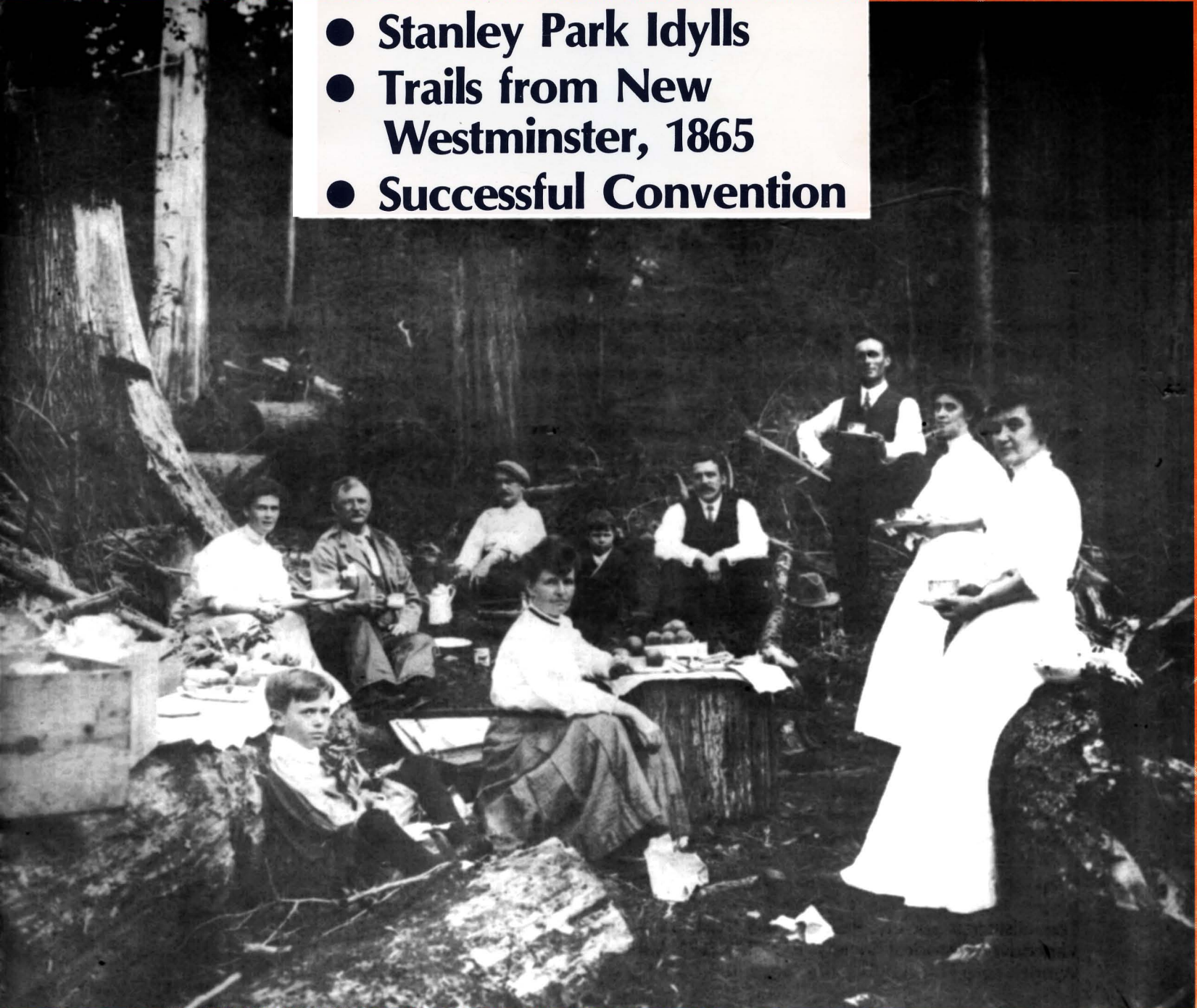


# BRITISH COLUMBIA HISTORICAL NEWS

- Stanley Park Idylls
- Trails from New Westminster, 1865
- Successful Convention



## On the cover . . .

Weekend picnicking was one of Vancouverites' most popular recreational pastimes in Stanley Park. The women's dresses, china cups, wooden picnic boxes, and forest density suggest that these picnickers may have arrived at their secluded spot by carriage or automobile.

PHOTOGRAPHER: Philip Timms.

. . . story starts on page six.



## MEMBER SOCIETIES



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# BRITISH COLUMBIA

# HISTORICAL NEWS

Summer 1982  
Vol. 15, No. 4

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Letters to the Editor .....	4
News of the Association .....	5

## Features

Stanley Park: Vancouver's Forest Playground by Robert A.J. McDonald .....	6
Trails Radiating from New Westminster, c. 1865 by R.C. Harris .....	14
Jottings of a Gentleman by Patrick A. Dunae .....	19
Discovery: 1912 by E.W. Giesecke .....	22

News and Notes .....	25
Reports from the Branches .....	26
Anne Stevenson .....	28

## Bookshelf

<i>The West Howe Sound Story</i> by Francis J. Van Den Wyngaert	
<i>The Fort Nelson Story</i> by Gerri F. Young	
<i>A Guide to the Study of Manitoba Local History</i> by Gerald Friesen and Barry Potyondi review by Clarence Karr .....	33
<i>Manlike Monsters on Trial</i> by Marjorie M. Halpin and Michael Ames, eds.	
<i>Totem Poles: An Illustrated Guide</i> by Marjorie Halpin	
<i>Gabriola: Petroglyph Island</i> by Mary and Ted Bentley	
<i>Mungo Martin: Man of Two Cultures</i> by the B.C. Indian Arts Society review by Douglas Cole .....	34
<i>Vancouver: An Illustrated History</i> by Patricia E. Roy review by Ted Goshulak .....	35
<i>Promise of Eden: The Canadian Expansionist Movement and the Idea of the West</i> by Doug Owrarn review by Ian MacPherson .....	36
<i>My Mother the Judge: A Biography of Helen Gregory MacGill</i> by Elsie Gregory MacGill review by Barbara Latham .....	37

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# To the Editor

The Editor:

Planned construction of high voltage transmission lines threatens to destroy much of what remains of the Harrison-Lillooet route. It is a route of provincial importance: in March 1980, the Heritage Conservation Branch of the Ministry of the Provincial Secretary published the *Lillooet-Fraser Resource Study* which describes in detail this one-time road to the gold fields of the Fraser and its tributaries.

The *Study* summarizes the potential of what is left of the southern section of the first Cariboo Road and its mile houses:

“... significant remnants of the Harrison-Lillooet route still exist, particularly in the Port Douglas-D’Arcy corridor.” (page 143, Vol. 1)

“The Harrison-Lillooet route offers the best overall potential in the study region for conservation and interpretation of heritage resources.” (page 144)

“that the Port Douglas-D’Arcy corridor be designated a provincial heritage recreation corridor.” (page 53)

B.C. Hydro’s plans for additional power lines threaten this corridor over its entire length. In 1981, the corporation published the findings which can affect historic sites located at intervals for about fifteen miles south west from D’Arcy. They are contained in *Kelly Lake-Cheekye 500 kV*

*Double Circuit Transmission Line, Stage 1, Summary Report, July 1981.* Running as it will through half-mile wide valleys, this line will jeopardize important vestiges of the work of the Royal Engineers and others, all that remain after construction of four existing power lines.

High voltage lines less advanced in planning will branch south along Lillooet Lake and continue towards Port Douglas, endangering heritage resources of the southern section of the Harrison-Lillooet route. Transmission lines already slice through some of the historic sites of the Resource Study. After construction of the proposed massive developments, all sections of the first highway on the mainland may disappear along with old mile house locations.

Several Pemberton community groups: the ratepayers’ organizations of Birken, Pemberton, and Whistler; as well as the Village of Pemberton and the Squamish-Lillooet Regional District, all oppose more power lines through inhabited valleys. The ratepayers’ groups and the Mount Currie Band have formed a coalition for more effective opposition. Because Hydro is planning to submit an application for the Kelly Lake-Cheekye line later this year, we who protest the routing of this line have little time to prepare forceful arguments to present to the B.C. Utilities Commission.

We are asking for support. The address of the secretary of the People’s Energy Review Coalition (PERC) is Box 4, Pemberton, B.C. V0N 2L0.

Mrs. Thord Fougberg  
Pemberton, B.C.

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**Mr. & Mrs. Gerry Wellburn and Donald New (left to right) at the B.C.H.A. Annual Convention at Cowichan Bay. Donald New is a past-president of the Association.**

## News Policy Committee

Members of the *News Policy Committee*, an advisory committee set up one year ago, are Helen Akrigg, Naomi Miller, Winnifred Weir, ex officio Barbara Stannard, and myself, Ruth Barnett, chairperson.

The committee has met three times and members have conferred by telephone and letter. During this period the *News* has expanded from an issue of 24 pages to the last one of 38 pages.

The committee is exploring methods by which the *News* may be retailed and become better known in the province. At this time, the retail price of a copy of the *News* has been set at three dollars. Tom Carrington has kindly agreed to be distributor.

My thanks go to our hardworking and imaginative editor, to the members of the committee for their co-operation, and to those who have mailed in both suggestions and material.

— Ruth Barnett

## A Message from the President

Hello,

The convention has come and gone. A hearty vote of thanks to the Cowichan Historical Society and their active convention committee. It was a most successful convention in a beautiful setting with that feeling of friendship so important to these occasions. You followed all the rules by providing a wealth of historical information and good fellowship. A rose to you all, Cowichan Historical Society.

The visit of the Heritage Advisory Board with Mr. Russell Irving was very informative. We look forward to a closer relationship with this body. Mr. Frey and Mr. Tarasoff attended our council meeting and will be attending more meetings, where they will be able to keep in touch with all areas of the province.

I make this oft repeated plea to all societies. Please let your executive know where we can be the most assistance to you. If you have complaints, please voice them; if you have praise, let that be known also. I ask your cooperation with all committees. I hope to be able to visit some of your societies next year. I extend a warm welcome to the new societies who have joined us this year.

— Barbara Stannard.

## Back Issues of News Still Available

Back issues of the *B.C. Historical News*, over the ten years that Phil and Anne Yandle were editors, can still be obtained from the Alberni District Museum and Historical Society, P.O. Box 284, Port Alberni, B.C., V9Y 7M7.

They cannot guarantee further holding of these copies after October 1982. The only charge — postage prepaid.

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# Stanley Park: Vancouver's Forest Playground

Robert A. J. McDonald

In its early, unmanicured state, Vancouver's Stanley Park was unique. It alone among North American parks was a primeval forest in the front yard of a big city.<sup>1</sup> No other urban park drew wilderness to the edge of civilization quite like Stanley Park, a 960 acre peninsula of natural rainforest standing proudly at the western entrance to the city's harbour.

Its advertising features were fully exploited by the Canadian Pacific Railway and real estate boosters alike. Stanley Park became Vancouver's most widely acclaimed feature. As writer Elbert Hubbard remarked, "There are parks and parks, but . . . no park in the world . . . will exhaust your stock of adjectives and subdue you to silence like Stanley Park in Vancouver."<sup>2</sup>

Stanley Park was much more than a tourist attraction and civic money-maker. It was also Vancouver's "breathing spot", its "place of recreation", its forest playground. Business-minded civic leaders had not endowed early Vancouver with an abundance of recreational parks. Until playing fields on the east side of the city were purchased in 1902, the poorly maintained Cambie Street grounds provided the inner core's only recreational space.

One exception to Vancouver's essentially shortsighted parks policy stood out: Stanley Park. A former military reserve, it was granted to the city for park purposes in 1887.<sup>3</sup> For Vancouverites, lack of alternative recreational locations merely enhanced Stanley Park's seductive natural attractions.

Access to the park remained relatively difficult for the city's majority until a streetcar line reached the Georgia Street entrance sometime in 1897.<sup>4</sup> Thereafter, citizens of all economic and social backgrounds flocked to the "people's park." A July 1911 census of users revealed that 53,255

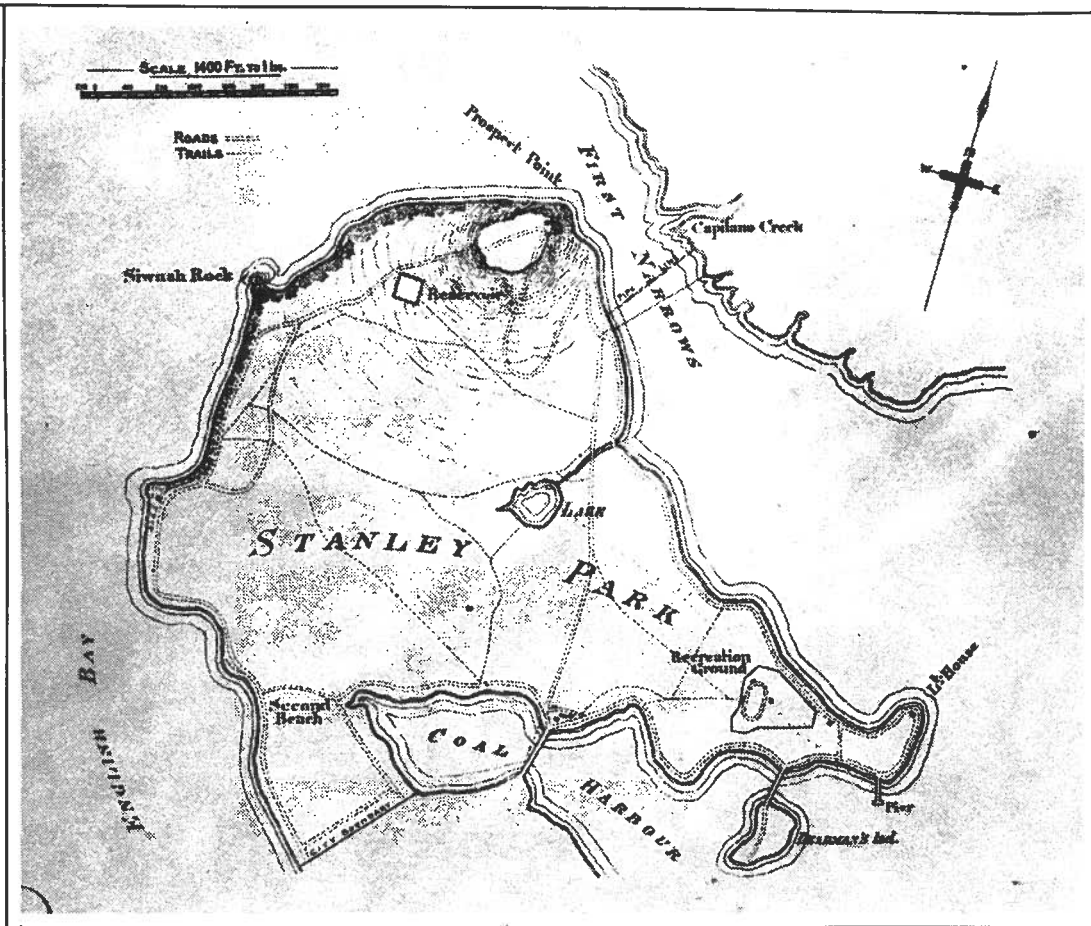
pedestrians, 1114 automobiles, 1171 rigs, and 660 bicycles entered the park during one seven-day period; almost 22,000 pedestrians entered on Sunday alone.<sup>5</sup> Little wonder, then, in this city of 121,000 people, some would complain that "it was a hard proposition to get to Stanley Park on a street car, owing to the crowd."<sup>6</sup>

Those owning bicycles, horses, rigs, or motor cars could venture far into the inner heart of the great forest. A Sunday afternoon carriage drive to the spectacular lookout at Prospect Point was as popular with the city's carriage-owning elite as it was with visiting tourists and dignitaries.

The new safety bicycle's pneumatic tires, light-weight tubular construction, equal-sized wheels, chain-gear drive, diamond-shaped frame, and relatively inexpensive pricetag made cycling one of urban North America's most popular recreational pastimes in the 1890s.<sup>7</sup> No other part of the Terminal City could compete with Stanley Park as a locale for cycling, and middle class Vancouverites, smitten by the cycling bug, swarmed across the park in the nineties to such northside attractions as Prospect Point and Siwash Rock.

The motor car offered a much less democratic means of travelling in Stanley Park. Business leader W.H. Armstrong acquired the first automobile in B.C. in 1899.<sup>8</sup> Throughout the decade after 1900 cars remained the toy of wealthier middle class businessmen and professionals.<sup>9</sup> Motorists, too, favoured drives around Stanley Park's perimeter road. Sugar magnate B.T. Rogers, for one, gained notoriety by roaring around the park in his "snorting motor" at fast speeds.<sup>10</sup>

For the vast majority of park visitors, who entered on foot, Stanley Park's recreational possibilities were more limited. Crowding occurred in particular at the north end of the Coal Harbour bridge, the point reached most easily



**Map of Stanley Park, 1898**

Thompson Stationery Company, *Tourist Guide Map of Vancouver City and Park, 1898*, Vancouver City Archives.

from the city by road or streetcar. Between 1891 and 1897 twelve acres of forest were cleared near the bridge, and a zoo, aviary, bear pit, and lawns were added.

In the early 1890's the fourteen-acre Brockton Point athletic grounds were carved from the forest at the eastern end of the park. Spectators reached the grounds either by trail from the main park entrance or by Union Steamship Company boat. Naval displays by visiting sailors, militia pageants, band concerts, and competitive athletic contests made Brockton Point, with its fields and bleachers, the park's most active recreational centre. Second Beach, long popular for swimming and seaside picnics, was within walking distance of both the Georgia and Beach Street entrances.<sup>11</sup>

In short, as Park Commissioner A. E. Lees noted in 1913, Stanley Park was "not for the rich alone." It was also "the heritage of the masses."

While on the surface Stanley Park's broad popular appeal appeared to draw rich and poor together in harmonious union, closer examination reveals that different socio-economic groups enjoyed the park's recreational offerings quite unequally. Vancouver's "plain every-day people" did not have full use of the park. As Lees himself went on to say, the "masses congregate near the entrances because they are not blessed with motor cars and horses."<sup>12</sup> To cite Park Board statistics again, only 3.5 percent of all pedestrians reached Prospect Point on the park's north side.<sup>13</sup> East Vancouver's residents' support in 1911 for a proposed tramline from Coal Harbour across the park to Siwash Rock reflected many Vancouverites' growing frustration with restricted access to the park's outer reaches.<sup>14</sup>

The recreational grounds, too, were a source of public controversy. From 1888 to 1913, control

of the grounds rested with the Brockton Point Athletic Association, a private body initially dominated by socially prominent businessmen.<sup>15</sup> While some working class players, such as those associated with the city's lacrosse teams, played at Brockton Point, fees charged by the Association tended to restrict use of the playing fields to better organized and wealthier teams and limit popular participation to spectator roles.<sup>16</sup> Consequently, as early as the 1890's Vancouver labour unions were demanding additional free recreational grounds elsewhere in the park and city.<sup>17</sup>

By 1912 Stanley Park had reached a turning-point. Increased patronage stimulated a major debate about whether the park's wilderness character should be maintained at all costs, or whether popular demands for greater access, more open space, and additional recreational facilities should be heeded. Should Stanley Park remain a "holy retreat" as wilderness preservationists demanded, or become a more "practical breathing spot" as the masses maintained?<sup>18</sup> Public pressure and Henry Ford's Model-T appear to have decided the controversy in favour of the popular majority.

<sup>1</sup> *Saturday Sunset*, 13 January 1912, in Vancouver Park Board Papers, R.G.7, Clippings, Loc. 51-B-5, Vancouver City Archives (VCA).

<sup>2</sup> Vancouver Park Board, *First Annual Report*, 1911, p. 53, in *ibid.*

<sup>3</sup> William C. McKee, "The History of the Vancouver Park System 1886-1929," unpub. M.A. thesis, University of Victoria, 1976, pp. 34-35 and chapter 6.

<sup>4</sup> The exact date of completion is unknown, but an agreement between Vancouver and the street railway company was reached in May 1897. See *Daily News-*

*Advertiser*, 26 May 1897, p. 5.

<sup>5</sup> *Ibid.*, 27 July 1911, in V.P.B. Papers, R.G. 7, Clippings, Loc. 51-B-5, VCA.

<sup>6</sup> *Vancouver Daily Province*, 15 November 1912, p. 16.

<sup>7</sup> Richard Harmond, "Progress and Flight: An Interpretation of the American Cycle Craze of the 1890s," *Journal of Social History*, vol. 5 (1971-72), pp. 235-257.

<sup>8</sup> E.O.S. Scholefield and F.W. Howay, *British Columbia from the Earliest Times to the Present*, Vancouver, 1914, vol. 3, pp. 222-226.

<sup>9</sup> British Columbians registered only 594 automobiles in 1909, but this number increased markedly to 6138 in 1913.

<sup>10</sup> *Vancouver Sun*, 21 October 1965, p. 17.

<sup>11</sup> See McKee, "Vancouver Park System," chapter 4; W.S. Rawlings to Major A.B. Carey, 4 January 1913, V.P.B. Papers, R.G. 7, Correspondence, Loc. 48-E-1, VCA; and Major J.S. Matthews Photograph Collection, vol. 149 (Stanley Park), p. 92.

<sup>12</sup> *News-Advertiser*, 7 January 1913, in V.P.B. Papers, R.G. 7, Clippings, Loc. 51-B-5, VCA.

<sup>13</sup> J.W. Wilkinson and J.H. McVety to the Sec. Board of Park Commissioners, 16 August 1911, V.P.B. Papers, R.G. 7, Correspondence, Loc. 48-C-3, VCA.

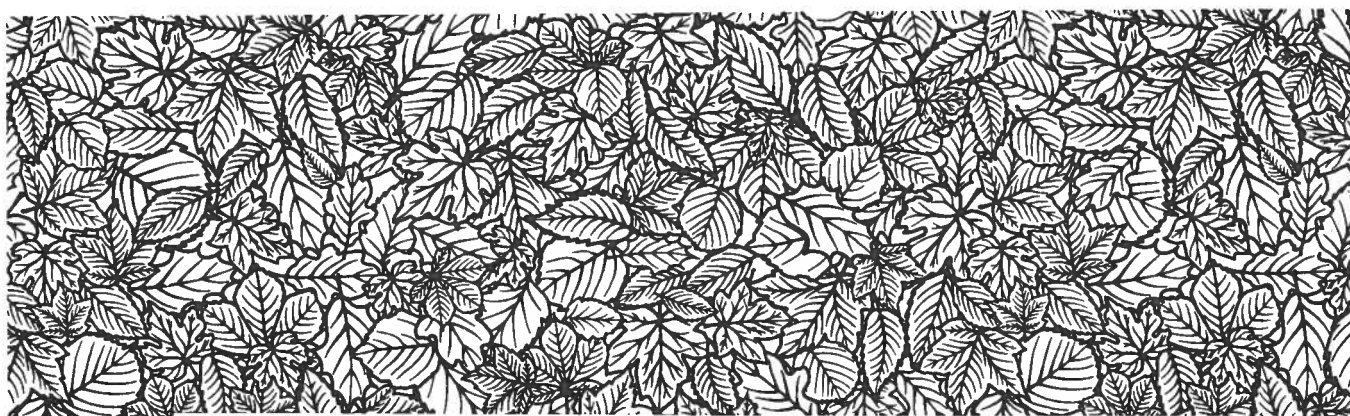
<sup>14</sup> *News-Advertiser*, 17 August 1911, pp. 1 and 4.

<sup>15</sup> *Ibid.*, 8 May 1888, p. 6; 10 May 1888, p. 6; and 3 June 1888, p. 1.

<sup>16</sup> For example, the city's Vancouver Lacrosse Club of 1890 included a cabinetmaker, compositor, clerk, upholsterer, brakeman, watchmaker, merchant, and express company messenger. See Matthews Photograph Collection, vol. 145 (Sports), p. 48, and Vancouver city directories.

<sup>17</sup> *News-Advertiser*, 31 August 1895, p. 8.

<sup>18</sup> See V.P.B. Papers, R.G. 7, Clippings for 1912, *passim*, Loc. 51-B-5, VCA.

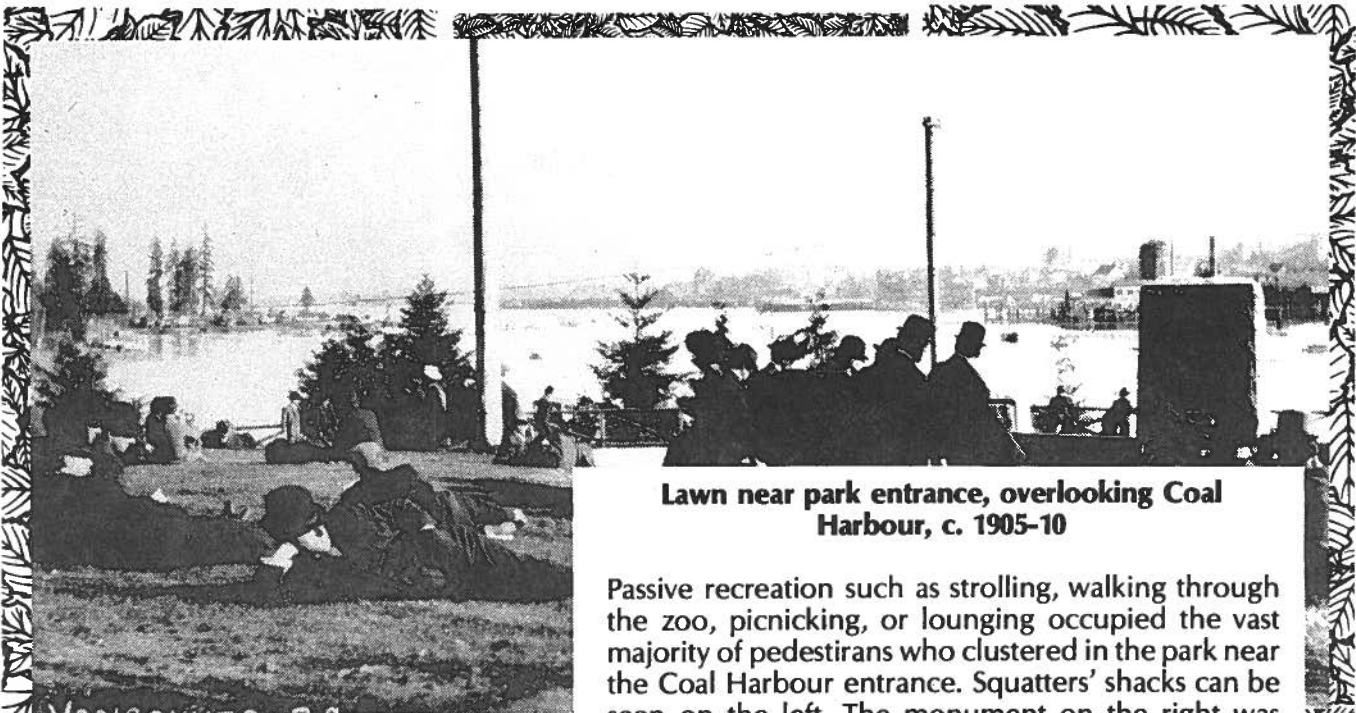


### Women and children at Second Beach, 190?

Local residents were using the beach on the west side of the military reserve even before Vancouver acquired Stanley Park in 1887. In 1911 the Park Board underbrushed the area behind the beach and added picnic facilities.

PHOTOGRAPHER: Philip Timms.





**Lawn near park entrance, overlooking Coal Harbour, c. 1905-10**

Passive recreation such as strolling, walking through the zoo, picnicking, or lounging occupied the vast majority of pedestrians who clustered in the park near the Coal Harbour entrance. Squatters' shacks can be seen on the left. The monument on the right was erected in 1905 by the school children of Vancouver to honour Queen Victoria.

**PHOTOGRAPHER:** Philip Timms

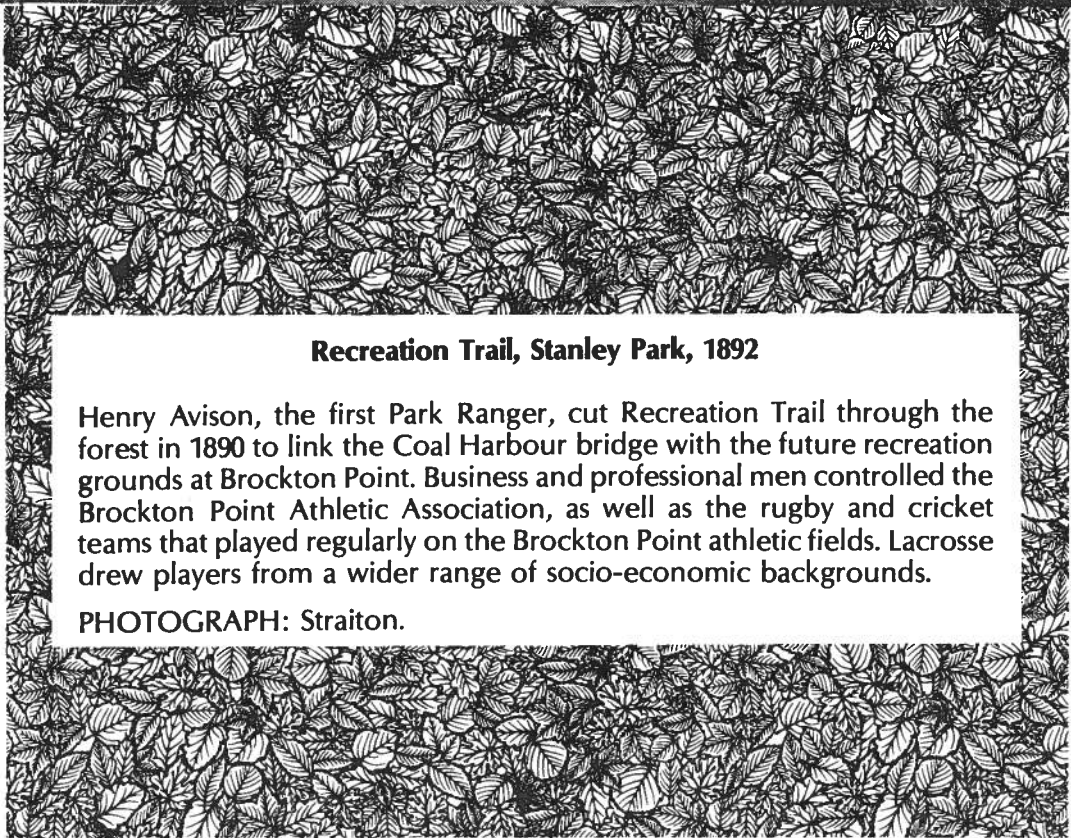
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Vancouver City Archives, Matthews Collection, Vol 145 (Sports), p. 50



**Recreation Trail, Stanley Park, 1892**

Henry Avison, the first Park Ranger, cut Recreation Trail through the forest in 1890 to link the Coal Harbour bridge with the future recreation grounds at Brockton Point. Business and professional men controlled the Brockton Point Athletic Association, as well as the rugby and cricket teams that played regularly on the Brockton Point athletic fields. Lacrosse drew players from a wider range of socio-economic backgrounds.

PHOTOGRAPH: Straiton.



Vancouver City Archives, Matthews Collection, Vol 148 (Stanley Park), p. 33

**Stanley Park bridge, May 24 or Dominion Day, 1898**

This bridge, erected in 1888, was the main entrance to Stanley Park. A regimental marching band is crossing the bridge. The area around the zoo and aviary (shown in the picture) was the most congested in the park. The Capilano water pipeline is shown on the left.

PHOTOGRAPHER: Unknown.

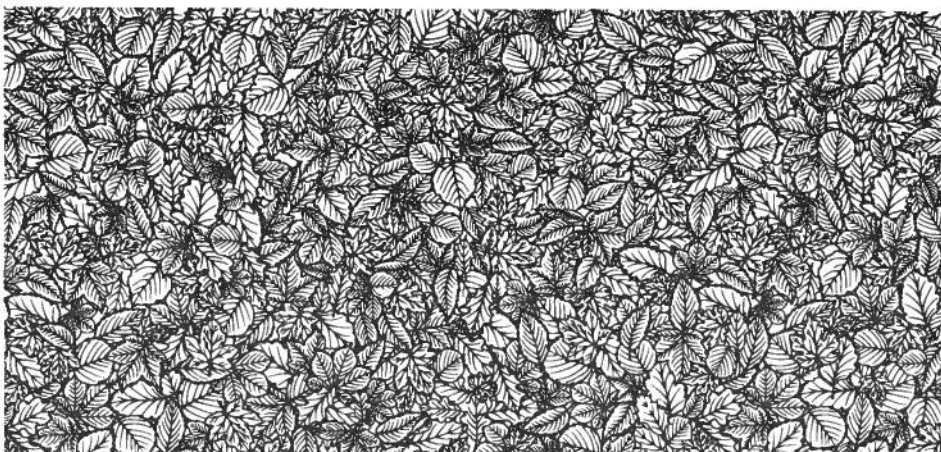


Vancouver City Archives, Matthews Collection, Vol 151 (Stanley Park), p. 174

**Vancouver bicycle club out for a 'run', Prospect Point, 1895.**

The bicycle craze hit Vancouver, as it did other North American cities, in the 1890s. Prospect Point, Siwash Rock, and the Reservoir on the northwest side of the park were popular destinations for cyclists.

PHOTOGRAPHER: Unknown.



**Automobiles in Stanley Park, c. 1905.**

The increasingly popular automobile, permitted to operate in Stanley Park starting in 1905, allowed wealthier members of the middle class to enjoy all parts of the park. In contrast, despite demands from labour unions and many eastside residents, electric trams were resolutely forbidden from entering the forest reserve.

**PHOTOGRAPHER:** Philip Timms

*Robert A.J. McDonald is an Assistant Professor in the History Department at the University of British Columbia. He is the co-editor of the recent publication British Columbia: Historical Readings.*

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**R.C. Harris**

# Trails Radiating from New Westminster, c. 1865

Between 1859 and 1862 the Royal Engineers, acting under the direction of Governor James Douglas, laid down the broad outline of highways in Greater Vancouver. These roads do not conform with the rectangular street grids adopted later, and are therefore conspicuous on a modern street map. Expansion of the road system south and east of New Westminster began in the 1870's.

The accompanying figure is transcribed from sheet two of an ambitious 1 inch = 10 miles map of British Columbia which was a part-time project of surveyor and draftsman J.B. Launders at the Lands and Works Department, Colony of British Columbia.

Seven sheets were started, covering southern British Columbia in two tiers. Although the sheets are not signed or dated, they can be assigned to Launders from entries made in the Department's work book for 1865, and by the style of the work book for 1865 and the style of the map. Prints of all seven sheets will be found in the map room at the Provincial Archives and at the Royal Geographic Society, London.

Sapper James Benjamin Launders came to British Columbia in 1859 as one of Captain H.R. Luard's contingent. When the Columbia Detachment of the Royal Engineers was disbanded in 1863, Launders was part of the majority who elected to settle here. He remained in the Lands

and Works Department which was set up under Colonel Moody, Chief Commissioner of Lands and Works, as part of the fabric of colonial government.

During his career Launders produced hundreds of finely drawn plans and maps for the Department. One of his best known compilations is the 1871 "Trutch" map of British Columbia. (Joseph Trutch was the incumbent Chief Commissioner of Lands and Works.)

Examination of the excerpt from Launders' map show all seven trails run from tidewater to tidewater. They were built for at least two reasons: for alternative military access and to open the land for survey and settlement. In the case of extremely severe winters, such as 1861/62 when the Fraser was solidly frozen for weeks, the trails also gave civilian access to salt water for supplies and mail.

On arrival in late 1858, Col. Moody showed alarm at the militarily exposed position of the provisional capital of Fort Langley on the south bank of the Fraser. Exploring downstream on the north bank, he almost selected Mary Hill for the site of the capital, but finally chose the hill which is now the Royal City, right at the apex of the Fraser delta.

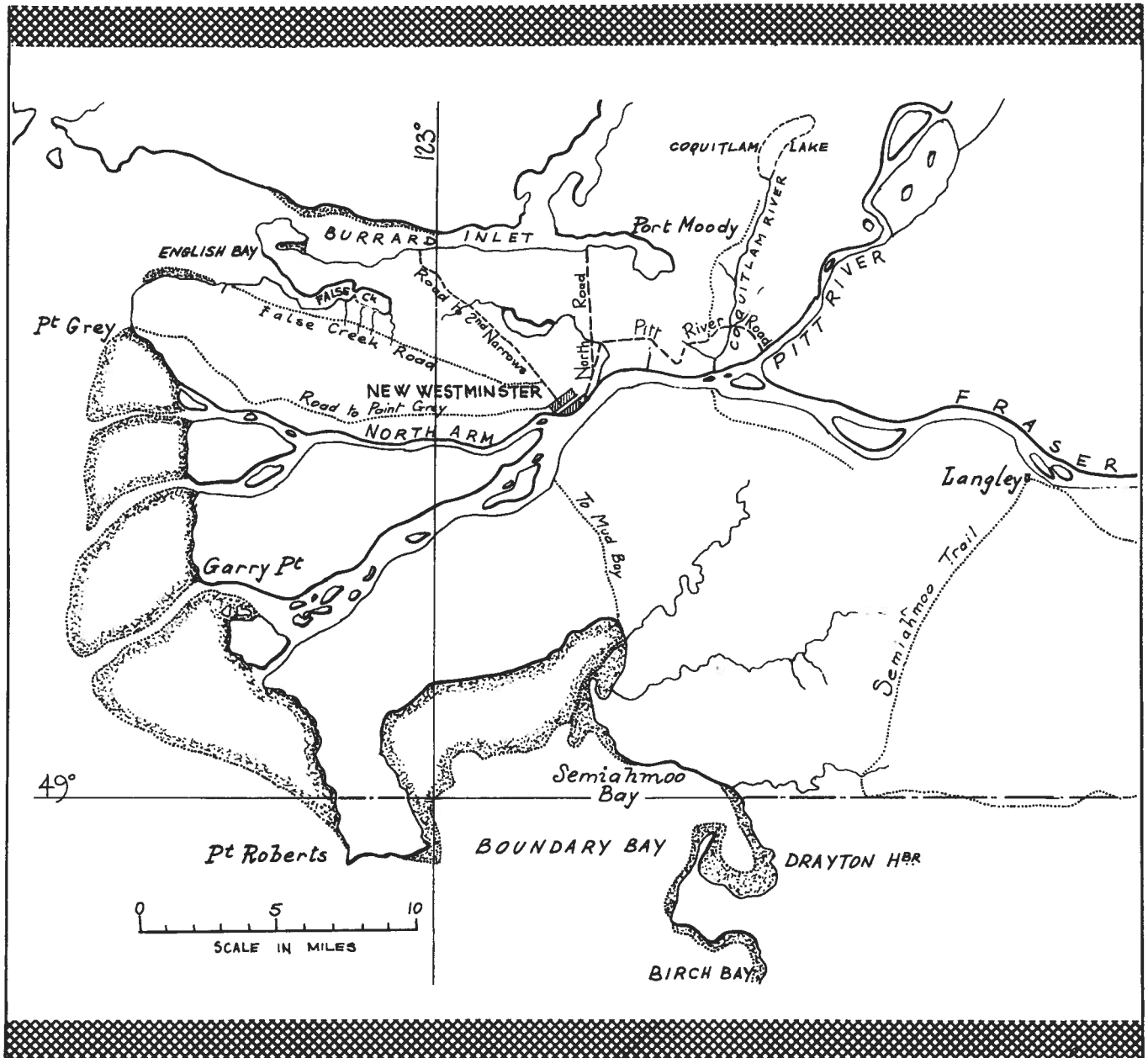
The Royal Engineers established their camp, which included an observatory and a printing press, about a mile upstream of Queen(s)bo-

rough, on a flat now in front of the old federal penitentiary.

Two of the five "roads" started from the Royal Engineer Camp on the east side of New Westminster hill, the other three started on the west side.<sup>1</sup> For some distance from the New Westminster street grid the roads ran straight, before succumbing to the topography. The straight roads

were used as convenient baselines for district lot surveys on either side. This applies particularly to Douglas (now Eighth) Street, and to the North Road.

The standard width of road allowance was one chain (66 feet or 20 metres), but the early contracts only called for clearing an aisle 10 or 20 feet wide through the forest. Most road and trail building



From Sheet 2 of the unfinished LANDS AND WORKS DEPARTMENT 10-mile map of British Columbia, c. 1865. Draftsman: J.B. Launders (ex Royal Engineers).

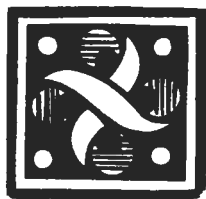
work was awarded through public tenders to specifications and plans drawn by the Royal Engineers, operating as the Lands and Works Department.<sup>2</sup> The Royal Engineers later supervised and accepted the contractors' work.

Launders made many of the plans and tracings, which fitted him for compiling his 10-mile and other maps.

The work was very heavy for hand tools. There were contractor failures and abandoned contracts, but gradually the roads and trails were pushed out from New Westminster, then were widened. The usual contract price was £60 per mile of road opened 20 feet wide. The contractor was often paid in land valued at 10 shillings per acre, the contractor to select the land. A well-financed contractor could be paid in land at 120 acres per mile. All brush and trees up to 10 inches in diameter had to be removed. Larger trees were to be cut down at chopping height and rolled off the trail. A completion date was specified.

When the trails were accepted as complete, they required continual maintenance and clearing from traffic and weather and rampant vegetation. For this purpose, chain gangs of minimum security convicts tethered to a long, clanking chain were employed as part of their rehabilitation.<sup>3</sup>

Notes on the seven roads and trails on the excerpt from Launders' map follow. The name on the map is given first, followed by most of the synonyms. At times, the same name was used for two different trails.



## North Road

**Trail to Burrard Inlet; Trail to Port Moody (inlet); Port Moody Road; North Road to Port Moody.**

The first contract to build this direct connection to Burrard Inlet was let in 1859, but the road seems to have served more as a baseline for land surveys on either side than as a thoroughfare. On 29 May 1867 (ex Corporal) Howse reported: "The roadway from the Brunette to Burrard Inlet is overgrown with fern and underbrush, leaving only a foot track along the line . . . it is badly cut up, the surface being washed away, which has exposed numerous roots, small boulders, etc."<sup>4</sup>

This accurately describes the North Road 115

years later on its descent to Burrard Inlet from the shoulder of Burnaby Mountain. This part of the road was bypassed in 1884, when Clarke Road was built north east from it to the new settlement of Port Moody at the end of the inlet, over the hypotenuse of the triangle.

Going north on the North Road in 1982, it is blacktopped to just north of Clarke Road, widening to six lanes at the Lougheed Mall. North Road is gravelled beyond Clarke Road, to the crest on the side of Burnaby Mountain. At the crest, it is closed by two rows of boulders and abandoned beyond. It can be followed as a foot trail through the dense deciduous second growth forest on a good descending grade as far as the Barnet highway where it appears to have turned sharply east to ease the increasing grade.

The waterfront served by North Road is now designated piers 65 and 66: the "Burnaby Bulk Loading terminal" for petroleum products.



## Pitt River Road

### The North East Road

This road gave access to the farming lands north and east of New Westminster as far as Pitt River. It was first opened in 1862. It branched from the foot of North Road, not far from the Royal Engineer Camp, and was built in several stages.

The first third of Pitt River Road is now Brunette Avenue which follows the old line until it is superseded by the new, widened, Lougheed Highway at the tip of the Cape Horn hill. The next third runs from Cape Horn into the grounds of Riverview hospital, then turns sharply east to cross the Lougheed Highway, the C.P. Rail tracks and the Coquitlam River, as Pitt River Road.

The final third makes a loop round the north end of Mary Hill (named for Col. Moody's wife) before ending unceremoniously in the bush on the bank of Pitt River. The road is blacktop all the way.





## Unnamed

### Coquitlam Lake Trail

At the west bank of the Coquitlam River, the Coquitlam Lake Trail was built north and south from the Pitt River Road, giving further access to lands along the right bank. By the end of 1863, trail building had reached within two miles of Coquitlam Lake.<sup>5</sup>

The writer has not found any sections of this trail on the ground.



### Road to 2nd Narrows (*sic*) (not Second, see map)

**Douglas Street Road; Douglas Road; Burrard Inlet Road; The Mail Road; New Westminster and Hastings (Stage) Road; Hastings Road; Extension of Douglas Street Wagon Road; Road to Lumber Mills on Burrard Inlet; ...**

The many synonyms for this road suggest it was well used. It began as a straight-line extension of Douglas (Eighth) Street in New Westminister, reaching mile 5, between Burnaby and Deer Lakes in 1861.<sup>6</sup> It finally reached Burrard Inlet at the townsite of Hastings in 1865.<sup>7</sup> One contract allowed "the contractor to be at liberty to wind the road to avoid marshy places or large trees ...". In 1875/76 it was extended west along the south shore of Burrard Inlet to Granville townsite.

The "Road to 2nd Narrows" survives largely intact as far west as Vancouver City limits (Boundary Road). Beyond this, it is swallowed by the Procrustean grid of city streets.

In New Westminister, Douglas Street is now Eighth and its extension northwest into Burnaby has become Canada Way. Then as Douglas Road, the route splits from Canada Way and crosses the central valley of Burnaby (Still Creek). It joins the Lougheed Highway for a while, then follows the sidehill northwest, round to Boundary Road.



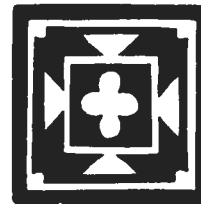
### Road to False Creek

Started 1859: **Trail to False creek; Road to English Bay; Road to Outer Anchorage (Jerry's Cove/Jericho); False Creek Trail; Moody Path; Military Trail;** relocated 1885, as: **Granville Trunk Road; Westminster-Vancouver Trunk Road; New Road; Vancouver Road; and finally, Kingsway.**

This work suffered from shortage of government funds and a succession of inexperienced contractors. It never reached its original destination on English Bay, but was diverted to False Creek and eventually crossed it at the Narrows, now Main Street. Thus, it connected New Westminster with Burrard Inlet at what became Granville, later the City of Vancouver. It left Douglas (Eighth) Street near New Westminster at 14th Avenue.

The initial contract was dated 10 October 1859, but the trail was not open to through traffic until 1861. The original contractor, a loose partnership, was still claiming extra payment in January of 1865.<sup>8</sup>

The trail was sufficiently busy, especially with the advent of the Canadian Pacific Railway, that it was entirely relocated and rebuilt as a "trunk" road in 1885/86. The general concept of the old trail was followed, but the new alignment intersected the old winding trail in only three places.<sup>9</sup> The new road left New Westminster by 12th Street, parallel to and west of Eighth Street.



### Road to Point Grey

**McRobert Trail, New Westminster and North Arm Trail; North Arm Road; River Road; South Marine Drive.**

This trail was built by Hugh McRoberts and his two cousins, the McCleery brothers. The three were relatively experienced contractors having worked successfully in the Fraser Canyon. They were paid, as usual, partly in land which they selected just west of the south end of Granville

Street. The McCleerys are remembered here by a street name.

There is no evidence of contractor difficulties on this work, but owing to the shortage of colonial funds the trail never reached Point Grey, but turned south to meet the Fraser at a wharf at the east end of the Musqueam Indian Reserve.

The trail left the road system of New Westminster via 6th Avenue. South Marine Drive follows its course closely almost to Granville street. West of this, its course is now lost, but could be reconstructed from the legal surveys of the lots it crossed.



## To Mud Bay

**Mud Bay Trail; Kennedy Trail (1861); Telegraph Trail (1865); New Westminster and Semiahmo Telegraph Trail (1874); Great Northern Railway (1890's), now Burlington Northern.**

The contract and plan for this work describe "a Road from opposite New Westminster to join the Langley Road, and a Branch toward Boundary Bay." The emphasis then shifted to Boundary Bay "with a Branch to join the Road to Langley."<sup>10</sup>

There is no evidence that any work was done toward Langley, but Acting Sergeant Major George Cann, R.E., inspected the work towards Mud Bay, reporting that it was "nothing but a Trail and not a Road."<sup>11</sup> It is likely that its route along the base of the hill was an aboriginal trail.



## Unnamed

**"towards Langley from a point nearly opposite Tree Island", "about 4 miles above the R.E. Camp at New Westminster."<sup>12</sup>**

This uncompleted trail, 1860/61, was the first to head east from New Westminster south of the Fraser River to join existing trails at Fort Langley. The contract was signed 01 December 1860 by Messrs. Girard and Co. with a completion date of 31 December 1860, which date was deleted and

replaced by 31 March 1861.

Capt. Parsons inspected the first four miles on 04 March 1861 and reported to Col. Moody that the work was not satisfactory.<sup>13</sup> The trail should have been built further south to avoid three great ravines, and the line of trail should have been "laid out by the Chief Commissioner of Lands and Works, or his Agent" before the work started. A note on the contract, dated 17 April 1861, shows "This contract thrown up by Messrs. Girard and Co. ..."

Part of this trail may have been incorporated in the 1865 Telegraph Trail which ran up the south bank of the Fraser River enroute to Alaska and Siberia on behalf of the Collins Overland Telegraph.



<sup>1</sup> British Columbia Colonial Correspondence, PABC, F950 (1867), Lands and Works (New Westminster)

<sup>2</sup> *Ibid*, F957 (1859, 1860, 1861), Lands and Works (Contracts and Agreements)

<sup>3</sup> *Sessional Papers of British Columbia*, 1873 onwards, Annual Reports of Public Works, "New Westminster District"

<sup>4</sup> B.C. Colonial Correspondence, PABC, F950 (1867), F951 (1867), Lands and Works (New Westminster)

<sup>5</sup> *Ibid*, Charles Good, F650 (1864)

<sup>6</sup> *Ibid*, F957 (1861) and F1030, William McColl (1862, 1864)

<sup>7</sup> British Columbia. Lands and Works Department. "A Portion of New Westminster District ... and ... Vancouver Island, B.C." Victoria, 1902. Shows Douglas Road all the way to Hastings Post Office, on the shore of Burrard Inlet.

<sup>8</sup> B.C. Colonial Correspondence, PABC, F1037 (1865), D. McDonald

<sup>9</sup> B.C. Lands and Works Department. Plan 772 NWD. "Diagram of Lines, Group I [District Lots]", C. 1861. Details parts of three roads from New Westminster.

<sup>10</sup> B.C. Colonial Correspondence, PABC, F957 (1859, 1860, 1861), Lands and Works Department

<sup>11</sup> *Ibid*, F267 (1861), George Cann

<sup>12</sup> *Ibid*, F963 (1858-59), Lands and Works (Specifications)

<sup>13</sup> *Ibid*, F1313 (1861), R.M. Parsons

# Jottings of a Gentleman

Patrick A. Dunae

Not all Cariboo sourdoughs were rowdy ruffians, who denied religion and defied the law. Many indeed were members of some of the best families of Great Britain and eastern Canada.<sup>1</sup> John Thomas Wilson Clapperton is a case in point. Well-born and gently bred, Clapperton left a comfortable home and promising career in England for the gold fields of British Columbia.

He was just nineteen years of age and was, by his own admission, inexperienced in the ways of the world. Still, this youthful gentleman proved more than able to meet the hardships, discomforts, and disappointments that were an inescapable part of the Gold Rush.

Clapperton recorded his experiences and impressions in a diary which he kept from the time he left England until the rush was over in 1866. Two years later, he used his diary to compile a short, but fascinating memoir. Entitled "Jottings From Our First Seven Years in British Columbia," his journal positively bubbles with youthful energy and enthusiasm.<sup>2</sup> The Clapperton memoir is also packed with wit, humour, and details, which makes it one of the most informative and entertaining reminiscences of the period.<sup>3</sup>

Clapperton's account of his first days in Victoria provides a good example of his style. On arriving in the city after their three month journey from England, Clapperton and his companions were met by a clergyman whom they had known in the Old Country. As might be expected, he advised the lads not to rush headlong to the gold fields, but to remain in the capital and take some "sure and steady employment". But as the

following extract shows, Clapperton & Co. were too impatient, too excited by gold fever, to heed the clergyman's advice:<sup>4</sup>

*Without further delay P.R. Gray, W.K. and W.N. and myself entered into partnership for the trip and everything else we might embark on, so in the rooms at the Royal Hotel commenced the work of making up packs of swago for the morrow.*

*Into the deepest recess of trunk or chest are deposited linen, collars, ties, white shirts, rings, pins and watch guard, light clothing and heavy — in short the fashionable young man divests himself of his entire wardrobe save a change of under-clothing and the shirt and trousers that he wears.*

*At least that is what he should do, but every novice on his first trip is fain to carry an extra pair of pants, a light coat, or something else superfluous, and before he is half way to the mines — he thinks very little of throwing away almost everything he is not actually wearing or using on the trip.*

*We now got blankets, provisions, cooking utensils and many implements sufficient to undo the bolts and bars of Nature's treasure vaults, and each man lifted and relifted his pack, believing it to be no heavier than his neighbour's.*

*Next morning, June 4th, up in good time, breakfast over, sacks shouldered and off to the steamer "Enterprise" bound for New Westminster. At 9 A.M. we left the wharf, over 100 strong able-bodied men, amidst the cheers of well wishers collected on the pier. It was a beautiful day and as we walked the deck in miners' rig, our new tin cups, revolvers and bowie knives (the latter useless heavy appendages) gleaming in the*



John Clapperton.

— Provincial Archives of B.C. 5172

sunlight.

*We felt wild and free as the wave, now cracking a pleasant joke with each other, anon, admiring the beautiful scenery of the Straits and expressing half sympathy, half contempt, for those of our shipmates who, from reasons best known to themselves, resolved to remain in Victoria.*

From New Westminster, Clapperton and his companions made their way via the Douglas-Lillooet route to Antler Creek. There they endured miserable weather and hordes of hungry insects. Yet despite their Herculean labours, Clapperton and his friends failed to find any gold. What was more, they were forced to pay exorbitant amounts for supplies and transport.

Realizing that "to remain at Antler Creek was but to starve," Clapperton's party worked as labourers on the Yale-Clinton wagon road, before returning to Victoria for the winter. By operating a lime kiln and doing assorted odd-jobs they managed to replenish their bankrolls and in May 1864, they launched another assault on the gold fields of the Cariboo. This time they were equipped with a huge cast-iron waterpump, which they lugged as far as Barkerville.

But still Fortune eluded them and in the autumn of '64 they trudged back to Victoria. There the band of young adventurers dispersed — some returning to their families in the Old Country, some to Australia and other parts of the Empire.

Clapperton, however, decided to remain in Victoria, even though the city was then overrun with erstwhile gold seekers who had lost their capital in the Cariboo. Many of these "broken-down gentlemen" languished in tents and saloons near the harbour. Others, armed with letters of introduction, languished in the anterooms of government offices, in hopes of securing a "plum" government appointment. Like so many Micawbers, they were all waiting for something to turn up.

While Clapperton was also a "victim of blasted hopes" he had no intention of resorting to what amounted to genteel beggary. Nor did he believe, as did many of his well-born compatriots, that there was anything demeaning in manual labour. On the contrary, he believed that vanity, pomposity, and self-imposed idleness were far greater sins:<sup>5</sup>

*"Hard Labour" I have heard idle fops denounce as "mean" and lowering to a respectable young man. It may be, but eating the bread of idleness, spongeing on your friends for a living, running into debt for clothing and other requirements, whilst you are walking round in foolish pride, "waiting for something nice to turn up" is to a young man in good health and possessed of ordinary strength, the lowest dodge and frailest*

*foundation he can build on for future advancement, especially in a new country . . . No honest calling will disgrace a man if he does not disgrace it . . ."*

Clapperton's opinions — which echo so resoundingly in his journal — were reminiscent of those expressed by the young heroes in the adventure novels of R.M. Ballantyne. Manly and resolute, Ballantyne boys inevitably climbed to success. John Clapperton emulated them. After working as a clerk and a labourer in Victoria, he settled at Nicola, near present-day Merritt, where he established the first sheep ranch. Ranching proved to be a profitable venture and by the late 1870s Clapperton was one of the wealthiest men in the Nicola Valley. He subsequently served as postmaster, government agent, and justice of the peace for the district.

In the early 1900s, the "Laird of Nicola" sold his ranch to British interests and retired to Victoria. The city had changed greatly since he had known it in the 1860s, but so, too, had Clapperton. He was a man of property and as befitted a gentleman of his standing, he was able to purchase a large country lodge not far from the city. Even so, he had become very much attached to Nicola and whenever possible he returned to the valley. He died on one of his visits in October 1913. He was seventy-eight years of age.

Today, John Clapperton is remembered principally around Merritt as a pioneer rancher and government agent; locally, he is also remembered as a genial raconteur and philanthropist. But as the preceding extracts indicate, Clapperton deserves further recognition as a moralist, diarist, and author of one of the most lively accounts of British Columbia's Cariboo Gold Rush.

<sup>1</sup> W. Wymond Walkem, *Stories of Early British Columbia* (Vancouver: News-Advertiser, 1914), p. 270.

<sup>2</sup> John Clapperton [pseud. "Artemus Ward"], "Jottings From Our First Seven Years in British Columbia," [1868], Provincial Archives of British Columbia, E/C/C53.3.

<sup>3</sup> Clapperton's journal was serialized in the *Merritt Herald* between 26 February and 27 August 1953. A comprehensive edition of the journal, however, with explanatory notes on place-names, secondary figures, etc. has never been published.

<sup>4</sup> Clapperton, "Jottings," p. 4.

<sup>5</sup> *Ibid.*, pp. 28-29.

*Patrick A. Dunae is author of Gentlemen Emigrants: from the British Public Schools to the Canadian Frontier. Formerly a member of the History department at the University of Victoria, he is now an archivist at the Provincial Archives.*

# Discovery: 1912

This letter of 1912 was discovered recently in a small town in West Germany, to where it was addressed. It was written from Mount Olie, British Columbia, the nearest town now being Little Fort, north of Kamloops. John Frederick Giesecke, the writer, then 32, was one of the first settlers on this part of the North Thompson river. (The first had come by 1908.) By 1912, the population had grown to 50.

Long before the First World War, J. F. Giesecke planned to emigrate from his small German village of Gittelde. His goal was a large farm either in Canada or South Africa. British Columbia offered the most land, and the mountains and evergreen forests were, in much greater scale, like those of his home in the Harz mountains of Northern Germany. He emigrated to British Columbia early in 1912, being the only member of the Giesecke family to come to Canada.

The 160 acres proved to be on hilly terrain, dry and strewn with rocks. Fortunately he was able to buy 10 acres of good bottom land. This was apparently in the Lemieux Creek valley, "10 minutes" upstream from its junction with the North Thompson.

His solo settler's enterprise, from Europe to British Columbia, obviously took a degree of courage. The North Thompson did not offer the kind of close social structure that was had in a German farming village. The "50 settlers" he wrote about were scattered over several miles of valley.

His earnest letter indicated that he desired at least a small portion of the companionship that his ancestral village had provided. The letter was written to his first cousin, Otto Giesecke in Gittelde. It asked him to come to Mount Olie and establish himself as a cobbler, with the side occupation of farmer on another 10 acres of bottom land. The addressee, however, did not choose to emigrate, and not long thereafter his country was in the center of the First World War.

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The translator and editor of the letter, E. W. Giesecke, is the son of the writer. His home is in Olympia, Washington, and he writes on Pacific Northwest history as an avocation.

Mount Olie,  
2 July 1912

Dear Otto!

Having come upon a beautiful place for you, I feel the urge to write to you about it. Since April 20 I am in Canada. I have looked since then for some land where I could establish myself as a farmer.

The conditions here differ, as there is much less rain than in Germany. Therefore in most places irrigation becomes necessary. This is possible nearly everywhere as the land is mountainous, and brooks and streams are present everywhere.

The land which the government still has to distribute, and which costs \$1.50 per acre, is located on the slopes of the mountains. It is hard to say whether one could really make a living for oneself there. The land is arid and stony, and water is not easily available. The best land is in the valleys. Irrigation there is often unnecessary as the land is being furnished with the necessary water subterraneously by the rivers and streams.

Last week I bought 10 acres of land in a valley. I paid \$400.00 which is DM (*Deutsche Mark*) 1,700. This land needs no irrigation. As I had intended to do that earlier, I had begun the planting of the potatoes and had put the seeds for the vegetables in the land which belonged to the German man from whom I bought it. The harvest, of course, is mine, and I will not have to pay lease on the land either. Already the seeds are sprouting, and the growth is very good.

Besides, I have acquired 160 acres of free government land which is located about 30 minutes away on a mountain slope. This land has a little brook with which I can irrigate. It is very stony, however, and I will probably only raise cattle there.

A German sold me the land. I would like to have more German neighbors. Here I thought mainly of you.

Our land here in the valley lies alongside a stream of the size of the Oker near Braunschweig. This stream unites, 10 minutes downstream, with a river the size of the Weser near Holzminden. At this confluence a town is developing, as the valley

brings traffic from the West, and the river connects north and south. Both valleys are already well populated.

Two steamers and two gasoline powered vessels connect Kamloops with points 30–80 km farther up the river. Kamloops is situated about 100 km south of here and now has 4,500 inhabitants. It is the nearest market place, and the people who live in the river valleys go there for their shopping.

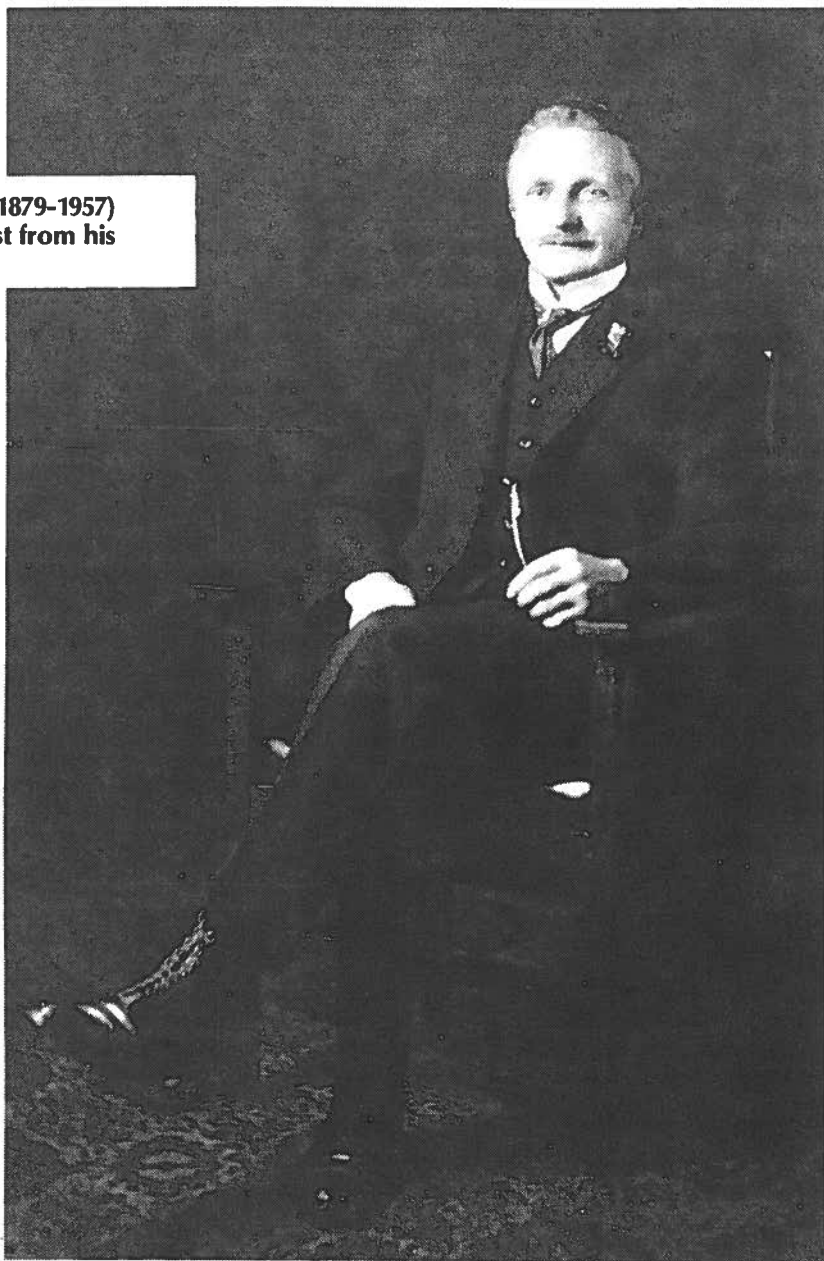
A railroad is presently under construction, too, in the river valley. It is to come all the way to Mt.

Olie by next fall. We will have a station across the river. By 1914 the railroad is to be completed, that is, we will then have transcontinental trains from one ocean to the other.

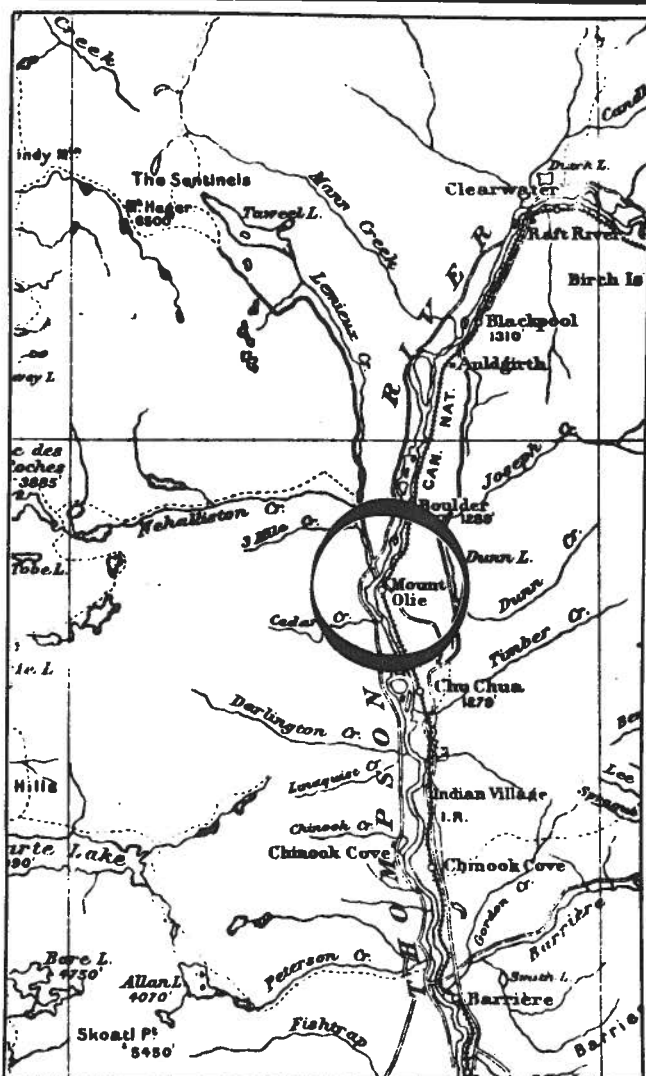
Four years ago only one settler had arrived in these parts. Now there are about 50. The land increases in value rapidly. The closer the date of the completion of the railroad comes, the higher goes the price.

On my 10 acres, I intend to grow mostly potatoes, vegetables, berries and fruit, also some hay and wheat. What to do with the 160 acres on

**A portrait of John Frederick Giesecke (1879-1957) taken in 1921. No photos appear to exist from his days on the North Thompson.**



— courtesy of Mrs. John Frederick Giesecke



Canada. Department of the Interior, Natural Resources Intelligence Service. 1923.

the mountain slope I will decide later. The first job is to fell the timber and cut it to size. The steamers buy the cord of wood for \$3.00. From this is subtracted \$1.25 for transportation to the river. One can make railroad ties also.

I intend to build a house for myself in October, using logs as is customary here. Then I want to open a store. I hope to acquire 10 more acres as soon as possible, as I anticipate that within 4 to 5 years each acre will be worth at least \$300, which is DM 13,000 for all 10 acres. The land on the mountain will then be \$20 per acre — \$3,200 for 160 acres which is DM 14,000.

I would like to advise you, therefore, to come here and start as I did. Buy yourself 10 acres, take

also 160 acres of free land, and start a shoemaker's shop. There is much need for one. I had to put new soles on my boots myself as one cannot send the boots to the city.

Down south in this province they specialize in growing fruit. Around here also, many hope to grow fruit successfully. This spring, one farmer planted 4,000 fruit trees. Another has prepared his land for 6,000 trees, but his order for the trees could not be filled yet as the fruit tree nurseries do not have sufficient stock.

Next spring I will plant possibly 200 fruit trees, also currants, raspberries and strawberries. The climate here seems to be ideal for berries which grow in many varieties in the wild. I will also try to grow asparagus which sells for DM 1.50 per pound. The raising of chickens seems to be rewarding. Eggs now cost DM 1.50-1.70 per dozen. One chicken DM 4.20 at a hundred pounds minimum. Another German who came with me has this spring paid DM 13 for 100 pounds of seed potatoes for planting. One cow costs about DM 200 to 300.

Wages are high. A farm worker receives about DM 150 to 170 per month and has free room and board. The railroad workers get two and ¾ dollars per day which is DM 9.50. One dollar of this is for food. Anyone who has land can grow most of his own food, and can also get good income from his produce.

We have here a school, a post office, and a general store. It is said that we will have a railroad on our side of the river, too. One railroad company has extended its service already from the East up to the Rocky mountains. The purpose of this railroad is to transport grain produced by the prairie provinces to the ocean for shipping. For this purpose the railroad will have to traverse our province west to the Pacific. Our river valley is the best route to the coast.

You can make money here in Canada. First you have to find the place to start. I can only advise you: come here. There is a fine free life here.

The best would be that you come as soon as possible. With your reply you should authorize me to buy 10 acres of land for you. I will then write you all the necessary details pertaining to the voyage and the things you need to bring also.

Many greetings also to Willi and Anna.

Your cousin,  
Frederick (Giesecke).



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# News and Notes

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## Successful 1982 Convention at Cowichan Bay

Delegates to the British Columbia Historical Association annual convention, held April 29th to May 2nd, found it a memorable experience. They returned to their homes across the province with Cowichan Indian legends and tales of Cowichan pioneers still in their minds.

Hosted by the Cowichan Historical Society of Duncan, the convention was held at The Inn at Cowichan Bay, mainly in their banquet room overlooking the waters of the famous Vancouver Island bay. Registration of delegates started on Thursday evening, followed by a wine and cheese party.

During a walking tour of Cowichan Bay waterfront on Friday morning, delegates heard Indian legends as well as a commentary on the heritage buildings along the waterfront from Cowichan Historical Society secretary, Jack Fleetwood. The afternoon was filled by a tour of the fabulous B.C. Forest Museum at Duncan and a visit to the Cowichan Valley museum, housed in the basement of Duncan's heritage city hall.

Evening's entertainment included a recital by Nora Maxwell of several of Robert Service's poems, preceded by a talk on the Bard of the Yukon's 1898 to 1902 residence in the Cowichan district. Indian dancers and singers Abel Joe and the four George brothers enthralled everyone with their stirring songs and dances which included two from the unique Cowichan Indian opera, *Tzinquaw*.

The annual general meeting on Saturday morning went very smoothly. A motion to re-elect the retiring officers of the association en bloc was favoured unanimously. Barbara Stannard will

once again head the organization. Dr. Anne Stevenson, honorary president, read a very old poem, "Tzouhalem, the Cowichan Monster."

That afternoon two busloads of delegates were taken on a 40-mile tour of the historical sites of the Cowichan district, with John Cannon and Jack Fleetwood as commentators.

Opening the evening's banquet, Myrtle Haslam, president of Cowichan Historical Society welcomed the guests. Duncan city mayor, Michael Coleman, and Graham Bruce, mayor of the municipality of North Cowichan, congratulated the society on bringing the convention to the district. Also present were Cowichan Valley Regional District Chairman, Gerry Giles, M.P. Jim Manly, and M.L.A. Barbara Wallace. Diners were entertained by the O.A.P. Harmonica band.

Guest speaker, John Adams, co-ordinator of the Cultural Services Branch of the provincial government, spoke on rural museums: their formation, operation, and funding.

Barbara Stannard thanked the society for their hospitality and congratulated them for a well-planned convention, with an excellent programme. She was presented with a large bouquet of flowers by Mrs. Haslam, from the society.

Council meetings were held by the executive on Thursday and Friday, with a final one on Sunday morning.

— Jack Fleetwood



### NEXT ISSUE

Deadline for submissions for the Spring issue of the NEWS is September 1, 1982. Please type double spaced if possible. Mail to the Editor, B.C. Historical News, P.O. Box 1738, Victoria, B.C.

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## 1983? New Westminster!

The New Westminster Historical Society has kindly offered to host the 1983 Convention. This is the first opportunity, we believe, the association has had to be entertained in the mainland's oldest city. With its rich historical background it should prove to be a very rewarding experience.

— John Spittle

## Reports from the Branches

### Chemainus

The Chemainus Valley Historical Society grieves the loss of one of its most respected and dedicated members in the sudden passing of Mrs. Mary Anne Niehaus in the latter part of April.

Mrs. Niehaus was a past President and attended many of the Historical Society conventions. She will be remembered by many for her keen interest in people and places.

— Mrs. Audrey M. Ginn

### Creston

Much has happened to the Creston and District Historical and Museum Society since we last sent a report to the *B.C. Historical News* approximately two years ago. The two years have been occupied with the tremendous effort in obtaining the Creston artifacts from the Pioneer Museum in Yahk. Through the dedicated efforts of a small but active group, the artifacts were brought safely to Creston. They are now being housed temporarily in a building loaned to the Society by the Provincial government.

The next step was photographing, numbering, describing and listing each article in a file, and preparing a catalogue. This job was assisted by a government grant and is almost completed.

Numerous private donations of valuable articles and antiques have been made by local families and families in the Kootenay Lake area in the hope that we will soon have a suitable building. We have been working hard to this end and have a building in view — "The Stone House" — as it is locally known. It has an interesting history all its own, having been constructed by an eccentric Austrian stone-mason, now deceased.

Through the efforts of many people in the community, we have been raising the money to purchase this building. For example:

(1) The Pony Express Postal Delivery — Some

private mail was sent from Cranbrook to Creston via horseback riders Hugh Byrnes and Cyril Colonel in competition with the Canadian Postal Service. Guesses were sold on the time it would take the ponies to arrive.

- (2) Stores donated space for a display of certain artifacts. Booths were set up and manned for a period of six weeks in an effort to sell memberships and to accept donations. In addition, a number of displays, 23 in all, have been mounted by Director Rae Masse in store windows and in available space in business premises around the town.
- (3) A mammoth Fund Drive was held in 1981 to canvas for donations. Individuals and businesses responded well. We are sorry to report that our objective was not reached, but we hope to resume this drive again when the economy of the area improves.
- (4) A Museum Memorial Fund has been established, with contributions being received in memory of those who have contributed to the development of the Creston Valley and surrounding area.

A number of changes have taken place in the Society itself. We have a new President — Cyril Colonel. The board has been enlarged from nine members to sixteen in an effort to reduce the work load on the dedicated executive.

The Society mourned the loss of Treasurer Barry McDonald, who passed away. He has been sadly missed and the Society will always be in his debt. We regret also, the resignation of Inga Hendrickson who contributed a great deal to our operation.

Considerable work has been done on establishing the true location of the Dewdney Trail where it skirts the Valley in what is now Summit Creek Park.

— Darlene Hamp  
Helen Carmichael



## Vancouver

The Vancouver Historical Society held its Annual General Meeting on May 25th. AGMs rarely bring out members in large numbers but those who made the effort were treated to a unique surprise. The incumbent president, Len McCann, arrived back from England midway through the proceedings to learn of his re-election. Len, Curator of the Vancouver Maritime Museum, had been ensuring safe delivery of Captain George Vancouver's chronometer which was recently purchased at Christie's auction house in London for around \$83,000.

Following the meeting, members were able to have a close look at the instrument before it goes on display June 12 — the 190th anniversary of Vancouver's presence in Burrard Inlet. While it was felt by some that a "keg of Nelson's blood" might have been more appropriate to the occasion, the event was nevertheless toasted with the grape and the chronometer safely deposited in its new resting place.

— John Spittle

**Len McCann holds Captain George Vancouver's chronometer.**



John Spittle

## Archival Notes

Apologies are due to the members of the Alberni District Museum and Historical Society which was left off the list of institutions maintaining archival collections printed in the last number of the *B.C. Historical News*. This was due to the mistaken understanding that it and the Alberni Valley Museum were one and the same. This is not true, so please add the Alberni District Museum and Historical Society to the list, their address can be found in the list of Member Societies on the inside cover of this magazine.

### Additions to Collections

#### CARIBOO-CHILCOTIN ARCHIVES

Calder, \_\_\_\_\_ c1910, Judge, Small Debts cases  
Castillou, Henry. 1950-1961, Judge Bench Books (Restricted)  
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Vancouver-Burrard Lions Club 1937-1970

Knights of Pythias Mount Pleasant Lodge 1892-1940

Vancouver Girls' Corner Club 1917-1957

Photographs: Nelsons Laundries 1950

Terminal Hardware Company 1920

Weston's Bakery and Hudson's Bay Company employee gatherings 1920-1940

29th Battalion

Maps: Cyclists guide to the Lower Mainland 1896

Paintings: "Vancouver Through the First Narrows" Noel Day

— Michael Halleran

## Anne Stevenson Honoured by Simon Fraser University

Anne MacKenzie Stevenson of Williams Lake has just entered on a fourth term as the vigorous, actively participating Honourary President of the B.C. Historical Association. Our members could only think, "How fitting, how proper", when Simon Fraser University made her the recipient of an honorary doctorate at its spring convention, June 5th.

Anne's parents, Elizabeth and Roderick MacKenzie, left Scotland for a brief stay in South Africa, where Anne was born. In the early years of the century the family came to British Columbia. After some time in North Vancouver and Squamish, they settled in as solid and respected citizens of Williams Lake.

There was a time when "MacKenzie's Store",

**You have taught in, helped found, governed and served the educational system of British Columbia, from first grade to graduate school. Simon Fraser is proud to confer on you the degree of Doctor of Laws, Honoris Causa.**

its front handsomely decorated with replicas of all the area cattle brands, supplied most of the food for Cariboo and Chilcotin ranches. Special scales were available to weigh nuggets or gold dust, offered in payment for a grubstake or winter supplies for ranch bunkhouses. Roderick became a Conservative M.L.A. and later was elected as an Independent. Thus Anne was early nurtured in local folkways and in concern for wider public issues.

Her public school days were spent in Williams

Lake. As there were then no schools on reserves, native Indian children were fellow students, giving Anne a foundation for a lifelong interest and fellowship with them. For high school study, it was then necessary to go to Vancouver.

Anne had an early occupational goal of becoming a nurse. For some obscure reason, this person, such a beehive of vitality, was viewed as physically unsuitable. Enrolled at the University of British Columbia, she completed a B.A. in 1927. Walter Sage, Fred Soward and Hugh Keenleyside were among those who deepened her interest in history, in which she majored.

Subsequently, she completed the postgraduate Diploma in Education in 1928, qualifying as a high school teacher. Some of her fellow students knew of her resentment against the Director of the Diploma program, because he customarily held up Williams Lake as a sordid example of a town where "more was spent on liquor than on education". Anne, bantam hen of a student, roused to combat, flew up in rage when the figures were again cited by Dr. Weir. She contended that the Government Liquor Store slaked the thirst of all the Cariboo and Chilcotin, whereas the town spent money on educating only its own few children.

Going on to teach in Kamloops, she soon set out on a lifelong task of inculcating real interest in history. When she directed class attention to the historic site of the old fort, she was unsettled by an unusual volume of tittering. She shortly learned that it was then in current use as a house of ill repute.

In 1932 Anne married Douglas Stevenson, who had completed a Bachelor of Applied Science degree at U.B.C. in 1928. After a brief stay in Trail, they moved to Pamour, Ontario. Doug was responsible for the development of mines there and elsewhere.

In 1946 they moved back to B.C. with three

**Anne Stevenson, left, and Clare McAlister about to board the Steam Train at the B.C. Forest Museum. They were attending the recent B.C.H.A. annual convention held this year at Cowichan Bay.**

— Anne Yandle



daughters. After further involvement in mining, Doug became responsible for the management of MacKenzie's Store and active in community affairs, such as the Hospital Board.

The Stevensons shared an interest in B.C. history, archaeology and anthropology. Their library grew as they became notable collectors of B.C. material. With an addition to the house in progress, a would-be reader, visiting, might have seen piles of books, ten or twelve deep, covering the floor. How to get at a notable volume? Six down — without upsetting the legions of other piles!

Because of her keen knowledge and warm concern, Anne became custodian of an extensive and superb collection of Chilcotin baskets, jade tools and a variety of valuable artifacts.

Anne taught in the high school and served as school trustee. Whether as teacher or trustee, it was Anne who knew which mother walked halfway between a ranch and a school bus stop to meet a child at 40° below ("old style"). It was Anne who was trusted to care about trouble or sorrow, as well as to share in joy with students and families.

Some years ago she was honoured by having her name given to the Anne Stevenson School at Williams Lake. As a negative side effect, she complains that, at times, she receives the school's

parcel of books; or they may get *her* book orders.

In the wider community, Anne served on the governing body of the Cariboo College in Kamloops from its founding in 1969 to 1977. She represented the B.C. Historical Association on the B.C. government's Historic Sites & Monuments Committee until the government dispensed with the Committee. Her detailed and lucid reports are remembered by those who were members of the Historical Association's executive. She was appointed by the City of Williams Lake to serve with the Cariboo Museum and Archives.

Many oldtime members of the B.C. Historical Society recollect an annual meeting in Williams Lake, with a visit to the Stevenson home. "Anne, when can we meet again in Williams Lake?" they badger. Anne is obliged to explain that the small local membership cannot plan for the now much larger annual meeting turnouts; that the town boasts no busses for tours; that there are many other reasons why — alas! we may not get another annual meeting in historic Cariboo.

Meanwhile, we are proud that a now *Dr. Anne Stevenson* continues to animate the role of our Society's Honourary President.

*Clare McAllister lives in Victoria. She is a long-time friend of Anne.*

# Historic Trails Update

The Spring issue of the *News* reported that the "Historic Routes Symposium" scheduled for mid-May in Vancouver fell victim to the provincial government's policy of fiscal restraint. At the Annual General Meeting in Cowichan I was able to report that the concept had been resurrected by the Outdoor Recreation Council of B.C. (of which B.C.H.A. is a member) and was to take place in the Robson Square Media Centre more or less in its original format under the new name of "Historic Routes '82".

"Historic Routes '82" did go ahead as planned and was, I feel, a great success. It was attended by more than eighty, in spite of the short notice.



Now for a brief review of other activities this past year.

Of most concern to the B.C.H.A. at this time is the future of the proposed Cascade Wilderness west of Manning Park. Its well-preserved sections of numerous historic trails make it unique not only for British Columbia, but for all of Canada. At this time no decision has been made by the provincial government and the suggestion is that the moratorium placed on logging may be extended for a further period.

## **The Mackenzie Trail:**

Preservation of this historic route has probably received more consideration than any other at both provincial and federal levels. A preliminary agreement has been reached between the various provincial agencies and they await the word to go from Parks Canada. For those interested in this trail, John Woodworth's guide has now been published and is available at major bookstores. John Woodworth was the principal speaker at "Historic Routes '82."

## **The Athabasca and Howse Pass Trails:**

Our earlier invitation for news from other societies resulted in a report from the "Golden Historical Society". They have long worked for the preservation of these historic routes, and expressed concern over logging activities in the lower

pressure from the Alberta government to extend the David Thompson highway through Howse pass.

I have been given to understand that a representative of the Heritage Conservation Branch will be investigating the impact of logging western approaches to the Athabasca Trail and on the approaches to Athabasca pass this summer. Any thought of a highway through Howse pass has so far been opposed by Parks Canada.

Another letter from Dr. John Marsh, Chairman of the Environmental and Resource Study Programme at Trent University reports that he is actively lobbying through the National & Provincial Parks Association (of which he is currently President) for the preservation of the Howse Pass Trail. Dr. Marsh is soon to publish a guide to the trail. He enclosed one of his articles which appeared in *Park News* and I have some extra copies for anyone who might have a specific interest in this area.

## **West Coast Trail:**

Phase III of the Pacific Rim Park, Port Renfrew to Bamfield has not yet been finalized and the fight continues over boundaries.

## **Yukon Telegraph Trail:**

I understand that more than one group is currently interested in retracing and reporting on various sections of this route. I, along with my colleague Adrian Kershaw, hope to examine the

The James Jerome Hill Reference Library in St. Paul, Minnesota, has opened the papers of James J. Hill (1838-1916), architect of the Great Northern Railroad. The Hill Papers chronicle his interests in transportation, colonization and settlement, agriculture, mining, lumber, and other topics of interest.

The collection spans the years 1856-1916 and includes his involvement in the construction and operation of the Great Northern and the Canadian Pacific railroads. A three-roll, microfilmed index to the James J. Hill Papers is available through Interlibrary Loan.



**Dorothy Shields, Erik Imredy, Fran Gundry, Peggy Imredy, John Adams (left to right, standing), and Jill Rowland and Leonard McCann (sitting) at the B.C.H.A. Convention at Cowichan Bay.**

portion south of Telegraph Creek this coming July.

**The Northwest Mounted Police Trail (Peace River to Cabin 4 on the Telegraph Trail):**

I had heard that the Taylor Museum Society was retracing and mapping the eastern section of this route (along with that followed by Charles Bedeaux on his ill-fated expedition) but have received no report to date on how they made out.

A word of appreciation: To our editor, Maureen Cassidy, whose presentation of the numerous articles on historic routes in recent issues of the *News* has brought many complimentary remarks and to Bob Harris who continues to astound us with his seemingly inexhaustible supply of detailed maps and instructions on how to make use of them.

Bob, incidentally, was one of the speakers at "Historic Routes '82". He was presented with a certificate by the Okanagan Similkameen Parks Society in appreciation of his many years dedicated to identifying historic trails through the Cascade Wilderness.

— John D. Spittle

**JOIN!**



Why not join the British Columbia Historical Association and receive *British Columbia Historical News* regularly?

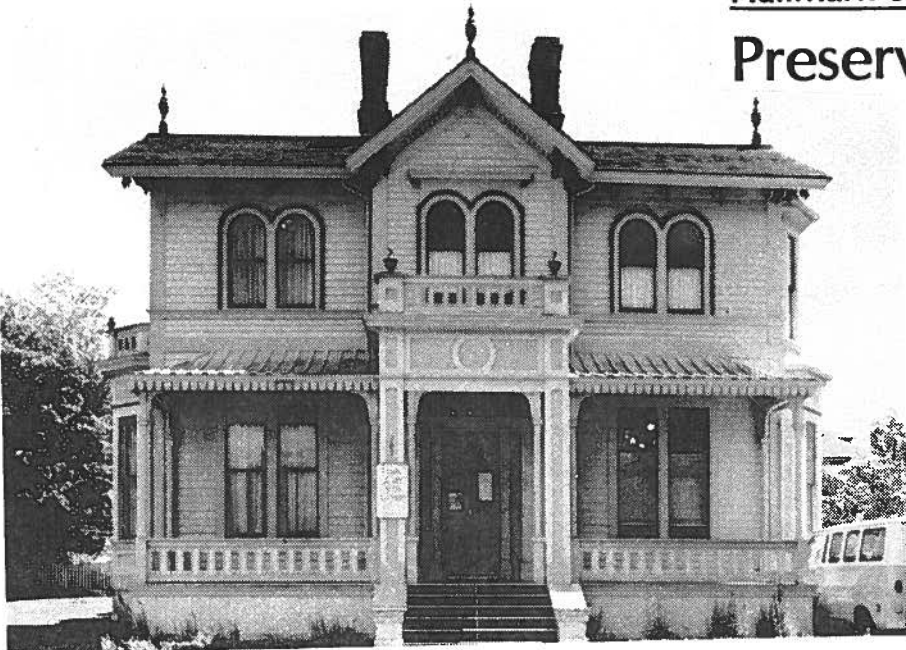
The BCHA is composed of member societies in all parts of the province. By joining your local society, you receive not only a subscription to *British Columbia Historical News* but the opportunity to participate in a programme of talks and field trips and to meet others interested in British Columbia's history at the BCHA's annual convention.

For information, contact your local society (addresses on inside of front cover). . . . No local society in your area? Perhaps you might think of forming one. For information contact the secretary of the BCHA (address inside back cover).

Hallmark Society

## Preserving Our Legacy

**Paul Bennett**



Hallmark Society

**The Richard Carr House was the childhood home of Emily Carr. The top floor is presently occupied by the Hallmark Society of Victoria.**

No, we don't print and market greeting cards and stationery. The Hallmark Society of Victoria is, in fact, a registered non-profit society, dedicated to preserving historic and architectural landmarks. These landmarks constitute an invaluable legacy inherited through numerous generations, which we enjoy today and are obliged to pass on to others.

Members of the Hallmark Society campaign for the preservation of local landmarks, improvements in conservation legislation, and better management of our historic resources. We sponsor historic building research, walking and bus tours, regular newsletters, popular exhibitions, public lectures and restoration clinics.

One of the highlights of the year is our Awards Night, held this year at Government House, at which our Grand Patron, the Lieutenant Governor, presided. This is a gala evening at which we present awards for the restoration of buildings and to winners of our popular school heritage essay and poster competition. The winner of our prestigious Louis Award was the Congregation Emanuel of Victoria for their accurate and sensitive restoration of Canada's oldest synagogue.

The Heritage Building Foundation of the Society is a registered charity administered as a separate trust. The Foundation enables the Society to purchase properties and covenant with individuals, groups or companies for restoration. When resold under restrictive covenants, or designation bylaws, properties are protected and

funds can be re-used for further purchases. The Foundation also supports the publication of books and pamphlets for resale.

Our most significant recent achievement is the restoration of the Jackson House, built in the summer of 1901 by Richard and Mary Ann Jackson, both descendants of pioneer Victoria families. In late 1979 the house was threatened with demolition. With the assistance of the B.C. Heritage Trust and the B.C. Buildings Corporation we were able to purchase the house and a suitable property. On March 14, 1980, we moved the house to its new location with the intent of restoring the building and making it financially self-sufficient. It was a proud day when the house was officially opened by the Lieutenant Governor and designated as a municipal heritage building on January 17, 1982. Cost of the acquisition and restoration is estimated at \$170,000, and the appraisal value of the house is currently \$215,000.

We are also pleased to have concluded an agreement with the provincial government to occupy the top floor of the Richard Carr House. This magnificent provincial historic site, designed by John Wright in 1863, was the childhood home of Emily Carr. These premises will give us much needed space for storage of files and archives, office space and meeting rooms.

If you are interested in learning more about our activities, please contact us at 207 Government Street, Victoria, B.C. V8V 2K8, telephone 382-4755.

*Paul Bennett is Vice President of the Hallmark Society.*



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# Bookshelf

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## The Practice of Local History

*THE WEST HOWE SOUND STORY, 1886-1976.* Francis J. Van Den Wyngaert. Gibsons: Pegasus, 1980. Pp. 299, illus., \$13.00 (paper). [May be ordered from the author, Highway 101, R.R. 1, Gibsons, B.C. V0N 1V0, for \$13.00 plus \$1.00 mailing charge.]

*THE FORT NELSON STORY.* Gerri F. Young. Fort Nelson: the author, 1980. \$10.95. [May be ordered from the author, Box 362, Fort Nelson, B.C. V0G 1R0 for \$10.95 plus \$1.50 for postage and handling.]

*A GUIDE TO THE STUDY OF MANITOBA LOCAL HISTORY.* Gerald Friesen and Barry Potyondi. Winnipeg: University of Manitoba Press, 1981. Pp. viii, 182, illus. \$4.95 (paper)

Traditionally, local history has not attracted much attention from professional historians in Canada. Until recently even regional studies were considered inferior to national ones. Hence, the appearance of a professional's guide to local history represents a major event.

Although *A Guide to the Study of Manitoba Local History* by Gerald Friesen and Barry Potyondi focuses on Manitoba, there is much in it for a British Columbian audience of teachers, university students and local historical societies. The authors believe that many local histories are marred by inaccuracies, a lack of organization, and poor writing and that the real strength of local historical activity in the past has been the collection and the preservation of archival material.

Unfortunately, their guide provides little information on how to correct these deficiencies outside of registering for college and university courses. In their attempt to professionalize local history, the authors' primary advice is for local historians to abandon the book format and move to shorter pamphlets on smaller, more manageable topics. This advice appears to be based on the assumption that most local groups have already produced a one volume local history.

For those who have not been deterred by these warnings the last chapter provides a short, seven page guide to producing a book. It advocates a committee structure with separate, research, finance, editorial

and distribution functions. Of particular interest is the editing function. Many potentially good books suffer from the lack of an editor's blue pen. For all of us the elimination of collected material is always painful. Little good writing happens without it.

Perhaps the best advice in the book is a plea for local historians to address an audience beyond the local scene. To accomplish this a writer must put a local sense of place and chronology in a larger regional or even national setting while eliminating unfamiliar events and meaningless names. Hence, the first step should be a familiarization with regional history. Local societies should develop a bibliography of pertinent background material and purchase key volumes for the use of their members.

After three short chapters addressed in turn to local societies, teachers and university students, Friesen and Potyondi devote eleven chapters to specific research areas covering everything from environment to local politics. There are also bibliographies of printed materials, descriptions of specific bodies of information, and a survey of archives.

Any book which attempts to inform an audience as diverse as this guide to local history cannot be wholly satisfactory to any group. Although there is much useful advice for local societies in this volume, including the need for an index, not rushing, and not being hesitant in seeking the assistance of experts, it is probably of greatest value to the university student. There is still room for a guide to British Columbia local history which would include material on research methods, organization techniques, synthesis and indexing.

It is an interesting exercise to examine the books by Gerri Young on Fort Nelson and Francis Van Den Wyngaert on West Howe Sound with the standards of the Manitoba guide. Both books represent initial productions of individual authors attached to relatively new historical societies. Both authors have strong roots in their community and a strong desire to preserve the past.

The Fort Nelson volume is the story of how a town grew out of the wilderness. Its primary purpose is to provide the children of the community

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Patricia Roy is the Book Review Editor. Copies of books for review should be sent to her c/o B.C. Historical News, P.O. Box 1738, Victoria, B.C. V8W 2Y3.

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# Bookshelf

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with a sense of their past. Gerri Young has produced a unique volume with a left hand illustrated page with a simple text aimed at younger children and the opposite page dealing with the same subject in more detail. She has a good sense of time and place as well as a provincial and national context. With modest aims she claims only to have done the spade work for future more profound volumes.

*The Fort Nelson Story* evokes a real sense of what life was like through the years in a northern community struggling with a severe climate and isolation: what it meant to have a drug store, radio and scheduled air service. The reader also experiences history from a hinterland centre rather than the more usual metropolitan perspective. Of particular interest is the impact of the Alaska highway project, oil and gas discoveries, and the dichotomy between the military and civilian sectors of the town.

Overall, *The Fort Nelson Story* is a handsome, well written volume. It addresses a wider audience and should find its way into the primary classroom as a study of a small northern community. It has excellent maps and drawings and a good selection of photographs.

In *The West Howe Sound Story* Francis Van Den Wyngaert also deals with a community on the fringe of civilization. In spite of its proximity to Vancouver, this region did not receive its first pharmacy until 1912. For many decades few residents had electricity or telephone service and postal and navigational services were haphazard until after the Second World War.

The author set out to portray a comprehensive record of events, individuals, businesses and services. Within this framework he has been successful. The book is a goldmine of information. Van Den Wyngaert, however, provides a weaker context than Gerri Young, is less organized within chapters, and has more difficulty relating to a wider audience. An index would have been useful.

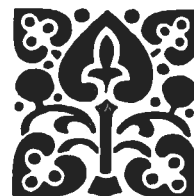
Nowhere in the Friesen-Potyondi volume was there advice on the merits of self publishing as opposed to using a publisher or in selecting a publisher or printer. Both of these local histories were published by the authors. Unfortunately, the West Howe Sound book is so poorly bound it has a tendency to fall apart during the first reading. Checking out the reputation of a publisher or printer is an important aspect of local history production.

Although there is merit in the pamphlet orientation suggested by the authors of the local history guide, local historians should not entirely abandon the writing of books. Pamphlets are less noticeable on the library shelf and are easier to misplace. Most provincial history continues to be written from a centralist perspective; local history can tell the story

from a hinterlands perspective. Only through local studies can we really understand such things as the impact of technology, of large megaprojects and of the cyclical nature of resource industry production on the people themselves. Neither the forest industry nor jam making provided long term prosperity for West Howe Sound. Even the appearance of a cemetery is a significant indicator of the permanence of the settlement and the roots of its inhabitants. No study of J.S. Woodsworth could be complete without the details of his West Coast experience provided in the West Howe Sound volume. Similarly, no study of the Canadian left is complete without the evidence Van Den Wyngaert supplies of the attraction of communism during the 1930's.

In the final analysis the production of local history by local societies is important because, in most instances, no one else will ever do it. In the future, one hopes that with the assistance of experts and of guides to local history, such books, pamphlets and journal articles will consistently display evidence of solid research methods, good organizational techniques and writing with a wider audience in mind.

Clarence Karr teaches history at Malaspina College.



*MANLIKE MONSTERS ON TRIAL: EARLY RECORDS AND MODERN EVIDENCE.* Marjorie M. Halpin and Michael Ames, eds. Vancouver: University of British Columbia Press, 1980. Pp. 370, illus., \$24.95.

*TOTEM POLES: AN ILLUSTRATED GUIDE.* Marjorie Halpin. Vancouver: University of British Columbia Press, Pp. 58, illus.

*GABRIOLA: PETROGLYPH ISLAND.* Mary and Ted Bentley. Victoria: Sono Nis Press, 1981, Pp. 111, illus. \$5.95.

*MUNGO MARTIN: MAN OF TWO CULTURES.* The B.C. Indian Arts Society. Sidney: Gray's Publishing, 1982, Pp. X, 45, illus.

"THE TERROR OF BIG FOOT" screams the *Weekly World News*, the cheap tabloid in the corner grocery rack. The story on page fifteen is improbable, but not unusual — the sighting of a nine-foot non-human

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# Bookshelf

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creature in California's Sequoia National Park. *Manlike Monsters on Trial* at first appearance seems as improbable and lightweight as the *WWN*. It is not. The book is a very serious look at the stories in European and non-European myth of the Sasquatch and his cousins in North America and around the world.

The emphasis of the collection of essays is less upon "scientific" investigation of the existence/identity of such creatures as upon the role they play "in the forests of the mind". What seems to the sceptic as a celebration of 1978's silly-season — the book is a collection of papers presented at a "Sasquatch and Similar Phenomena" conference at the University of British Columbia in May of that year — turns into a stimulating exercise on legend, tradition and mythology, with some zoology and sound electronics thrown in as gesture to the desire of the modern mind for "scientific" tests of evidence.

This is largely an anthropologist's book with a comparative perspective. There is a natural emphasis on the Northwest Coast and here the pieces by Wayne Suttles and Marjorie M. Halpin can be cited as particularly subtle and imaginative explorations of the Tsimshian and Salish minds.

Dr. Halpin's *Totem Poles: An Illustrated Guide* disappoints at the same time as it fills an undoubted gap. The major problem with the guide is that it is uncertain as to whether it is on Northwest Coast poles, British Columbia poles or merely the poles at the University of British Columbia's Museum of Anthropology.

It is based on the Museum's fine collection, so there are no poles representing the important Tlingit tradition. The foreword and introduction sidestep this ambiguity, but the reader quickly realizes that the book is an unsuccessful attempt to universalize from the Point Grey particular. Even the map of "linguistic divisions of the Northwest Coast culture" omits the Tlingit, a tacit admission of parochial provincialism (or mere confusion of scope and purpose). In the end, one decides that this is a fine museum guide masquerading as something else. Within the framework of a museum handbook it is valuable for the newcomer and provides even the experienced viewer of UBC's remarkable display of poles with useful pointers toward a deeper appreciation.

*Petroglyph Island* is a commendable book about the authors' discovery and investigation of a major and very intriguing petroglyph site on Gabriola Island. The Bentleys are "amateur archaeologists", but operate with professional concern and thoroughness. The publication of this book on the Gabriola site contributes to our knowledge and appreciation of these strange and still mystifying rock carvings. Publicity may endanger conservation, but it may also raise the consciousness that will foster it. The book's intention is to serve the latter function and it is admirably designed to fulfill that purpose.

*Mungo Martin* is a popular, well-illustrated introduction to this remarkable Kwakiutl carver. Martin, who was born about 1880 and died in 1962, occupies a key place in that continuity of Kwakiutl and Northwest Coast art which has allowed it to flourish with legitimate vigor in recent years. This booklet is a tribute to the carver and, at the same time, to the B.C. Indian Arts Society which produced it.

*Douglas Cole*, who teaches Canadian History at Simon Fraser University, is currently engaged in a study of Franz Boas, the anthropologist.



**VANCOUVER: AN ILLUSTRATED HISTORY.** Patricia E. Roy. Toronto: James Lorimer & Co. and National Museum of Man, National Museums of Canada, 1980. Pp. ii, 190, maps, tables, photographs, \$24.95 clothbound. (The History of Canadian Cities: 3).

*Vancouver: An Illustrated History* is an "urban biography" which attempts, not to provide "the definitive history of Vancouver, (but) rather ... to sketch and explain certain aspects of the city's development" (p. 4). This volume is the third in a series on the history of Canadian cities. Roy, an associate professor of history at the University of Victoria, closely follows the format of the two previous volumes.

The book systematically traces the history of Vancouver from the first European encounter until 1979. Clear and concise maps and tables augment the text while giving the work an academic air which appears in conflict with the series' aims. Copious footnoting provides further credence to this discrepancy. However, the thorough and massive research done by Roy does place this volume in a class above the more popular renditions of Vancouver's past. Her style, though not popular, reads easily. Roy carries the narrative and the reader's interest throughout. Her inclusion of relevant minutiae makes this volume both interesting and informative.

What remains to be discussed is whether this volume is an illustrated history or a history with illustrations? The editor of the series boasts of "over a hundred photographs" (p. 5) being used in each volume of the series. Is it true that these historical photographs "enhance the text" and "play an essential part in recreating the past" (p. 5)? Or, is this

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# Bookshelf

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pure rhetoric gleaned from avant-garde photo historians? One sure test of this thesis is to investigate the care taken with the reproduction, integrity and identification of the photographs used, both individually and as a whole.

Individual photographers, with a few exceptions, are not given credit in this volume. The "Credits" listed on page two of the work, by and large, identify the repository in which the photographs are housed. Also, while the repository is identified no identification numbers are given for individual images. This practice would be inconceivable in the footnotes where the name of the journal would not be given without citing the volume number, year and pagination of the article under consideration. Overall, the placement of the photographs follows the flow of the text, but one wonders why a photograph showing "Indians making canoes at St. Paul's Mission, North Vancouver" (p. 17), was placed between the text speaking of the arrival of the first CPR train in 1887 (p. 16) and the visual image (p. 18) depicting the event?

*Vancouver: An Illustrated History* presents an in-depth and balanced narration of the growth and development of this exciting West Coast community. Any future attempts at writing a definitive history of Vancouver will be forced to use Roy's work as a starting point. However, the inclusion of historical photographs in this volume, while not detracting from its worth, does little towards presenting a wide-ranging visual history of the city. The query remains, is this an illustrated history or a history with illustrations?

*Ted Goshulak has spent the past two years working with the historical photograph collections in the Special Collections Division of the University of British Columbia Library.*



**PROMISE OF EDEN: THE CANADIAN EXPANSIONIST MOVEMENT AND THE IDEA OF THE WEST, 1856-1900.** Doug Owram. Toronto, University of Toronto Press, 1980. Pp. x, 264, illus. \$10.00 paper; \$25.00 cloth.

Assessing the role of myths in history is one of the most complex tasks an historian can undertake. Establishing the nature of a myth, tracing its antecedents, and estimating its extent are all intimidating tasks. Doug Owram, in successfully outlining the rise and fall of a popular idea, has achieved a noteworthy accomplishment.

The myth Owram examines is the nineteenth

century idea that the west — specifically the Prairies — would be the focus for Canadian development. The myth, based only partly on reality, emerged in the middle of the nineteenth century and remained prominent until the 1890s. Owram searches an extensive array of books, articles, and private papers to show how many observers changed their ideas of the west during the 1850s.

Previously, eastern and European commentators had regarded the Canadian North West as a wilderness caught in coldness and inhabited by savages. With the scientific and private expeditions of the 1850s and early 1860s, outsiders began to recognize the agricultural possibilities of the region. A committed assault began on the domain of the Hudson's Bay Company, and an organized campaign for annexing the west to Canada was undertaken.

Owram describes the intellectual and cultural dimension of the Canadian expansion westward. In doing so, he does not add much new material, but he does effectively show how the expansionist urge became a crusade. He demonstrates how Canadians were caught up in a national dream, not unlike the Manifest Destiny campaign so powerful in the American experience.

Owram also shows the way in which the optimism of the sixties and seventies gave way to the frustration of the eighties and nineties. The land boom of the early period collapsed in 1882; settlers did not come; the acrimony of the Manitoba schools' issue poisoned the body politic. This undermined the original utopianism of the west and consequently encouraged bitter denunciations of federal policies and Ottawa politicians. This regional dissatisfaction, as Owram points out, had similar sentiments but different motivations than later Prairie protest movements. It was in retrospect, though, a key phase in the evolution of a prairie consciousness.

One of the major problems with intellectual history lies in establishing a systematic sampling of the relevant written information. Owram has been particularly successful in summarizing the information about the west presented in government reports and popular volumes. He has also provided an astute commentary on the attitudes of many of the main political figures involved, notably John A. Macdonald and William McDougall. He has been less effective in describing the views of such French-Canadian leaders as George-Etienne Cartier and Bishops Taché and Langevin. The weakest elements in the sources, however, would appear to be newspapers. Newspaper accounts are rarely cited in footnotes, at least, and the notion of a crusade would have been enhanced by accounts from, in particular, western Ontario newspapers.

Owram might also have examined more completely the impact of western development upon scientific thought. The Canadian Prairie posed an

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# Bookshelf

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immense challenge to the sciences of the nineteenth century. Botany, geology, zoology, "agricultural science", and geography were all ill-equipped to comprehend and explain the differences in the west; the resultant uncertainties may go far in explaining the disillusionment of the eighties and nineties.

One of the hallmarks of the mid-nineteenth century optimism was a confidence that science, and its hand-maiden, technology, would ensure a better world. In the case of the west, the scientific and technological impulses initially proved inadequate to the tasks of settlement and production, causing widespread uncertainty and disillusionment. Eastern and European migrants would require generations to adjust to the strange environment of the Canadian plains. This point should have been made more effectively.

Owram's work, however, is a thoughtful, well-written account of an important theme in Canadian history. It should be read by everyone interested in how ideas and social forces helped to shape this country's development.

Ian MacPherson teaches Western Canadian history at the University of Victoria.

## Contest



**The winner of last issue's contest is:  
Miss Carol Dolman  
Kamloops, B.C.**

**She will be sent a free copy of Pierre Berton's *Flames Across the Border, 1813-1814*. Amy Cassidy, 5¾ years old, did a scientific "Eeny, meeny, miney, mo" to determine the winner from our three correct answers.**

**D.W. Harmon was the Vermont Yankee who represented the North West Company in New Caledonia.**



**MY MOTHER THE JUDGE: A BIOGRAPHY OF HELEN GREGORY MacGILL.** Elsie Gregory MacGill. Toronto: Peter Martin Associates, 1981. Pp. xxiv, 248, illus., \$6.95. (Reprint of 1955 edition with an introduction by Naomi Black)

When *My Mother The Judge* first appeared in 1955 it had few companions: earlier volumes pertaining to Canadian political women included *Campaign Echoes: The Autobiography of Letitia Youmans* (1893); *My Seventy Years* (1938) by Martha Black, second female member of Parliament in Ottawa; *The Stream Runs Fast* (1945) by Nellie McClung; *Emily Murphy: Crusader* (1945) and *Brave Harvest: The Life of E. Cora Hind* (1945). However, in 1950, Catherine Cleverdon had published her thorough account of *The Women Suffrage Movement in Canada*.

To Elsie MacGill's credit she tried to avoid the hagiographer's approach, so typical of the former books, in favour of producing, like the latter, an enduring historical account of the franchise and post-franchise era in women's legislative history in B.C. Until the 1970's no other Canadian woman's political biography, or autobiography, offered so much raw data on the activities of political women and para-political women's organizations.<sup>1</sup> What the biography lacks in clarity, chronology and coherence, it makes up for in sheer usefulness.

In *My Mother The Judge*, Elsie MacGill defines her mother's life in terms of her desire for higher education in the 1880's, followed by her work as a journalist. The remaining two-thirds of the book, which takes us to Helen's death in 1947 at the age of 83, identifies her active part over thirty-six years in changing the laws pertaining to the women and children of B.C. Special emphasis is on her turbulent career as a juvenile court judge and as the author of *Daughters, Wives and Mothers in British Columbia* (1912), a booklet which evolved through a number of editions to become *Laws for Women and Children in British Columbia* (1925).

Peter Martin Associates and Naomi Black, a political scientist, are to be congratulated for re-issuing *My Mother The Judge*, which had been accessible only in libraries and in second-hand bookstores. Black, in her introduction, makes it clear that for current students of social reform and women's political history, *My Mother The Judge* can act as a case study of attitudes and events in British Columbia and in Canada as a whole. That Elsie intended the biography to be of both provincial and national application was made clear in her personal correspondence:

It has always dismayed me that articles and books

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# Bookshelf

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on Canadian Women feminists omit the many B.C. and prairie women who did fine work in promoting the status of women at the turn of the century and mention usually only women in Ontario and Quebec. Indeed, it was this great gap that lead [sic] me to write *My Mother The Judge*. (11 July 1979)

*My Mother the Judge* reveals the domestic and social affairs of the MacGill family in carefully chosen statements but Helen stands at the centre as Earle Birney could still recall in 1979:

In her vivacity and intellectual toughness and wit she was much more of our generation than of her own, and we both admired and loved her . . . She

was a wise and tolerant hostess to us, the young pseudo-sophisticates of the Aldous Huxley generation, and a shrewd challenger of our ways of thinking and not thinking. (30 August 1979)

<sup>1</sup> For annotated references, see Beth Light and Veronica Strong-Boag, *True Daughters of the North: Canadian Women's History — An Annotated Bibliography*. Toronto: OISE Press, 1980.

*Barbara Latham teaches Canadian Studies and Women's Studies at Camosun College, Victoria. She reports that Camosun College is establishing a MacGill Memorial Award to be presented to an outstanding woman student in Canadian Studies or Canadian History.*



## New Titles



Andersen, Doris. *The Columbia is coming: a history of the Columbia Mission ships, 1905-1969*. Sidney, Gray's Publishing, 1981. 256 p., ill. \$9.95.

Balf, Mary. *Kamloops: a history of the District up to 1914*. 2nd ed. [Kamloops] Kamloops Museum Association, 1981. [vi] 157 p., ill. \$5.95

Bernsohn, Ken. *Cutting up the north: the history of the forest industry in the northern interior, 1909-1978*. North Vancouver, Hancock House, 1981. 200 p., ill. \$17.95.

Brody, Hugh. *Maps and Dreams*. Vancouver, Douglas & McIntyre, 1981. 288 p., ill. \$19.95.

Carver, John Arthur. *The Vancouver Rowing Club: History 1886-1980*. Vancouver, Vancouver Rowing Club, 1980. 300 p., ill. \$20.00. (May be ordered from 516-355 Burrard St., Vancouver, B.C. V6G 2G8).

Drushka, Ken. *Against wind and weather: a history of towboating in British Columbia*. Vancouver, Douglas & McIntyre, 1981. 320 p. ill. \$24.95.

Keller, Betty. *Pauline: a biography of Pauline Johnson*. Vancouver, Douglas & McIntyre, 1981. 240 p. ill. \$18.95.

McGeer, Ada. "Oh call back yesterday, bid time return." Vancouver, Versatile Pub., 1981. 185 p. ill. \$8.75

MacIntosh, Robert. *Boilermakers in British Columbia*. [Vancouver] Lodge #359, International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers, 1976. 124 p., ill.

Matsura, Frank. *The real old west: images of a frontier town*. Vancouver, Douglas & McIntyre, 1981. 144 p., ill. \$29.95.

Paterson, T.W., ed. *British Columbia: the pioneer years*,

Volume 2. Langley, Sunfire Publications, 1981. 128 p., ill. \$7.95.

\_\_\_\_\_ *Encyclopedia of ghost towns & mining camps of British Columbia*, volume 2. Langley, Sunfire Publications, 1981. 168 p., ill. \$9.95.

Shervill, R. Lynn. *Smithers: from swamp to village*. Smithers, Town of Smithers, 1981. 128 p. ill. \$13.00.

Sunahara, Ann Gomer. *The politics of racism: the uprooting of Japanese Canadians during the second world war*. Toronto, James Lorimer, 1981. xii, 222 p., ill. \$12.95.

Turner, Robert D. *The Pacific Empresses: an illustrated history of the Canadian Pacific's trans-Pacific ocean liners*. Victoria, Sono Nis Press, 1981. 304 p., ill. \$34.95.

\_\_\_\_\_ *The Princess Marguerite: last of the coastal liners*. Victoria, Sono Nis Press, 1981. 48 p. ill. \$5.00.

Vassilopoulos, Peter. *Antiques afloat: from the golden age of boating in British Columbia*. Vancouver, Parallel Publishers, 1981. 116 p. ill. \$29.95.

Woodworth, John and Halle Flygare. *In the steps of Alexander Mackenzie: trail guide*; written and mapped by John Woodworth and Halle Flygare, sponsored by the Nature Conservancy of Canada. Kelowna. Printed by Sunbird Press, Inc., 1981. Distributed by Douglas & McIntyre, ix, 108 p., ill. \$11.95.

Work, Lillian C., comp., ed. and ill. *Petticoat pioneers of the South Peace: life stories of fifteen women of the South Peace*; in co-operation with Northern Lights College Community Education and the Department of State for the George Dawson Centennial Celebrations 1979. Dawson Creek, South Peace Historical Book Committee, 1979. 80 p. ill. \$3.00.

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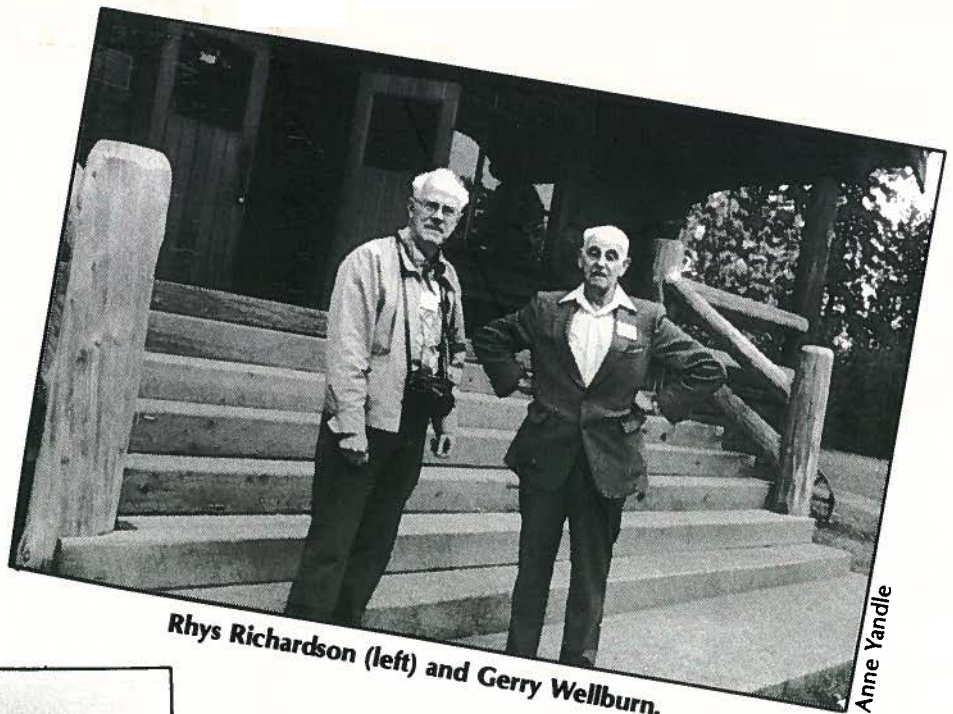
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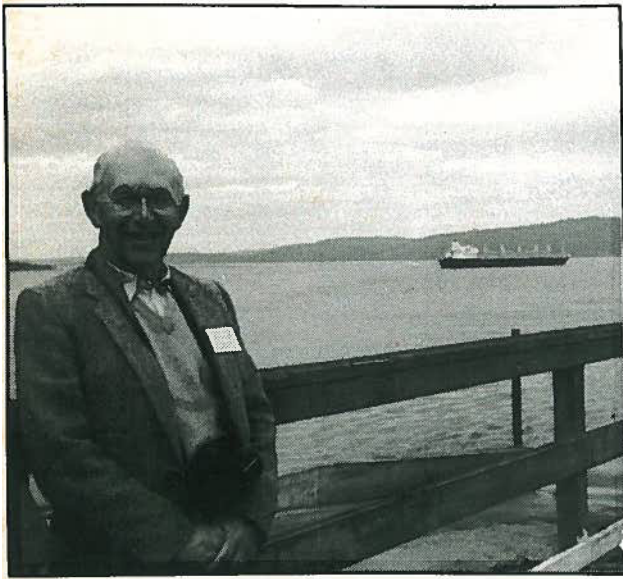
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Rhys Richardson (left) and Gerry Wellburn.

Anne Yandle



Tom Carrington

Anne Yandle

## Snapshots of the 1982 B.C.H.A. Annual Con held at Cowichan Bay.



Jill Rowland and Dorothy Shields

Anne Yandle