderson
Circulation Manager
B.C. Historical News
Box 1738
Victoria, B.C. V8W 2Y3

NEW PROVINCIAL ARCHIVIST

We have just heard that John Bovey, presently the Provincial Archivist of Manitoba, has been appointed to succeed Allan R. Turner as Provincial Archivist of British Columbia. We believe Mr. Bovey will take up his new post on September 1, 1979. More details of the appointment will appear in the next issue of the News.

BOOK REVIEWS

RATTENBURY, Terry Reksten. Victoria: Sono Nis Press, 1978. pp 204, illus., \$12.95

Over the past ten years there has been a good deal of public concern over the loss of heritage buildings and a surge of interest in the architects who created them. Now scholars are busy having a second look at the nineteenth and early twentieth century and it is for them and for the interested layman that a book dealing with the life and accomplishments of men like Francis Mawson Rattenbury is so important.

Rattenbury, like Samuel Maclure, was one of the most prolific and influential architects of his time. Both their practices flourished in the building boom period before the First World War and both men relied heavily on social contacts and enthusiastic patrons for much of their work. In terms of architectural creativity and power in the province of British Columbia, perhaps only Arthur Erickson is their equal today. Terry Reksten reveals Rattenbury as a man virtually unknown some seventy years after designing many of the province's most important landmarks. These include the Parliament Buildings, the Empress Hotel and Victoria's C.P. Steamship terminal and the Courthouses of Vancouver, Nelson and Nanaimo, all of which are still standing. Her factual and entertaining biography becomes all the more readable as "Ratz's" strong will, deviousness and tempestuous life unfolds chapter by chapter.

The author has divided the book into two distinctive parts - one, directed towards Rattenbury's early and mid life, his architecture, bold schematics, and loves of that period, and the second, the latter years of decline and inactivity in England which culminated in murder, a sensational trial and suicide. The early chapters are charged with Rattenbury's energy, ambition and his visions of grand projects. Reksten continually reminds us that "thinking big was Rattenbury's forte".

It is fascinating to learn that when not winning the major competitions or commissions of the day, Rattenbury was busy as entrepreneur confidently creating his own enterprises at first in the Yukon and later as a land speculator in the Nechako Valley. At one stage of his life he served as Reeve of Oak Bay and during that period had much to do with preserving the natural features of the Uplands, Victoria's finest suburb.

It is unfortunate that the author did not have access to much of the architect's drawings and correspondence lost in a fire in 1910. Further documentation might well have allowed a more extensive analysis of Rattenbury's architectural and planning theories, revealing a personal design process and exposing other influences which could well have affected his thinking and approach to building. Did Rattenbury in his extensive travels discuss work with other architects or correspond with them as Maclure did with Frank Lloyd Wright? Perhaps even more of interest lies hidden behind his eclectic style and grand planning schemes. We can hope that this volume will cause further examination of Rattenbury's work and ideas. The view that his designs were not particularly original or creative should be re-considered especially at a time when architects, planners and historians are seriously re-evaluating the Victorian and Beaux-Arts aesthetic.

Terry Reksten's well researched and well written biography then, is most welcome. She has provided new insights into the life and aspirations of a master builder just at the time when the art of architecture and the importance of building setting are experiencing a long overdue renaissance.

Barry Downs

Barry Downs is a practicing architect with a special interest in heritage preservation. He is completing a manuscript for publication on church buildings in the 18th and 19th Century in B.C.

VICTORIA, A PRIMER FOR REGIONAL HISTORY IN ARCHITECTURE, 1843-1929, by Martin Segger (text) and Douglas Franklin (photographs). A Pilgrim Guide to Historic Architecture (Watkins Glen, 1979) pp. 377.

This strikes me as the best handbook on the historical architecture of a Canadian city that I have seen to date. Not that that is a very bold remark. The field is fairly spotty, ranging from some excellent works on historic Canadian urban architecture that are really of coffee-table dimensions, and scarcely portable, to brief tour guides that are too often amateurish, or essentially promotions of a Chamber of Commerce sort. The Segger-Franklin book, however, is both authoritatively written and instructively detailed, while being at the same time clear, expressive and explanatory for the ordinary observer. Beyond that, it is handsomely illustrated, and every well-chosen illustration pays off. It is perhaps near the upper limit of being portable - it is certainly not a pocket book - and a viewer would have to give it close attention to reap its real rewards while ambling about Victoria. One probably should not try to absorb its full contents en route, for any one of the four major tours described (say, while waiting for the city's pedestrian-crossing lights to change). He would be wiser to read sections in advance, or to re-examine them reflectively afterward. Yet, given the heed and respect the work

deserves, it could make building-gazing in Victoria a rich experience for the inhabitant as well as the visitor.

To continue in such terms would make this sound more like a publisher's blurb than an impartial review. But further features merit votes of approval. There is a useful introductory section to provide the historical context for the tours and structures that are covered, dealing with the urban development of Victoria from its found, its ambience, amenities and architects. There are tour maps, building-by-building descriptions of the routes to be followed -- before the structures are individually discussed -- and at the end biographies of architects, a bibliography, and a glossary of architectural terms. One could hardly think of a more complete organization; and the tours themselves, of the business centre, James Bay, churches and residences, leave out little of past architectural worth. Or so it seems to me, after some ten years of roaming over Victoria at one time or another. I wish I had had the book then!

My only criticisms are pretty minor: first, the title, "Victoria a primer for regional history in architecture". Those elsewhere in British Columbia, or whether in true capital fashion the city is arrogating the term "region" to itself. I suppose, however, that one may argue that Victoria is indeed a regional little world in itself, and certainly its architecture does have affinities that could make it an instructive primer for similar building exploration in areas across the waters from the blessed Saanich Peninsula. Second, there might have been more attention given to industrial, technological, workaday, or even humble, aspects of Victoria's built environment. As it is, the book is rather a collection of "gems" (a few still paste to me). Yet again one might contend that this is a study in the arts, fine and applied; not of wharves, rails and workshop streetscapes. Finally, while scant errors come to mind, there is one that stirs my Upper Canadian blood against the cosy island citizens with their backs to the continent. Since when was John Graves Simcoe a government of the Hudson's Bay Company (P.151)?

In any case, these plainly are very little matters. The book is first rate, and merits a wide use.

J.M.S. Careless
Department of History
University of Toronto

PROFESSIONAL LAND SURVEYORS OF BRITISH COLUMBIA: CUMULATIVE NOMINAL ROLL

G.S. Andrews. Victoria: Corporation of Land Surveyors of the Province of British Columbia, 4th ed., 1978. Pp xix, 57, \$3.00 PP.

The history of British Columbia has been traced in terms of the Fur Trade, Exploration, and the Gold Rushes of 1858 and 1898. Railway development, land settlement, resource exploitation and urban growth have all been featured in the chronicles of events. But each of these approaches has a common element - surveying. Fur trading routes were traversed and plotted on maps; the coast had to be charted; mining claims had to be surveyed; and land subdivision surveys are yet another manifestation of orderly growth and development.

Compilations of lists appear on "Best Sellers" charts. Therefore, the PROFESSIONAL LAND SURVEYORS OF BRITISH COLUMBIA: CUMULATIVE NOMINAL ROLL is assured of success because it consists of a number of lists. However, had it not been prepared by Gerald Smedley Andrews, MBE, it would have lacked the finishing touches of a special pride of workmanship and attention to detail characteristic of a careful artist. Known affectionately by his very many friends simply as "Gerry", his quiet and unassuming manner disguises an enquiring mind and a natural talent for innovation, hard work and a keen appreciation for historical perspective. G.S. Andrews has the distinction of holding the position of Surveyor-General of British Columbia for 1951 to 1968, the longest continuing office held by any Surveyor-General of the province, and his varied and interesting experiences have resulted in a certain respect and enthusiasm for those in the surveying profession. This, combined with his personal knowledge of people and events, is evident in the introduction.

Readers of B.C. HISTORICAL NEWS who have read G.S. Andrews' writings on surveying in British Columbia will not be disappointed with this book, but should bear in mind that it is neither a history nor a bibliography, as the author points out. It does not pretend to be either. It is a book of lists, supported by useful appendices of which there are twenty-four. Maritime Surveys are taken back to Bartolome Ferrelo, in 1543, before Sir Francis Drake. The names of the ships are listed. British Admiralty surveys list captains and their ships together with dates. Canadian Hydrographic surveyors are listed as are the names of the relevant vessels. A list of explorers is included. Personnel in the fieldwork in the boundary surveys are listed showing the seasons individuals worked. The Royal Engineers, "Columbia Detachment", officers and survey and cartographic tradesmen are listed together with a summary of their surveys. Collins' Overland Telegraph, railway survey and reconnaissance surveyors are not forgotten, bringing the total listed to approximately 1500.

Names are key words. Lists of names and dates permit much to be recorded in a small space but sometimes raise more questions than answers. Many answers will not be found in this compact book. There may be some readers who would point to the Royal Engineers, "Columbia Detachment" survey summary and find surveys missing. Others might wonder why some near-professional surveyors' names are missing when others are mentioned. The sum total of shortcomings must be very small compared to the virtues of the book which is an invaluable tool, not only for the historian of matters British Columbian, but for anyone interested in Canadiana.

PROFESSIONAL LAND SURVEYORS OF BRITISH COLUMBIA: CUMULATIVE NOMINAL ROLL has reached out far beyond the earlier editions and has emerged as a most reliable source leading to a complete history of British Columbia through the lives and work of the surveyors whether they are "men of the sea", "land-lubbers", or air-borne.

Geoff Castle, Head,
Map Division,
B.C. Provincial Archives

CAMAS CHRONICLES OF JAMES BAY, VICTORIA, BRITISH COLUMBIA

Camas Historical Group. Victoria: Evergreen Press. 1978.
Pp. 165, illus., \$9.95

In recent years, histories of a particular community or area of British Columbia have become increasingly common. Often they represent the collective efforts of several contributors. This well-printed and well-illustrated book combines the most usual merits and defects of such works. Its principal merit is that it contains many interesting accounts of bygone days by old-timers who in many cases recall being told about even earlier times by their parents. Its defects are a lack of coherent organization and a certain carelessness about names and dates.

James Bay may justifiably claim to be the first part of B.C. to have adopted a recognizably urban way of life. Some communities, such as Fort Langley, founded in 1827, came into existence earlier. Victoria, however, though not founded till 1843, became the capital of a British colony in 1849 and at once began to model itself on the British communities from which most of its earliest settlers had come. Thus long before the tourist bureau coined the slogan, the city was indeed in many respects "a little bit of old England on the shores of the Pacific."

Because it was the capital, first of a crown colony and later of a Canadian province, many prominent citizens had their homes in James Bay, which before the mud-flats were filled in and the Empress Hotel built, included an area around the present museum. Sir James Douglas, for example, had his home on the southern shore of the bay and his son-in-law's Dr. Helmcken's home stood and still stands, near by. Other well-known figures who lived in James Bay included Bishop Cridge, Emily Carr, Robert Dunsmuir, David Spencer, William Pendray, and numerous politicians and judges. This book contains interesting recollections of most of them, as well as many details of the day-to-day life of humbler folk.

There are also accounts of Indian life before the arrival of the white man, as well as guides to the numerous parks and buildings of historical significance in the area. The development of the region's athletic, cultural and educational life is also outlined in some detail. There are brief biographies of many people who contributed to the development of the area, as well as of all the provincial premiers of this century. By the time one has finished the book, one has learned a great deal about this interesting corner of the province, as well as realizing its important contributions to the development of this area.

The book is not without its faults. Some topics, such as the general history of the area are taken up, dropped for a time, and then resumed at some other point in the book. Some statements in the book are contradicted by others. For example, we are told in one place that the last of the bridges across James Bay "was replaced by the present causeway in 1892"; elsewhere, we read that "by 1900, plans were started for a causeway to take the place of the wooden bridge."

The Reformed Episcopal Church was not built in 1873, as Dean Cridge was still a member of the Anglican church throughout that year. The last of the "bird-cages" did not burn down in 1959, and the Point Ellice bridge did not collapse in 1895. Dr. Helmcken was not elected to the first B.C. Legislature in 1855, as elections for it were not held until 1856.

Street names, such as Marifield and Elliott, are variously spelled, as are the steamers Sophia and Clallam. One old-timer "remembers when Sir James Douglas lived in "Fairview" at the corner of Quebec and Menzies streets"; however, Sir James has been dead for over a century, and "Fairview" was actually the home of Robert Dunsmuir. Margaret Ormsby's well-known work is not called "British Columbia's History". It was not the Collegiate School, but Corrig College, that was operated by Dr. and Mrs. Church, and which stood at the corner of Douglas and Niagara.

For all that, this is a work to be recommended, and it is to be hoped not only that it will be widely read, but that citizens of other communities will be encouraged to produce similar works. Nearly every part of our province has made its distinctive contributions to the tapestry of B.C. life, and we should capture them in print before it is too late.

Derek Pethick

PIONEERS, PEDLARS, AND PRAYER SHAWLS: THE JEWISH COMMUNITIES IN BRITISH COLUMBIA AND THE YUKON

Cyril Edel Lenoff. Victoria: Sono Nis Press, 1978, pp.255, illus, \$15.00

Pioneers, Pedlars, and Prayer Shawls is not so much a narrative history of Canada's westernmost Jewish communities but rather a "family album" with accompanying descriptive essays. This form allows an economical survey of the varied individuals and institutions which have played a role in the history of the area (a task which in a narrative form would require a multi-volume study) but continuity between topics suffers. Nevertheless, this book belongs in any collection of ethnic or western history.

The varied roots of British Columbia Jewish population encompass all classes, from the colonial elite with their connections to the Anglo-Jewish aristocracy to penniless refugees from European pogroms, and all shades of religious, philosophical and political points of view. As a result, British Columbia's Jews have become well enough integrated in society at large that the Jewish contribution to our past has become obscured. People are remembered as politicians, industrialists, farmers or whatever, but their membership in the Jewish community and its influence on their lives has been forgotten. The well-footnoted essays accompanying the photographs open a window into part of the past which has been obscured, it is hoped that this book will serve as an introduction to riches of Jewish local history and as an inspiration for more detailed and specialized research.

Michael F. H. Halleran

THE BEST OF CANADA WEST. N.L. Barlee. Langley, B.C.: Stagecoach Publishing, 1978. pp. 192, maps, illus., \$5.95.

Born in Grand Forks, B.C., N.L. (Bill) Barlee grew up in the historic Boundary country. He later lived in Rossland, Kelowna, and now makes his home in Summerland. In 1967, Barlee, a history teacher, conceived Canada West Magazine, a quarterly, telling authenticated stories of the West in an informal, conversational style. The Best of Canada West is a compilation of Barlee's articles written from 1969 to 1977.

Cheap paper may reduce the clarity of some of the well-chosen pictures but the modest price is well worth this occasional loss. Added interest and information are imparted by the author's drawings of collectors' items and Indian artifacts. Introduced by "Yukon Diary", the articles are well researched folk legends. Barlee is eminently suited to write of ghost towns, of the rapid growth and swift decay of gold and silver mines and of colourful characters drawn with the flavour of on the spot reporting. The Best of Canada West is the kind of history of British Columbia that needed to be written. Peopled with living characters in a living atmosphere, the mining camps form the background of an exciting, roistering time in the history of our province. Such phrases as "hit the trail", "lead down north", and "rang with the sound of teamsters, boomers, and roustabouts" project the setting.

Readers are also made aware of the vulnerability of mining towns to fire. That dread word "fire" spelled the end of many a mining town. Barlee writes of such boom towns as Cascade, "the Gateway City", the dream of a brash young millionaire from Butte, Montana who wanted to build a railroad and smelter in the West Kootanay. By 1895 the townsite plan had been filed and "as the town took on an air of permanency, the original tents rapidly gave way to the first wooden false front buildings." By 1898, the Columbia and Western Railroad, now owned by the C.P.R., had reached Cascade. The town was teeming with activity -- hotels, newspapers, 1,000 inhabitants, night and day bustle, hammering, and the babbling of diverse nationalities. Alas, at the zenith of activities, the promise of the boom town was not fulfilled; the C.P.R. smelter was postponed, then abandoned; mineral claims failed to come up to expected assay results, cheaper railroad services damaged the teamsters' prospects; and freighting, "the reason for Cascade's existence," disappeared. In 1899, a sudden unexplained fire swept along First Avenue; two years later, another fire levelled the remainder of the city. Today, only a few old inhabitants can recall the boom days of "the Gateway City."

"The biggest police officer in the West" is another vivid article. In brawling, gambling Yale in 1881, Big John Kirkup of the B.C. Police was, "a good man to leave alone in a row." By 1894 he was dispensing justice from Revelstoke to Nelson. In Rossland, an axe murderer received only one year imprisonment from a "sympathetic jury." Governed by "Miners' Law," Rossland was a challenge met by Kirkup -- few cases reached the courts. They were dealt with by "Kirkup's Law." Graphic is the picture drawn by Barlee of this hero of B.C. history.

Barlee tells of "The Lost Platinum Cache," "The Lost Gold Bars of Camp McKinney," of Father Pat, an Anglican priest who rode the back woods and whose death caused "burly hardrock miners" to weep "openly and unashamedly." He writes of Old Bob Lowery, an editor who "had an unerring capacity to choose the right town at the wrong time." For over a quarter of a century he published newspapers in dozens of towns. Among his quotable comments were: "Fernie Free Press has become a nerveless prostitute," "A man with a thousand dollars could make more stir in Ainsworth than he could with a million in New York," "The

more you hate the articles in this journal the more you are in need of them". Who says history is dull?

The only article deserving adverse criticism is "The Chilcotin War." The Chilcotin War is more than an exciting tale of conflict. A more detailed explanation of under current rivalries and footnoted references would have made this article stronger; but that kind of explanation and argument would have been out of harmony with Barlee's style. Nonetheless, Barlee does whet the appetite to read about the whole tragic event in greater depth.

The Best of Canada West will appeal to readers of all ages. It should be placed in every school library. Young people would thus be made aware of the folk heroes, our historic sites and artifacts, of ghost towns ravaged, of precious objects of our past now lost forever. Barlee has heightened an awareness of our heritage and an appreciation of it.

Anne Stevenson

TRIBUTE (St. Andrew's Church, Fort Langley). Marjorie Rosberg, n.p. 1977. pp. 143, illus., map.

Marjorie Rosberg's Tribute, the history of St. Andrew's United Church in Fort Langley comes wrapped in a slip announcing:

A pioneer story of Fort Langley --
fur trading post,
site of the proclamation of British Columbia,
home of St. Andrew's Church community
"Langley pioneered much that was to become distinctive
of British Columbia."

Tribute represents much of what is distinctive about local history work in this province.

The origin and contents of St. Andrew's Church history are typical examples of the genre. During the 1975 celebration of the fiftieth anniversary of the United Church of Canada, Fred Kingston, minister of the Fort Langley congregation, assembled its records and asked that a history be written from them. Marjorie Rosberg, who had only been a resident of the community and member of the church for one year, took up the challenge, as she says, "because local history interests me so much." Ten senior members of St. Andrew's Board formed a committee which assisted her in research and obtained a New Horizons grant for publication. Of this group Marguerite Kirkham became the author's co-worker. Together the volunteer historians have compiled a capsule history of Fort Langley and St. Andrew's Church from fur trade through gold rush and agricultural settlement periods. They employ the recollections of Reverend Alexander Dunn, pioneer Scots Presbyterian minister in the Fraser Valley to describe the foundation of the congregation and the building of St. Andrew's Church in 1885.

They use its minute books to detail the life of the parish until it joined the United Church in 1925. Brief descriptions of particular church members complement the narrative and abstracts of congregational reports and interviews with longtime church members bring the history up to 1977. The last chapter salutes the work of the ladies' organizations and affiliated congregations. It also memorializes the efforts of the Native Sons to preserve Fort Langley as an historic site. Rosberg and her co-worker enhance their book by including a map of Langley municipality showing various district locations, vintage photographs, modern sketches, and poems by old timers and by themselves.

The fine points of the style and contents of Tribute, like those of most local histories produced in British Columbia, are offset by deficiencies of composition. The table of contents indicates chapters with chronological organization but the mixing of selections from congregational records on particular periods and rambling pioneer reminiscences results in disorganization. The work of St. Andrew's congregation in the Great War has to be sought in the "1910 to 1919" chapter as well as in sections on particular families. One has to look in "1926 to 1929" to find a note that the W.A. to the Canadian Legion placed a tablet in St. Andrew's church in 1931 as a memorial to the "local young men who lost their lives in the 1914-1918 war." Furthermore, nowhere in Tribute is there mention of one of the most remarkable features of the landscape of Fort Langley village, the community cemetery adjacent to St. Andrew's. It contains the local cenotaph, special sections for veterans, for Indians, for old timers and for modern graves. Five Japanese Canadians are buried in the latter area. Why? Except in the mid-nineteenth century beginnings of the history the authors do not give context to their narrative. They merely record parochial events. They do not relate these events to those in the history of other communities in British Columbia or Canada.

A wide range of sources are available, however, to writers of local history in Fort Langley and other Fraser Valley towns. Public, college and university libraries are within commuting distance. The compilers of Tribute might have checked these for Wilson Duff's 1952 ethnography on The Upper Stalo. Then they would not have described local Indians as "tribes" who "lived a primitive and simple life" until the white men came, and they would not have ignored the neighbouring McMillan Island band and their Roman Catholic church. They might also have surveyed the New Westminster British Columbian coverage of Langley district events, particularly the 1894 and 1948 floods on the Fraser River, topics they omit entirely.

Despite these flaws Tribute exists. It provides those interested in local history with something to read. That it is not something better is not entirely the fault of the authors. Other reviewers have pointed out that in British Columbia 'big' historians neglect 'little' historians to the detriment of both,¹ and that the provincial government is remiss in not funding an agency to assist writers of local history.² Another aspect of local history wants remark. In

1. G.R. Elliott, "Book Reviews," BC Studies No. 9 (Spring, 1971), pp. 55-59.

2. C.W. Humphries, "The Writing of Local History," BC Studies No. 22 (Summer, 1974), pp. 71-75.

this province, historical efforts have been directed at centennials of 'the pioneers' and the production of a book on them or the preservation of one of their buildings. The volunteers then get the library to shelve their work or the curator to run it. There needs to be more consistent effort to collect and preserve local history especially twentieth century material. The Tribute committee should donate their collection of records, reminiscences and photographs to the Langley Centennial Museum -- if they have not already done so -- and then continue collecting information about the heritage of their church and community.

Jacqueline Gresko
Douglas College.

Biographical Details: Ruth Barnett, president.

Ruth Evelyn Barnett, BA (UBC), history major

eldest daughter late Magistrate G.H. Pidcock and Eleanor Pidcock of Courtenay. Lived first six years at Quathiaski Cove, then in Courtenay until entered teaching to work in Wells, Prince George and Alberni. In 1942 married Thomas S. Barnett, MP for Comox-Alberni, 1953-1958, 1962-1974, mayor of Campbell River since 1976.

Son, Paul, at home; daughter, Nancy Bosomworth, Vancouver.

Taught, chiefly art and social studies

Lived ten years in Ottawa, active there in Parliamentary Wives' Association, studied anthropology at Carleton University, French and art.

Member federal executive NDP Women's Committees until these were phased out.

President: Soroptimist Club of the Alberni Valley 1958-61.

Mitlenatch Field Naturalist Society, 1973-75.

Campbell River and District Historical Society, 1973-75.

Chairman: Convention committee 1975 BCHA.

Advisory committee for the establishment of a community college on the northern half of the island.

BC Background:

Great-grandfather: Captain Henry Smith employed by Rithet's, Victoria.

Grand-parents: William A. and C.P. Starrett, Silver Creek (near Hope)
Alice and Reginald H. Pidcock, Indian agent, Kwawkwalth Agency,
Fort Rupert, Alert Bay, Quathiaski Cove

Great-uncles: Harry Guillod, first Indian agent West Coast Agency, Uclulet,
Port Alberni
Ashdown Green, DLS, amateur ichthyologist, Victoria.

Major interests: modern social and political history, gardening and bird watching.

MEMBER SOCIETIES

- Alberni District Museum and Historical Society, Mrs. C. Holt, Box 284, Port Alberni, V9Y 7M7. 723-3006.
- Atlin Historical Society, Mrs. Christine Dickenson, Box 111, Atlin, VOW 1A0.
- BCHA, Gulf Islands Branch, Helen Claxton, Port Washington, VON 2T0.
- BCHA, Victoria Branch, Frances Gundry, 244 Niagara, Victoria, V8V 1G4. 385-6353.
- Burnaby Historical Society, Ethel Derrick, 8027-17th Ave., Burnaby, V3N 1M5. 521-6936.
- Campbell River & District Historical Society, Julie O'Sullivan, 1235 Island Highway, Campbell River, VOW 2C7.
- Cariboo Historical Museum Society, Reg Beck, Box 16, Glen Drive, Fox Mountain, R.R. #2, Williams Lake, B.C.
- Chemainus Valley Historical Society, Mrs. E. Pederson, P.O. Box 172, Chemainus, VOR 1K0. 245-3205.
- Cowichan Historical Society, W.T. H. Fleetwood, Riverside Road, Cowichan Station.
- Creston & District Historical and Museum Society, Mrs. Margaret Gidluck, Box 164, Creston, VOB 1G0. 428-2838.
- District #69 Historical Society, Mrs. Mildred Kurtz, Box 74, Parksville, VOR 1S0. 248-6763.
- Elphinstone Pioneer Museum Society, Box 755, Gibsons, VON 1V0. (886-2064)
- Golden & District Historical Society, May Yurik, Box 992, Golden, VOA 1H0.
- Historical Association of East Kootenay, Mrs. A.E. Oliver, 670 Rotary Dr., Kimberley, VOA 1E3. 427-3446.
- Kettle River Museum Society, Alice Evans, Midway, VOH 1M0 449-2413.
- Maple Ridge & Pitt Meadows Historical Society, Mrs. T. Mutas, 12375-244th Street, Maple Ridge, V2X 6X5.
- Nanaimo Historical Society, Linda Fulton, 1855 Latimer Road, Nanaimo, V9S 2W3.
- Nootka Sound Historical Society, Beverly Roberts, Box 712, Gold River, VOP 1G0.
- North Shore Historical Society, David Grubbe, 815 West 20th Street, North Vancouver, V7P 2B5
- Princeton & District Pioneer Museum, Margaret Stoneberg, Box 687, Princeton, VOX 1W0. 295-3362.
- Sidney & North Saanich Historical Society, Mrs. Ray Joy, 10719 Bayfield Road, R.R. #3, Sidney, V8L 3P9. 656-3719.
- La Société historique franco colombienne, Anna Beaulieu, 1204 - 1560 Burnaby St., Vancouver, V6G 1X3.
- Trail Historical Society, Mrs. M.T. Jory, Box 405, Trail, V1R 4L7. 368-5602.
- Vancouver Historical Society, Irene Tanco, Box 3071, Vancouver, V6V 3X6. 685-1157.
- Wells Historical Society, Sharon Brown, Box 244, Wells VOK 2R0.
- Windermere District Historical Society, Mrs. E. Stevens, Box 784, Invermere, VOA 1K0