$4.00

ISSN 0045-2963

Volume 23, No. 4
Fall 1990

British Columbia Historical News

Journal of the B.C. Historical Federation

"Because of the War"

MEMBER SOCIETIES

★★★★★★★★★★★★

Member Societies and their secretaries are responsible for seeing that the correct address for their society is up-to-date. Please send any change to both the Treasurer and the Editor at the addresses inside the back cover. The Annual Return as at October 31st should include telephone numbers for contact.

Members' dues for the year 1988/89 were paid by the following Members Societies:

Alberni District Historical Society, Box 284, Port Alberni, B.C. V9Y 7M7
Atlin Historical Society, P.O. Box 111, Atlin, B.C. V0W 1A0
Burnaby Historical Society, 4521 Watling Street, Burnaby, B.C. V5J 1V7
Chemainus Valley Historical Society, P.O. Box 172, Chemainus, B.C. V0R 1K0
Cowichan Historical Society, P.O. Box 1014, Duncan, B.C. V9L 3Y2
District 69 Historical Society, P.O. Box 3014, Parksville, B.C. V0R 2S0
East Kootenay Historical Association, P.O. Box 74, Cranbrook, B.C. V1C 4H6
Golden & District Historical Society, Box 992, Golden, B.C. V0A 1H0
Gulf Island Branch - BCHF c/o Wilma J. Cross, Secretary, R.R.#1 Pender Island, B.C. V0N 2M0
Kootenay Lake Historical Society, Box 537, Kaslo, B.C. V0G 1M0
Kootenay Museum & Historical Society, 402 Anderson Street, Nelson, B.C. V1L 3Y3
Ladysmith Historical Society, Box 11, Ladysmith, B.C. V0R 2E0
Lantzville Historical Society, Box 501, Lantzville, B.C. V0R 2H0
M.S.A. Museum Society, 2313 Ware Street, Abbotsford, B.C. V2S 3C6
Nanaimo Historical Society, P.O. Box 933, Station 'A', Nanaimo, B.C. V9R 5N2
North Shore Historical Society, 623 East 10th Street, North Vancouver, B.C. V7L 2E9
North Shuswap Historical Society, P.O. Box 22, Celista, B.C. V0E 1L0
Princeton & District Pioneer Museum and Archives, Box 687, Princeton, B.C. V0X 1W0
Qualicum Beach Historical & Museum Society, c/o Mrs. Cora Skipsey, P.O. Box 352, Qualicum Beach, B.C. V0R 2T0
Saltspring Island Historical Society, P.O. Box 705, Ganges, B.C. V0S 1E0
Sidney and North Saanich Historical Society, P.O. Box 2404, Sidney, B.C. V8L 3Y3
Silvery Slocan Historical Society, P.O. Box 301, New Denver, B.C. V0G 1S0
Trail Historical Society, P.O. Box 405, Trail, B.C. V1R 4L7
Vancouver Historical Society, P.O. Box 3071, Vancouver, B.C. V6B 3X6
Victoria Historical Society, c/o P. Odgers, 3075 Southdowne Road, Victoria, B.C. V8R 6H3

Affiliated Groups

B.C. Museum of Mining, P.O. Box 155, Britannia Beach, B.C. V0N 1J0
City of White Rock Museum Archives Society, 1030 Martin Street, White Rock, B.C. V4B 5E3
Fort Steele Heritage Park, Fort Steele, B.C. V0B 1N0
The Hallmark Society, 207 Government Street, Victoria, B.C. V8V 2K8
Nanaimo Centennial Museum Society, 100 Cameron Road, Nanaimo, B.C. V9R 2X1

Second Class registration number 4447

Published fall, winter, spring, and summer by the British Columbia Historical Federation, P.O. Box 35326, Station E, Vancouver, B.C. V6M 4G5. A Charitable Society recognized under the Income Tax Act.

Subscriptions: Institutional, $16.00 per year; Individual (non-members), $8.00; (to addresses outside Canada) $12.00.

Financially assisted by the Ministry of Municipal Affairs, Recreation and Culture, through the British Columbia Heritage Trust and British Columbia Lotteries.

Back issues of the **British Columbia Historical News** are available in microform from Micromedia Ltd., 158 Pearl St., Toronto, Ontario M5H 1L3 - Micromedia also publishes the **Canadian Magazine Index** and the **Canadian Business Index**.

Indexed in the **Canadian Periodical Index**.

BRITISH COLUMBIA HISTORICAL NEWS

Volume 23, No. 4 **Journal of the B.C. Historical Federation** Fall, 1990

Editorial

The theme "Because of the War" conjured up prospects of articles on the Chilcotin War, or war brides, Rosie the Riveter, Walachin, towns or buildings converted to military bases, the relocation of Japanese Canadians, or the building of the Alaska Highway. Information in this issue tells something of public opinion during the Riel Rebellion, a district which sent volunteers to the Boer War, how censorship touched our B.C. Communities in WWI, and several memories of WWII. We hope you will enjoy the diverse collection of stories.

The next theme issue, to be published on the heels of the 1991 Conference in Duncan, is on "B.C.'s Coast and Islands". You are invited to send in your favourite bit of history on this area - typed double spaced - by deadline January 31, 1991.

Naomi Miller

Cover Credit

Because of the war Captain Frank Armstrong went from running riverboats on the Columbia River to commanding riverboats on the Nile. See a thumbnail sketch of this gentleman on page 20.

Photo courtesy
Golden & District Museum

Contents

Printed in Canada by Kootenay Kwik Print - Cranbrook, B.C.

Manuscripts and correspondence for the editor are to be sent to PO. Box 105, Wasa, B.C. V0B 2K0
Correspondence regarding subscriptions are to be directed to the subscription secretary (see inside back cover)

Recruiting for the Strathcona Horse

by Derryll White

Queen Victoria was in the last days of an unprecedented reign, and the honour of the British Empire was at a fever pitch. News of impending disaster to Britain's fighting men aroused Canadian sentiment as never before, and was expressed as an intense outpouring of loyalty to the Queen, and to the British nation. Newspaper accounts of war-related events were legion.

Western Canada was in the forefront of this rampant patriotism, as no country had sent more of its sons and daughters to this region than had Great Britain. [1] As one anonymous citizen exclaimed, ". . .I am glad to see that in her eagerness to spring to the defence of the Empire, Canada is holding her position as the foremost colony of the British crown."

Such was the interest and enthusiasm in East Kootenay that the Fort Steele **Prospector** announced in October, 1899, that: "The Prospector has made arrangements with the Canadian Pacific Telegraph Company and will receive daily reports from the Transvaal. These reports will be placed on the bulletin board in front of the office." [2]

Boers Offering a Reward of £30 for Canadians Dead or Alive. - A letter received from W.T. Muision of Kingston says among other things:

"The people here have a grand idea of us. They think that we are all cowboys or Indian scouts, and that we are all crack shots. They want us to get in one battle to show the Boers a thing or two. The Boers think the same. They say they could beat the British if the Canadians would not interfere. They are offering £40 in gold for special service regiments to anyone who enlists with them, and also £30 for one of our heads, dead or alive." [3]

Among the multitudinous historic strands available to students of the South African Boer War the peculiar make-up of the western Canadian settler and frontiersman remains primary. All of western Canada might be considered a frontier in 1900. The catalyst leading to the enthusiastic participation of the western fighting man in this conflict was a man named Donald Alexander Smith.

Steele Accepts. - Montreal, Dec. 27. - Lieut. Col. Steele of the Northwest Mounted Police, who, with Mrs. Steele, is spending Christmas in Montreal, has received a telegram from Hon. Dr. Borden, offering him the Mounted Rifles. The colonel immediately wired his acceptance of the appointment. Col. Steele said that his impression was that the Mounted Rifles would be divided into divisions, one consisting of the Northwest Mounted Police and recruits from the Northwest and the other consisting of cavalry regiments east of Manitoba." [4]

But events are getting ahead of themselves, as telegrams were sometimes wont to do. Born in England on August 6, 1820, Donald Alexander Smith was no stranger to Canada, even as a young child. His favourite maternal uncle, John Stuart, was an early and adventurous fur trader who accompanied Simon Fraser to the Pacific in 1808. He participated in the fur trade throughout the Pacific Northwest, eventually becoming Chief Factor at Lesser Slave Lake. Another uncle, Robert Stuart, engaged in the fur trade with the North-West Company, and lost his life on the Columbia River while trying to rescue three of his canoeing companions. Imagine the impact on the young English lad as the adults discussed the exploits of these adventurers.

A British Columbia Contingent. - A copy of the following resolution has been received from Mayor Garden of Vancouver, by the Cranbrook board of trade, and a note urging the co-operation of Cranbrook citizens:

Whereas, it has been distinctly shown that an efficient corps from British Columbia could be raised for Active service at once,

Be it therefore resolved, that the mayor be requested to send the following telegram to the Honorable Mr. Semlin, the premier of British Columbia;

"Considerable feeling that British Columbia left out second contingent. From one hundred to five hundred good riders and scouts can be raised on short notice. Will your government recommend this, assist in equipment and urge Dominion government to co-operate and accept service.?"

Even if British Columbia is represented on the second contingent the provincial government be requested to equip and offer the services of a corps of mounted scouts of from 100 to 500 men. [5]

Reading the epistles home from his dramatic, idolized Canadian uncles, Donald Smith was fascinated and spurred on by the legendary tales from an enchanted land. He learned early to stand his ground when confronted by larger boyhood bullies, and brought this strength of character with him into his own, later, fur trading experiences. As well in his childhood days, Smith

learned to respect and care for the dignity and interest of others, a character trait which made him a respected leader and legislator later. [6] At eighteen Donald Smith chose to follow his illustrious uncles into the fur trade. He left for the Canadas in the service of the Hudson's Bay Company shortly after his new young monarch, Queen Victoria, assumed the British throne.

Rocky Mountain Rifles. - It is contemplated forming a company of the above rifles in East Kootenay. The company must be at least forty-five in number. Any person wishing to join should send application for enrollment to C.M. Edwards, Cranbrook or Fort Steele. Representation will be made to the department [to] change the title of the company to that of a mounted infantry corps, which change will be, it is deemed, more popular. [7]

By 1871, Donald Smith had negotiated on behalf of the wintering partners of the Hudson's Bay Company - the chief factors and chief traders - a share in the funds paid by the Government of Canada to the Company for its surrender of charter rights over the land and people. £107,000 was secured for the officers and Smith was appointed Chief Commissioner to control the Company's affairs in the North-West.

Becoming involved in the political affairs of the emerging province of Manitoba, Donald A. Smith sat as member of the North-West Council, member of the Provincial Legislature, and Member of Parliament. Referred to by some in Ottawa as "member for the Hudson's Bay Company," he was described by others as one who "the Government relies chiefly upon his knowledge to bring order out of chaos in the new territories." [8]

The Spokesman-Review contrasts the cumbrous baggage of a British soldier with the simple outfit of a prospector, and remarks: "The science of war is imperfect when it fails to train soldiers to dispense in field service with all luxury and trim down their necessities. A thousand men picked from the hills, trails and cabins of British Columbia, would give the Queen better service in South Africa than she will get from 10,000 city men from London." [9]

Smith understood Canada, understood Canadians and those westerners yet to become part of Canada. Just before being knighted by Queen Victoria in 1886, he was moved to say, "Those who will travel westward will find that every inch of ground is a picture either of sublimity or of beauty, such as is not to be found elsewhere on this North American continent." Such was his linkage to the Canadian west that the tallest peak in the Selkirk Mountains was named "Sir Donald" in honour of Smith's commitment to development of the North-west.

Sir Donald Smith returned to England in 1896 as High Commissioner for Canada in London, and assumed the title by which he would henceforth be known, Baron (Lord) Strathcona and Mount Royal of Glencoe, Argyllshire and Montreal, Canada. So were forged some of the imperial links which would lead western Canada so pre-eminently into the Boer War.

The Strathcona Horse - Canada is profoundly impressing the British public. The Times says: "How immense is the reserve strength on which England in a just cause can draw, strikingly revealed in Lord Strathcona's munificent offer. It comes from one who is at once a Canadian citizen and a British peer." It adds: "There are not many countries in the world where individual citizens are found able to prove their patriotism on so splendid a scale. Such an offering to the common cause of the Empire would have been welcome from any quarter, but it is doubly welcome from the representative of the greatest self-governing colony." [10]

Lord Strathcona well understood the Canadian psyche. In his maiden speech in the House of Lords he stated: "Every man in the Colonies looks upon himself as being as much of an Englishman as if he were born within the bounds of the United Kingdom. He glories in the name of Englishmen, and he has all the aspirations that you and all those who are loyal to the empire have." And again he said: "For the last few years there has been a great awakening of imperial sentiment. The different parts of the empire have vied with one another in demonstrating their loyalty to the Crown and to the empire. They have shown not only the desire, but the determination to share both in its joys and in its troubles, and we have at the present time in South Africa an object-lesson to the world of the practical unity of the different parts of the British Empire, which has awakened an enthusiasm both in the Motherland and in every part of the world where the British flag flies never witnessed before . . . " [11]

South East Kootenay Rough Riders. - The following was composed and sung by the members of Strathcona Horse from Fort Steele, Cranbrook and Fernie while on the train between Cranbrook and Fernie on their way east on Saturday last.

Telegraph to General White
Strathcona Horse have come to fight,
We'll put the Boers all out of sight,
We will, we will.

The Boers may think they have a snap,
But when Colonel Steeple gives them a rap
They'll all be caught like rats in a trap,
They will, they will.

. . . .

→

We will fight for our Queen's name.
And we'll hold up Britain's fame,
With our hot lead just the same,
We will, we will.

We are from the woolly west,
We are horsemen of the best,
We'll leave the world to say the rest,
We will, we will. [12]

. . . .

It was Lord Strathcona's deep-rooted Canadian experience which led him to believe that the rugged western Canadian horsemen were the necessary element to combat the fierce, territorially-smart Boers. An early student of the South African troubles, he concluded that the North-West Mounted Police of Canada were exactly what was called for to further the interests of Queen and empire. So the offer was made, magnanimous in every respect, to raise, equip and transport to South Africa almost six hundred of Canada's finest mounted fighting men. Over a million dollars, the cost was borne solely by Donald Alexander Smith, Lord Strathcona.

Deering Is All Right. - Richard Deering went out with the Strathcona Horse, while Fort Steele wired the following to the **Fernie Free Press**:

Fort Steele, B.C.
Feb. 9, 1900.

To the Free Press,
Fernie, B.C.
Send cable dispatch to Kruger and tell him to look out for a cyclone, as the Rocky Mountain Rangers will soon strike his trail. We are coming!
DEERING. [13]

* * * * * * * * * *

Derryl White is official historian at Fort Steele Heritage Town. He recently published Fort Steele: Here History Lives.

Canadian War Museum

The Uniform

This officer of Lord Strathcona's Horse is shown wearing the campaign uniform worn by many mounted Canadian troops. The Strathconas were one of the earliest groups to adopt a khaki uniform, which made them far less visible to the Boer snipers than those wearing the traditional scarlet and blue.

The hat is a stetson (similiar to those worn by the RCMP) which protected the wearer from sun and from rain. The thick khaki serge jacket was designed for comfort and utility; the whipcord riding breeches were reinforced with leather above the tall boots. The uniform was adapted to become the original Boy Scout uniform a few years later.

The officer wears a lanyard fastened to the .44-calibre revolver on his right hip. Other ranks did not carry revolvers as they were equipped with .303 Lee Enfield rifles.

Approximately 600 men were recruited in western Canada to serve in the privately funded Lord Strathcona's Horse. When a recruiting officer arrived in Fort Steele, B.C. he signed on 49 East Kootenay residents who were eager to see service under Colonel Sam Steele. The unit sailed from Halifax in March 1900 and were sent into action in April, very shortly after their arrival in South Africa. One of their members was the first Canadian to earn a Victoria Cross during the Boer War. Sergeant A.H. Richardson rescued a wonded comrade during an engagement at Wolve Spruit on July 5, 1900. A painting of Richardson assisting his friend while under enemy fire, hangs in the Canadian War Museum in Ottawa.

FOOTNOTES

1. Bercuson, David Jay (1978). **Fools and Wise Men.** Toronto: Hill Ryerson Limited. P. 33
2. **The Prospector,** vol. 5, no. 40, October 7, 1899. Fort Steele, B.C. P. 8
3. **The Prospector,** vol. 6, no. 9 March 3, 1900. Fort Steele, B.C. P. 3
4. **The Cranbrook Herald,** vol. 2, no. 42, Jamuary 4, 1900. Cranbrook, B.C. P. 1
5. **The Cranbrook Herald,** vol. 2, no. 43, January 11, 1900. Canbrook, B.C. P.1
6. Wilson, Beckles (1902). **Lord Strathcona: The Story of His Life.** London: Methuen & Co. Pp. 7-40.
7. **The Cranbrook Herald,** vol. 2, no. 44, January 18, 1900. Cranbrook, B.C. P. 1
8. Wilson, Beckles (1902). **Lord Strathcona: The Story of His Life.** London: Methuen & Co. Pp. 124-133
9. **The Cranbrook Herald,** vol. 2, no. 47, February 8, 1900. Cranbrook, B.C. P. 2.
10. **The Prospector,** vol.6, no. 5, February 3, 1900. Fort Steele, B.C. P. 3.
11. Wilson, Beckles (1902). **Lord Strathcona: The Story of His Life.** London: Methuen & Co. Pp. 240-242.
12. **The Fernie Free Press,** vol. 3, no. 6, February 16, 1900. Fernie, B.C. P. 1.
13. **The Prospector,** vol. 6, no. 7 February 17, 1900. Fort Steele, B.C. P. 1.

The author wishes to extend his profound thanks to Ron Beamish and Naomi Miller for the research they have shared.

NOMINATIONS? - CANADIAN HISTORICAL ASSOCIATION

The Regional History Committee of the Canadian Historical Association invites nominations for its "CERTIFICATE OF MERIT" Awards. Two awards are given annually for each of five Canadian regions, including British Columbia and the Yukon: (1) an award for publications and videos that make a significant contribution to regional history and that will serve as a model for others; and (2) an award to individuals for work over a lifetime or to organizations for contributions over an extended period of time.

Nominations accompanied by as much supporting documentation as possible should be sent no later than 15 December 1990 to Robert A.J. McDonald, Department of History, University of British Columbia, Vancouver, B.C., V6T 1W5.

Demise of "The Week"

by William J. Burrill

On the evening of Saturday, July 20, 1918, the citizens of Victoria learned that, under orders of the Secretary of State, city detectives had raided the offices of a local weekly newspaper **The Week**. The tabloid sized journal had been banned by the Dominion Press Censor. It was now an offence to be found in possession of a copy of the paper. [1]

Many citizens were no doubt shocked and angered by the actions of the Censor. On the other hand, the vast majority of Victorians were probably delighted to see the paper's demise. To understand those mixed emotions you must have some appreciation of the paper's history.

The Week began its existence as "The Truth" in 1903 under the editorship of David Bogle, a former editor of **The Daily Colonist**. After a brief period of time, Bogle sold out to another former editor of **The Colonist**, C.H. Lugrin, who promptly renamed the paper, "Progress". Lugrin struggled to keep the paper afloat until November 1904, when he sold it to a five man partnership headed by S.A.G. Finch. The new owners renamed the paper for the final time, **The Week**. [2] In early 1906 Finch appointed William Blakemore editor of the paper. [3] By June of that year Finch had sold his interest in the paper to Blakemore. [4]

It is not clear at what point in time Blakemore became the dominant shareholder, but a return to the Companies Office in 1912 shows Blakemore holding 9,996 shares in The Week Publishing Co. Ltd., while four other gentlemen, including the paper's printer Thomas Cusack, each held one share. [5] On December 31, 1913 Blakemore transferred 2,000 shares to his daughter, Mrs. Barbara Borradaile, as a wedding present. [6] The ownership of the paper remained in this fashion until Blakemore's sudden death in March, 1917. Even before Blakemore's ownership the paper had become a colourful addition to the Victoria literary scene. The paper made extensive use of photographs and illustrations. In early 1905 the paper interviewed the young Miss "Milly" Carr, recently returned from art school in England. [7] The article was illustrated with a self-portrait. Over the course of the next few months no less than ten cartoons appeared on the front page of the paper signed M. Carr or M.C.

The paper featured a full page of theatre news accompanied by photos of the leading actors and actresses appearing at one of the many theatres that flourished during that era. The editors all made use of anonymous columns to make observations on the affairs of the day, wax philosophical or just spread gossip. One such column that lasted the life of the paper was "At the Street Corner" authored "by the Lounger".

JOHN BULL: "Sorry to inconvenience you, but if we don't get this fire out, your place will go next."
UNCLE SAM: That's all very well, but you're interfering with my trade
FROM 'THE WEEK' Jan. 30, 1915 - page 1.

All these features were used to increase circulation and boost advertising revenue. The paper expanded and contracted over the years. At the height of its popularity in 1906 it boasted of a circulation of 7,000 copies and printed twenty pages. [8] By 1908 it had contracted to eight pages, expanded to twelve pages, and fell back to eight pages again the following year. It was reduced to its smallest viable size, four pages, in April of 1915, in the midst of the Great War.

Another method that **The Week** used to boost revenue and its physical size was to issue special editions. In 1906 they published a "Better Terms Edition" to commemorate Premier Richard McBride's efforts at the Federal-Provincial conference of that year. [9] In 1912 they expanded the paper to forty pages to salute the "progress and development of Victoria" in their "Progress Edition". [10] Blakemore added a four page "Overseas News Supplement" to the paper from June until September 1916, a period that included the infamous battle of The Somme and some of the worst casualties of the war.

Conventional journalistic methods were not always enough to keep the paper alive. In 1911 **The Week** announced that they were starting a circulation contest complete with cash prizes. With the outbreak of war in Europe, **The Week** announced that its next issue on August 15 would be its last. The paper's readers saw this not as a farewell but rather as a clarion call for assistance. The paper proudly announced on August 15, 1914 that it would continue to publish thanks to the assistance of its many advertisers and subscribers. [11] After Blakemore's death matters got even worse and in July 1918 the paper sent out an "S.O.S." [12] This time, the paper's readers had no time to respond. If war proved to be the paper's death, politics had been its life.

The Week's first editor, David Bogle had connections to the Conservative party. Its second editor, Lugrin was a strong supporter of the Liberal party. Its longest serving editor, William Blakemore was an influential member of the Conservative party. More than anyone else, Blakemore made **The Week** a servant of partisan politics. The provincial regime of Richard McBride could do no wrong in the pages of **The Week.** On the other hand the federal government of the Liberal Sir Wilfred Laurier was a collection of unprincipled scoundrels according to Blakemore.

The Week was duly rewarded for its support with an abundance of government advertisements and legal notices. Blakemore himself was rewarded with the Chairmanship of the 1912 Royal Commission Inquiry into the "Doukhobers". He served as president of the Overseas Club and was Honourary Secretary of the Navy League. [13] Blakemore's funeral was attended by many prominent people of the day. The floral arrangements included a wreath from the Lieutenant-Governor. [14]

Blakemore's death brought rapid changes to The Week. These changes did not sit well with Blakemore's daughter. On March 27, 1917 she wrote to the Registrar of Companies that she was completely disassociating herself from The Week Publishing Co. Ltd. [15] The April 14th issue of the paper announced that it was no longer Conservative. Neither, said the new editors, were they Liberal nor Socialists, they were, however, in favour of temperance. They declared themselves independent. [16]

The first inkling that readers of **The Week** got of just what political "**INDEPENDENCE**" meant came in May 1917. A front page article stated that the current shortage of labour made it difficult to support conscription. Nevertheless, **The Week** was prepared to support the conscription of labour provided that it was accompanied by a conscription of wealth. [17] This was not as radical a proposal as one might assume. As two of Canada's more eminent historians have put it, the idea " . . . was a rather vague formula, expressed sometimes by farmers, sometimes by labour, and sometimes even by Liberal politicians. [18]

The Week's true sentiments can best be gauged at this point in time by the prominence that it gave to the news that a new anti-conscription organization had been founded in Victoria. The Canadian Freedom League was presided over by W.E. Peirce, and, Phil R. Smith of the Victoria Printing & Publishing Co. was its Secretary-Treasurer. [19] Malcom Reid, the Dominion Press Censor's agent for British Columbia, described Smith as having "a long record as a socialist", [20] and R. Swayne, editor of **The Daily Colonist** informed the Censor that Peirce was "a pacifist agitator". [21] Over the course of the summer 1917, **The Week** reported the activities of the League and advertised its meetings. The paper's letters-to-the-editor column was inundated by members of the League.

All of this activity was quickly brought to the attention of the Dominion Press Censor. [22] As sweeping as his powers were under the War Measures Act, the Censor could not act without the authority of the Secretary of State, to whom he reported, or the Attorney-General. Moreover, there had to be a clear and persistent violation of the regulations which had been issued in the form of circulars. As the District Intelligence Officer for Military District 11, Victoria, commented: "Though no pleasant reading it hardly appears to me to contravene the limitations referred to in this circular." [23] The editor of **The Week** continued to test the limits of wartime press regulations.

Complaints about the content of the paper continued to flow into the office of the Censor throughout the Fall of 1917. [24] The Dominion Press Censor, Lieutenant-Colonel Ernest J. Chambers, became increasingly

convinced that, indeed, **The Week** was in violation of wartime press regulations and the perpetrators must be prosecuted. But, who to prosecute?

The last known editor, William Blakemore, was dead. Editorials were unsigned. There was no indication anywhere in the paper who was the publisher except for The Week Publishing Co. Ltd. Who was the Week Publishing Co. Ltd.? Inquiries to the Companies Office of the Attorney-General of British Columbia proved fruitless. The company had failed to file a return for that year and was in danger of being struck off the register. [25] Confidential inquiries by the Censor's B.C. agent, Malcom Reid, turned up some interesting names. Reid believed that the paper was financed by a committee which included socialist Phil Smith, a French-Canadian fruit-stand proprietor who advertised in **The Week**, Dan Poupard and A.S. Wells, Secretary of the B.C. Federation of Labour. [26] This contradicted earlier evidence supplied by Swayne of **The Colonist**. He had informed Chambers that the paper was indeed owned by a syndicate but, he believed that it was made up of leading editorial writers E.S. Woodward, the provincial government liquor vendor, Rev. W. Stevenson, a Baptist minister and pacifist agitator, W.E. Peirce. [27] Chambers finally took the direct approach and contacted **The Week** himself.

COLONIST TO TIMES: "HIT HIM WITH THIS BEN: IT'S OUR ONLY CHANCE."
December 1, 1917

W.E. Peirce replied, informing Chambers that he was responsible for the editorial content of the paper but declined to name the owners. [28] He further aggravated Chambers by pleading ignorance of the regulations, which had apparently been sent to the previous editor, and protesting that he could not understand how any of his writings could constitute "objectionable material". Chambers lengthy reply literally bristles with anger and clearly points out what he had found objectionable. [29] A marked copy of The Week in the Censors files has the following passage underlined:

> Let the people speak. The attempt to coerce a hundred thousand men can only lead to fatal results. The way it worked in the Civil War of America when compulsion was adopted it is shown by the frank and brutal statement that 'A few here and there had to be shot', and gives an inkling of what will happen in Canada if wiser councils do not prevail. [30]

Thus began a tempestuous relationship that would culminate in Peirce's prosecution.

In order to initiate that prosecution, the Censor had to convince the Secretary of State to issue a warrant. This proved to be no easy matter. The files of the Dominion Press Censor are crammed with letters, memos and supporting documents, directed to the Secretary of State imploring him to take action. In February 1918 Chambers explained to the Chief Staff Officer of His Majesty's Dockyard, Esquimalt, why the Secretary of State was reluctant to act.

> There is a broad principle involved, namely the desirability of taking the extreme step of suppressing Canadian publications on account of the publication of undesirable editorial comments, and if action on this account is taken against one paper similar action will have to be taken against a number of those including some of very much more influence and importance than the Victoria Week. The present view is that drastic action of the description indicated might be troublesome rather than useful and so the case remains for the present. [31]

The Week became more aggressive in pursuing its goals and more bold in its pronouncements. Peirce changed the masthead of the paper to read: Published by W.E. Peirce, in the interest of Good Government, Temperance, Single Tax and Sane Socialism. [32] When the Government banned the publications of the International Bible Students Association The Week took up their cause. When the Censor admonished **The Week** for this, the editor responded by publishing the Censor's letter and his own reply in the pages of **The Week**. [33] Complaints and reports continued to pour into the office of the Censor throughout the Spring of 1918.

Things finally came to a head with the involvement of the labour movement. In early June the Victoria Labour Council debated

whether or not to endorse **The Week** as their official organ. The special committee which had been struck to examine the prospects of publishing a paper was instructed to canvas the Council's affiliates for approval of the endorsement. [34] In the meantime, Chambers received a copy of a letter addressed to the Prime Minister's Private Secretary from John Day, a prominent member of the Victoria Labour movement and a labour representative on the Imperial Munitions Board. Day warned of the growing influence of **The Week** amongst Victoria workers and demanded its suppression. [35] Chambers immediately appealed to the Secretary of State to take action ". . . to squelch this paper before the doctrine of 'sane socialism' spreads any further." Having been made aware of the Victoria Labour Council's deliberations, Chambers added that it would be best to act before the paper became officially identified with any branch of the labour movement. [36] The Secretary of State agreed. Unaware of the Censor's forthcoming action the Victoria Labour Council instructed its special committee to arrange a meeting with the editor of **The Week** to work out its endorsement and editorial arrangements. [37] Three days later, on July 20, 1918 **The Week** was banned.

W.E. Peirce, publisher of **The Week** was sentenced to $1,000 fine or three months in jail. He opted for jail. Thomas Cusack, the paper's printer was fined $250, which he paid. [38] There is no record of their trial in the Attorney-General's papers.

* * * * * * * * * *

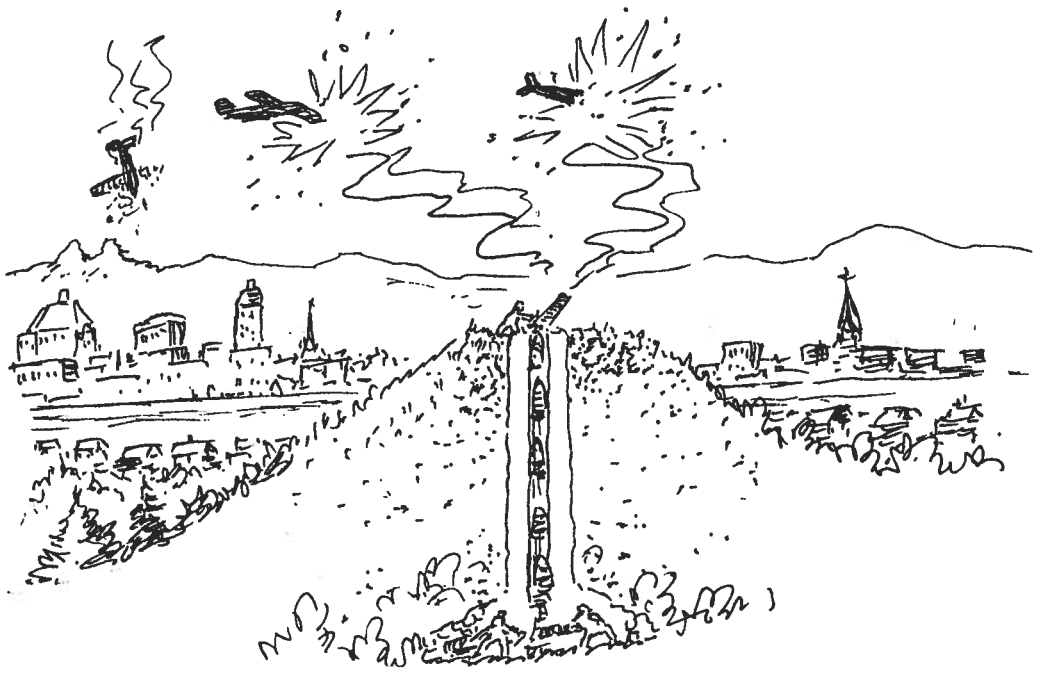
The writer received his B.A. (Hon.) from Concordia University in Montreal and a Masters degree from the University of Victoria. He worked as a union organizer in Vancouver, but now lives in Victoria where he is a member of the Victoria Historical Society.

FOOTNOTES

1. **Victoria Daily Times, July 20, 1918,**
2. **The Week, December 30, 1905, p.4.; Ministry of the Attorney General, Companies Office, QE 1387, p.4 Provincial Archives of British Columbia, herein after cited as PABC.**
3. **The Week, January 20, 1906, p.4**
4. **The Week, June 2, 1906, p.4**
5. **Ministry of the Attorney General, Companies Office, QE 1387, p.15. PABC.**
6. **Ibid, p.21. PABC.**
7. **The Week, February 18, 1905, pp. 1-2.**
8. **The Week, August 4, 1906, p.4.**
9. **The Week, November 3, 1906**
10. **The Week, June 1, 1912,**
11. **The Week,** August 15, 1914, p.1.
12. **The Week,** July 13, 1918, p.2
13. **The Week,** March 10, 1917, p.1; January 31, p.1; December 28, 1912, pp. 7-8
14. **The Week,** March 10, 1917, p.1 Jan. 31, p.1; Dec. 28, 1912, Pp. 7-8.
15. Ministry of the Attorney General, Companies Office, QE 1387, fo. 23-25.
16. **The Week,** April 14, 1917, p.1
17. **The Week,** May 26, 1917, p.1.
18. Robert Craig Brown and Ramsay Cook, **Canada 1896-1921, A Nation Transformed** (Toronto: McClelland and Stewart, 1974), p. 309.
19. **The Week,** June 30, 1917, p.4.
20. Reid to Chambers December 11, 1917 (RG 6, E, Vol. 608/File 279-18/Part 1) National Archives of Canada, herein after cited as NAC.
21. Swayne to Chambers November 19, 1917 (RG6, E, Vol. 608/File 279-18/Part 1) NAC.
22. The first complaint on file in the records of the Dominion Press Censor is from the Private Secretary to the Minister of Militia & Defence, see Bristol to Chambers, September3, 1917 (RG 6, E, Vol. 608/File 279-18/Part 1) NAC; the administration of the office of Dominion Press Censor has, with few exceptions, virtually been ignored by historians. There is an interesting article, which in fact inspired my own research into the topic by Peter Weinrich, "The Censor and the B.C. Federationist 1916-1919," **Bulletin of the Committee on Canadian Labour History.** 7 (Spring, 1979) 6-9; an extremely brief article by George Kerr, "Canadian Press Censorship in WWI" **Journalism Quarterly** 1982 (59. 2) 235-239; there are no references whatsoever to the censors activities in any of the major histories of the war including the most recent, D. Morton and J.L. Granatstein,. **Marching to Armageddon; Canadians and the Great War 1914-1919** (Toronto: Lester and Orpen Dennys. 1989); passing references are made to war time censorship in some works which cover the period, Brown and Cook, Op. cit., p.310; Bryan D. Palmer **Working Class Experience: The Rise and Reconstitution of Canadian Labour, 1800-1980** (Toronto: Butterworths, 1983) p. 171; Ian Angus **Canadian Bolsheviks, The Early Years of the Communist Party of Canada** (Montreal: Vanguard Publications 1981) p.15; Paul Phillips. **No Power Greater: A Century of Labour in British Columbia** (Vancouver: B.C. Federation of Labour and the Boag Foundation, 1967), pp. 72-75.
23. Ridgeway-Wilson to Chambers, September 10, 1917 (RG 6, E, Vol 608/File 279-18/Part 1) NAC.
24. Swayne to Livesay November 10, 1917; District Intelligence Officer, Victoria to Chambers November 17, 1917; Swayne to Chambers November 19, 1917; Reid to Chambers December 11, 1917; A.T. Frampton to Minister of Militia, December 17, 1917, (RG 6, E, Vol 608/File 279-18/Part 1) NAC.
25. Ministry of the Attorney-General, Companies Office, QE 1387, fo. 26-27.
26. Reid to Chambers December 11, 1917 (RG 6, E, Vol 608/File 279-18/Part 1) NAC.
27. Swayne to Chambers November 19, 1917 (RG 6, E, Vol 608/File 279-18/Part 1) NAC.
28. Peirce to Chambers November 28, 1917 (RG 6, E, Vol 608/File 279-18/Part 1) NAC.
29. Chambers to Peirce, December 5 1917, (RG 6, E, Vol 608/File 279-18/Part 1) NAC.
30. The Week, November 10, 1917, p.1.
31. Chambers to James, February 18, 1918 (RG 6, E, Vol 608/File 279-18/Part 1) NAC.
32. The Week, January 26, 1918; until August 15, 1914 the masthead had read: A British Columbia Newspaper and Review; Blakemore, in need of additional support during the war years sought endorsements, and the masthead was changed to read: The official organ of the Victoria Real Estate Exchange; on June 17, 1916 he added: and the Royal Victoria Yacht Club.
33. The Week, April 20, 1918, p.3.
34. Victoria Labour Council's Minutes, June 5, 1918, University of Victoria, Special Collections. I would like to thank Steve Ocherton, Secretary Treasurer of the Victoria Labour Council for permission to access the Council's records.
35. Day to Cameron, nd (RG 6, E, Vol 68/File 279-18/Part 2) NAC.
36. Chambers to the Secretary of State, June 29, 1918 (RG 6, E, Vol 608/File 279-18/Part 2) NAC.
37. Victoria Labour Council Minutes, July 17, 1918, University of Victoria, Special Collections.
38. Victoria Daily Times, August 6, 1918, p. 9; The Daily Colonist, August 7, 1918, p.5.

Vancouver Defense Plan - 1938

by Fraser Wilson



In 1938, as an artist cartoonist for the **Vancouver Sun**, I shared an office in the Sun Tower, ninth floor, with Bert Stein who at that time was magazine editor for the **Sun**.

One afternoon a young man whom I judged to be in his late twenties, came into our office and passed over a manuscript to Bert to read. Bert glanced it over and told him to come back in a week. When the young man had left he passed the story over to me with the comment that it would make a good illustration, and would I have a go at it?

I therefore produced a pencil sketch of the idea put forward in the manuscript. It portrayed a cross section of the highest point on Queen Elizabeth Park, Vancouver. A tunnel extends some hundred feet into the mountain to an underground arsenal. At the top of the excavation, and joined by an elevator for hoisting the projectiles, is the gun or launcher for missile delivery. Over Vancouver's skyline, approaching targets are aeroplanes. Emitting from the gun or missile delivery are seen missiles in zigzagging course following and hitting the oncoming aircraft. The missiles, or bombs, would appear to be radio controlled.

The pencil sketch along with the manuscript was duly sent to Herb Sallans, the editorial director who had the final say in acceptance of all magazine material.

"Great science fiction," came back the material to Bert Stein, "But a bit too imaginative for our magazine."

The following week the young writer came into our office again. Although disappointed that the article could not be used, he liked my sketch and for $20 I agreed to ink it in and give it to him. "Fine," he said, "I'll come back for it next Monday." I never saw him again.

In the fall of 1944 I was still in my office but the magazine editor was then Mr. Pat Kelly. The door opened and in came two very large gentlemen. "Mr. Fraser Wilson?" one asked as he showed me his badge, 'British Admiralty Service'. "Do you remember?" they asked, spelling out the scenario I have described. "Yes," I replied. "Then may we see the sketch." "Goodness," I said, "I threw that out long ago in an office clean up."

Did I have witnesses? Bert Stein had been dead a year and Herb Sallans was a war correspondent somewhere in Europe. After much questioning they looked at each other. "O.K. We believe you, "they said, "but do you realize that projectiles of this kind are killing people in London this very day! This young man was seen entering this building one day in 1938 and was never heard from again. Thank you for your cooperation and good day."

Was this young inventor kidnapped by the Nazis after visiting our office and put to work producing the Buzz Bomb? Or did he just disappear quite innocently into the outside world? We shall never know!

* * * * * * * * * *

Fraser Wilson is a long time member of Burnaby Historical Society. We thank him for reconstructing the missing sketch for us.

War as an Opportunity: The Scares of 1885

by Patricia Roy

In May 1885 General Middleton's forces closed in on Louis Riel; residents of Victoria gathered at a public meeting chaired by Mayor R.P. Rithet to consider the city's "defenseless condition" and to plan the organization of a volunteer defence service. A few days later, some patriotic ladies discussed how they might care for the war wounded. Throughout the spring, British Columbia newspapers carried frequent reports on the military situation and the vulnerability of the province. "Our present artillery armament consists of one gun and a half, which might be useful to frighten the crows," mused the **Mainland Guardian** of New Westminster. "The simple truth," explained the Victoria **Daily Standard**, "is that the whole coast of British Columbia is undefended." "Remote as this 'Victoria of ours' is from the centre of government and the seat of trouble," observed the Victoria **British Colonist**, "the people are prepared to move with a common impulse in defence of the honor of the motherland." The more Canadian-minded Victoria **Times** suggested that "if Canada is so loyal to the Empire that she is prepared to send regiments to the Soudan . . . . she surely is not lacking in a loyalty to herself that will prompt her to defend her own territory . . . . The danger of Fenian or other piratical expeditions against our city, or of Indian disturbances, will be increased with a prolonged and general European War . . . ."[1]

The enemy that British Columbians feared was not Riel but the Russians. Indeed, many British Columbia newspaper readers in the spring of 1885 were better informed and certainly more anxious about the threat of war between Britain and Russia in Afghanistan than about the events on the North Saskatchewan. The **Columbian**, for example, declared that news about the spread of the North West Rebellion "fades into insignificance" in the face of the new danger of possible war with Russia. "The Russians have a strong fleet at Vladivostock and in 25 days after a declaration of war could be pitching shot and shells ashore here," warned the **Colonist**. And, the **Colonist** feared, Russia would be sure "to pounce upon weak parts of England's colonial empire (and) one of the most convenient and desirable portions would be this province of ours." The rival **Post** was initially more optimistic. Its editor argued that "England's navy is the strongest in the world and the boom of Russian cannons if directed against us would scarcely be heard, ere the sounds would meet with a fourfold echo from the heavy ordnance of British ironclads." Six weeks later, as the diplomatic situation deteriorated, even the **Post** admitted that if Russia declared war, the British would not have time to get their fleet to British Columbia and that Nanaimo and probably Victoria, New Westminster and Burrard Inlet would fall into enemy hands. [2]

Because war with Russia would be a British war,[3] the Imperial Navy at its Esquimalt base would have a major role in protecting the province. Nevertheless, British Columbia's Members of Parliament and Senators appealed to Prime Minister John A. Macdonald for assistance in doing something about "the unquestionably undefended state of the coast of this Province." Not until the fall did Canada's Minister of Milita and Defence, Sir Adolphe Caron, and General Middleton come to ascertain local defence requirements. The needs were great. The only fortifications were four earthen and timber batteries constructed at Dominion expense in 1878 but now out of repair and 202 militia officers and men in Victoria. Despite the patriotic belief that the local militia could "be made the nucleus of a force of brave defenders if necessary," increasing the strength of this force was almost impossible because of the high wages civilians could earn and "the paucity of the inhabitants."[4] By November, however, Caron and Middleton were not unduly alarmed; in case of emergency they could bring in reinforcements via the Canadian Pacific Railway.

The strategists who sat at editorial desks had had ambivalent views of the defensive role of the CPR. They agreed it could transport reinforcements but they feared its role in commerce and imperial defence would make it an attractive target for Russian invaders. As well, some argued that British Columbia was a likely target because of her "inexhaustible coal supply." The American consul in Victoria reported that officers of the B.C. Garrison considered the situation "grave" but expected that only Nanaimo would be subject to Russian attack.[5]

Nevertheless, the press debated whether defences should be concentrated at Esquimalt or dispersed to such vulnerable points as Nanaimo, Burrard Inlet and New Westminster. The discussion reflected real estate rivalries as much as military considerations. In mid-summer the **Colonist** was pleased to report that the presence of a British war steamer and two torpedo boats, then en route to the city, along with "three or four

war-ships always on this station and with "C" battery located in barracks to be erected at McCauley's Point, and the local militia corps ready to respond to any call, any design of Russia to obtain a foothold on the coast of British Columbia may be laughed to scorn." The Nanaimo **Free Press**, the **British Columbian**, and the Victoria **Times** suggested placing some of the new defences at Nanaimo, New Westminster and Burrard Inlet, since, in the words of the **Times**, the protection of Victoria was not "a synonym for the protection of the entire province." The **Colonist** described the idea as "absurd" since if Victoria and Esquimalt fell, the other ports could not be defended. There was probably some truth in the **Colonist's** claim that the controversy had something to do with the "booming" of real estate at Coal Harbour, the expected final terminus of the railway where a number of prominent British Columbians had speculated in land.[6]

While part of the defence debate was closely related to real estate speculation, some editors realized that business opportunities would be created by an influx of soldiers and an increase in defence installations. If England and Russia go to war, observed the **Standard**, several thousand soldiers will probably be stationed here and "create a boom of prosperity such as Victoria in her palmiest days has never experienced."[7] The **Mainland Guardian** expected that Nanaimo and Port Moody as a coaling station and supply depot respectively would derive the greatest benefits from a war. Both, it claimed will be "strongly fortified, and unlike Victoria, can be well protected from the attack of an enemy's cruiser. It will have the effect of making this Province a popular and populous part of the Dominion, and will do more in helping the progress of British Columbia than the richest gold mines." [8]

Despite their excitement about a possible war with Russia in 1885, British Columbians had closely followed news of the North West Rebellion though some got their news via New York and Montreal. This was particularly true of the New Westminster papers; the Victoria papers seem to have had a better wire service and got some news direct from the Territories. No matter how they got their news, British Columbia editors quickly judged Riel. While they might attack the Dominion government's administration of Indian affairs and blame Sir John A. Macdonald for the Rebellion, all agreed that if Riel, as ring leader, got "his just deserts he will dangle from the end of a rope." As racial conflict rose, the British Columbia press had no sympathy for those who opposed his execution. British Columbians also sought to turn the Rebellion to their advantage. As it ended, the **Colonist** noted that "a feeling of insecurity" would persist in the North West while "the perfect security which British Columbia has to offer immigrants ought to be and is an important factor in promoting the settlement of the country."[9]

This little vignette of the fear of war tells us something of the ideas and attitudes of British Columbians in 1885. It demonstrates that British Columbians were proud of their province and boastful of its resources. It suggests, however, that British Columbians did not feel quite as secure as they claimed they were. Such a theme has a parallel in the juxtaposition of provincial government advertising "that law and order prevail in a high degree and justice is firmly and fairly administered" [10] and the actual facts of unrest among the native peoples [11] who were still a majority of the population, the Keystone Cops-like caper at Farwell (now Revelstoke) where inexperienced provincial and dominion police officers competed to enforce liquor control regulations, and the controversy over the administration of justice in the case of the accused murderer Thomas Sproule.[12]

Secondly, the war scare demonstrates that while they recognized that they were part of Canada, their loyalties were not firmly established. British Columbians were still more interested in British imperial problems than in Canadian difficulties; Russia was a greater concern than Riel. They looked forward to the arrival of the Canadian Pacific Railway but were not quite certain of its likely effects.

Indeed, the old question of locating the terminus of the railway and the effects of the decision on real estate values was reflected in the debate over the location of defence installations. And, amidst the vigor of that debate one theme stands out. British Columbians wanted to turn war or the threat of war to their advantage. As the **Mainland Guardian** observed in early May, "Free from all results of damage from war, we shall be the chief recipients of the benefit to be derived from it." [13] War was an opportunity. Although British Columbians did express a feeling of defencelessness, one wonders how much of their fear was genuine and how much of the agitation was designed to encourage the British and Canadian governments to increase defence expenditures on the Pacific coast. In 1885 British Columbians had the luxury of hoping to profit from preparations for war with only brief expectations of being directly involved.

* * * * * * * * * *

The writer is a professor of History at the University of Victoria. She served as editor of this magazine 1979-81. Two recent books by this author are A White Man's Province (UBC Press 1989) and Mutual Hostages (U. of Toronto Press 1990).

FOOTNOTES

1. **Daily Standard**, 18 April, 1 & 7 May 1885; **Mainland Guardian**, 21 March 1885; **Colonist**, 2 May & 18 September 1885; **Times**, 27 April 1885.
2. **Columbian**, 28 March 1885; **Colonist**, 6 & 18 March 1885; **Post**, 5 March & 20 April 1885.
3. In fact, the British Northwest Coast never figured in Russian plans. Glyn Barrat, **Russian Shadows on the British Northwest Coast of British America, 1810-1890** (Vancouver: University of British Columbia Press,

1983), p. 117. Details on the defences of the coast are conveniently laid out in chapter 7.

4. **Columbian**, 18 March 1885; **Times**, 25 March 1885; **Colonist** 28 March 1885. Col. F.C. Stanley to Lansdowne, 27 October 1885 and Minute of 20 November 1885 in National Archives of Canada, (hereafter, NAC), Records of the Department of Militia and Defence, RG9IIAI, vol. 491.

5. For examples see New Westminster **British Columbian**, 18 March 1885; **Standard**, 18 April 1885; Nanaimo **Free Press**, 22 April 1885; **Colonist** 18 March 1885; **Times**, 27 April 1885; Victoria **Daily Evening Post**, 20 April 1885; Port Moody **Gazette**, 2 May 1885; Robert J. Stevens to James D. Porter, 22 April 1885 in United States, Consular Reports, Victoria [Microfilm in British Columbia Archives and Records Service (hereafter, BCARS)].

6. **Colonist**, 19 & 24 July, 11, 12 & 19 September 1885; **Free Press**, 1 August 1885; **Times**, 3 & 4 August, 12 September and 10 October 1885. This endeavour to link real estate promotion and defence was not unique. On 18 November 1882, the **Mainland Guardian**, which was "boosting" Port Moody lands, suggested the possibility of Russian attacks made it "absurd" to construct the Pacific railway terminus at an exposed location such as Coal Harbour or English Bay. Its advice was not followed; six years later in 1888 the Vancouver Board of Trade advised General Middleton that the defence of Esquimalt was "of no use to the Mainland" and called attention to the defence needs of the terminal city. (David Oppenheimer, president, Vancouver Board of Trade to Major-General F.D. Middleton, 8 October 1888, Militia and Defence Records, vol. 494.

7. **Colonist**, 11 September 1885; **Times**, 3 August 1885; **Gazette**, 8 August 1885.

8. **Mainland Guardian**, 14 March 1885.

9. **Standard**, 1 April & 16 November 1884; **Free Press**, 16 May & 18 November 1885; **Columbian**, 30 May & 4 April 1885; **Colonist**, 12 May, 28 July, 13 & 15 November 1885; **Mainland Guardian**, 20 May 1885; **Post**, 18 May 1885; **Gazette**, 23 May 1885; Kamloops **Inland Sentinel**, 4 June 1885.

10. **Resources of British Columbia**, Victoria, vols. I and II (April 1883-March 1884).

11. The best documented case of native unrest in the 1880s is well analysed in Jean Usher, **William Duncan of Metlakatla: A Victorian Missionary in British Columbia** (Ottawa: National Museum of Man, 1974).

12. A detailed account of the legal aspects of this case may be found in W.F. Bowker, "The Sproule Case: Bloodshed at Kootenay Lake, 1885," in Louis A. Knafla, ed. **Law and Justice in a New Land: Essays in Western Canadian Legal History** (Toronto: Carswell, 1985). Another illustration of the anxiety of the provincial government to maintain an image of law and order was its response to the Anti-Chinese Riot in Vancouver in 1887. See Patricia E. Roy, "The Preservation of the Peace in Vancouver: The Aftermath of the Anti-Chinese Riot of 1887," **BC Studies**, no. 31 (Autumn 1976), pp. 44-59.

13. **Mainland Guardian** 2 May 1885.

Salt Spring Island and the Canadian Scottish Regiment

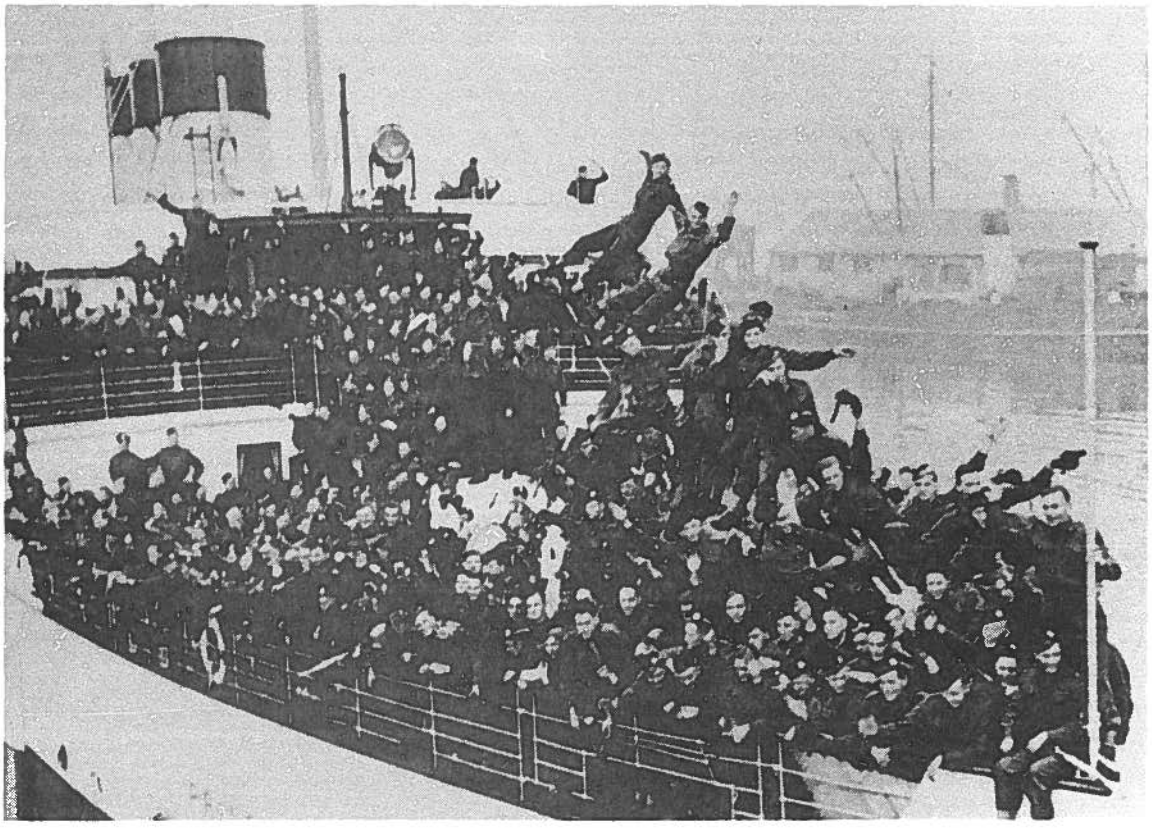
by John Crofton

Introduction

Just over 75 years ago the history of the Canadian Scottish Regiment (Princess Mary's) began.

This regiment has played an important role in the development of British Columbia as a society ever since that time.

For example, on Salt Spring Island, in the Gulf of Georgia, when a Canadian Scottish platoon was formed there in 1931, the regiment gathered together men from many small, and often isolated, communities all over the island and thus helped to transform it into one, cohesive community. In addition it gave to everyone who served in it a sense of regimental pride that was felt by all who lived on Salt Spring - a pride that is still there today.



Canadian Scottish departing Victoria for overseas, October 1940. More than 900 were on board, including the Salt Spring Island platoon. The Scottish lost over 500 officers and men as fatal casualties - 8 from Salt Spring. About 1000 more were wonded.

It is the purpose of this article to honour the Canadian Scottish by briefly reviewing its early history up to 1939, and to describe what life was like for those in one small community, namely Salt Spring, who helped the regiment grow during those early years.

Regimental Beginnings

One month after World War I began, on September 2, 1914 at Valcartier, Quebec, officers and men from various militia units across Canada were brought together to form what was named "The 16th Battalion (The Canadian Scottish), Canadian Expeditionary Force".

Contributing to this battalion included the Seaforth Highlanders of Vancouver, the 50th Regiment of Victoria, and the Canadian Highlanders of Hamilton, Ontario.

After the war the Canadian government decided to form from CEF units reserve battalions and give each one a home.

It selected Victoria as the home for the regiment it had created from the 16th Battalion, the Canadian Scottish Regiment.

Lt. Col. Cy Peck, VC, a former CO of the 16th Battalion, became, in 1920, its first Commanding Officer. A year later when he became a Member of Parliament he resigned and Lt. Col. Urquhart took over. Following him in 1926 was the much-decorated Lt. Col. Martyn.

The first years of the regiment's life have been described as a "struggle for existence" because of money problems and public apathy concerning defence matters. So bad was the state of affairs for the regiment that, for example, in 1922 it had to borrow clothing from the Seaforths to equip an honour guard for the Governor General who was visiting Victoria.

However, regimental fortunes and reputation so improved over the next few years that by 1930 Her Royal Highness, Princess Mary, honoured the regiment by becoming its Colonel-in-Chief. The regiment also became allied with the oldest Regiment of Foot in the British Army, The Royal Scots (The Royal Regiment), and it adopted dress that conformed with the Royal Scots, including the Hunting Stuart tartan.

The Second Battalion, 1930-38

In 1930 because Japan was becoming increasingly aggressive in the Far East a second battalion was formed for the Canadian Scottish to provide greater security for strategic points on Vancouver Island.

Lt. Col. Sargent became CO with Headquarters at Nanaimo, and companies at Duncan, Nanaimo, Courtenay and Saanich.

Major Bapty had command of "D" Company for the Saanich-Salt Spring Island area. In 1931 he organized a platoon on Salt Spring, at Ganges, called the 13th Platoon. Appointed to command the platoon was 2nd Lieut. Desmond Crofton with Sgt. Harry Nichols as platoon sergeant. Dr. Reg. Roy in his history of the regiment, **Ready for the Fray (Deas Gu Cath)**, said that owing to the exertions of these two this platoon "was able to show a consistently greater strength and efficiency" than other platoons. So strong was it that it was often split up to bring other platoons up to full strength for company parades.

A worried Mum - September 1939. Mrs. Fred Crofton at Harbour House, Ganges with her two sons, Des and Pat.

Hardships and Benefits

It must be remembered when thinking back to those early days that the Depression was at its worst and life was tough. No one received any pay for what they did in the platoon except when they went to camp and received $1.10 a day.

Transportation was difficult in this primitive, farming community because roads were bad and few had cars. Many would walk miles to attend weekly parades. Boat transport was a problem for those who had to attend events in the Sidney-Victoria-Nanaimo areas since ferry services were not as they are today. Instead rowboats with a small outboard motor attached were commonly used, often under hazardous conditions.

As one former member has described it, serving with the platoon was a real labour of love for everyone.

Charlie Horel, a private with the 13th Platoon during the period 1937-39, has written, "Our pride was such that we felt that all the best young men on Salt Spring belonged to the 13th Platoon. When we went to camp we felt we and our officers were the best in the Battalion".

In 1936 when Desmond Crofton was promoted to take over "A" Company in Duncan, George Elliot became the platoon leader. Shortly after that year, George went to England to become a pilot with the RAF. When he left Pat Crofton, Desmond's younger brother, succeeded him.

Now, back to Charlie Horel: "Quite aside from the military aspect the Thirteenth Platoon presented the young men of Salt Spring with many social and recreational benefits. There were the Monday night drills at Mahon Hall where very genuine feelings of fraternity and friendship were fostered. The younger lads starting at sixteen years old, were able to see the best sides of older men in various situations under healthy disciplined conditions. There were also good-natured lessons and friendly competition on the care and the appearance of the person and of the personal equipment. A great deal of Military Training that appeared to be rather senseless repetition was actually a very important lesson in teamwork that became instinctive

and was a valuable asset for a lifetime. Another important gain for these young men that grew out of the teamwork was the self-discipline and sense of responsibility necessary for the participants.

The platoon took a ready part in social affairs. Some dances each year were designated as affairs to which we would go in our dress uniform, which was the Hunting Stuart kilt, with the hairy sporran, web belt, white spats and flashes, with the brass buttons well shined up on our tunics and our red, white, and blue Glengarry caps. Oh, we were very splendid. But when you add in the stately music that was played then and the multi-racial girls, the blondes, the brunettes and redheads in their graceful dresses and the perfumes of the Salt Spring Island girls, well, these modern dances do not compare at all.

Every Easter Monday the Platoon staged a special dance which we ran and which our parents were dragooned into catering for. The proceeds from this dance went to buy the coffee and doughnuts which concluded every drill night.

When the Platoon was called up on the declaration of war in September, 1939, there was not enough room at the Armouries in Victoria for us so we were held on Salt Spring Island for over a month, reporting each day to the Mahon Hall in Ganges for training and going home each evening. During this period it seemed that nearly every organization on the Island held a dance or a dinner to either lament or celebrate our departure. The weather that September was grand and clear; the music was sweet and you could understand the lyrics; the girls were very nice and very beautiful.

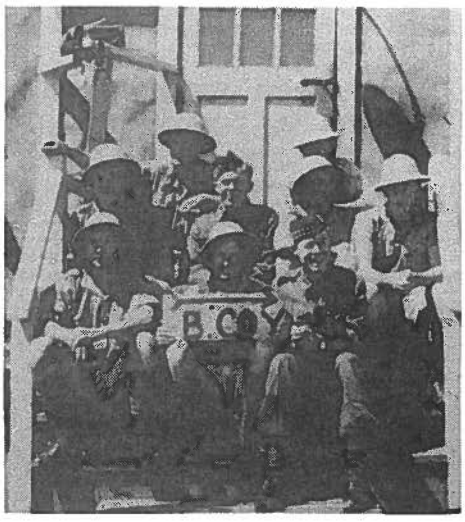
When we marched on board the **Cy Peck** to take up our training in Victoria, we did not know how much the world would change before we came home."

Pat Crofton, when leading that march onto the **Cy Peck** ferry, still vividly remembers seeing two World War I veterans standing by the ferry ramp waving the Union Jack and wishing them all "Good luck".

More than six and a half long years would pass before the boys of the 13th Platoon could begin to come home. All too many never made the return journey and some came back in hospital trains.

* * * * * * * * * *

John Crofton is currently president of the Salt Spring Island Historical Society. He grew up on Salt Spring, attended school there, then left to join the R.C.A.F. in 1943. He graduated from U.B.C. in 1949 and returned to the R.C.A.F. where he served until 1976 reaching the rank of Wing Commander



Salt Spring Boys - Debert Camp, NS - 1941 Ronnie Hoole (Front Row, Right) was killed in Belgium, Oct. 1944, trying to save a friend.

Memories - 1942

by Elda Mason

In 1942 we were living on Lasqueti Island. Citizens were involved, and gave thought to those living in Europe during those years of fighting. I was a member of "The Golden Rule Club". We made many 'shelter quilts' which were sent overseas for the comfort of those who had to spend many nights, and even days, in subways or bomb shelters.

I went to North Vancouver Hospital for the birth of one of my children. There were four women in the maternity ward. The shipyards were in full production; we heard first hand of their doings from one husband who, begrimed and partially deafened, came each night to visit his wife.

One evening the sirens sounded - this was an air raid warning. We were led to believe it was genuine and the whole north shore was blacked out. The alert lasted for several hours. Nurses went from ward to ward in the hospital with only flashlights to serve them. Regulations decreed that only one window per ward could remain open, and only open a small crack at the bottom with the blind pulled down over that. The stuffy atmosphere with lack of fresh air lingers in my memory. Our discomfort was compounded by the chain smoking of one of the women in our ward. We were not allowed out of bed, so I hung for hours over the corner of my bed trying to get a little fresh air from behind the blind.

In the morning life went on. It had been a rehearsal. Patients were asked for suggestions so I strongly urged that a fan with covered vent, or some improved method of ventilation be instituted. The experience gave us an insight into the realities that others were enduring in Europe.

* * * * * * * * * *

The writer now lives near Nanaimo

The Japanese of Mayne Island

by Marie Elliot

The sliding door on the shed would open just a crack because of the heavy chain and padlock, but this was enough to provide a tantalizing glimpse of what was inside: packing crates of all shapes and sizes, filled with goodness knows what treasures. For a child, it was the next best thing to Aladdin's caves. I was old enough to understand that the owners of these boxes would like to reclaim them some day, but the real importance of their temporary storage did not register until I was an adult and learned the full story of the Japanese evacuation from the West Coast.

The Japanese began arriving in British Columbia in the late 19th Century, either on their own, or under contract with employers in mining, forestry, agriculture, or railway building. A settlement at Steveston commenced about 1885, and from there Japanese fishermen harvested the waters surrounding the Gulf Islands. Japanese farmers and labourers arrived on the islands shortly thereafter. Some were employed cutting wood for the Fraser River canneries; others helped local farmers clear their land; still others became farmers themselves, forming a co-op to raise poultry and, later, hothouse tomatoes. By 1900 a small nucleus of Japanese had settled on Mayne Island and Salt Spring Island, with one or two other families and seasonal fishermen based on the other islands.

Cooperation, hard work, and adaptability were the keynotes of the Japanese. Almost all the large, open areas on Mayne Island were partially cleared by them, long before the bulldozer was invented. Other visible evidence today are a number of residences; and beautiful stonework in a quay at Horton Bay, and charcoal pits. (The Fraser River canneries used charcoal for an even heat as part of the canning process.)

The numerous greenhouses built for hothouse tomatoes at various locations on Mayne Island have now disappeared, but it was in this industry that Japanese adaptability was a foremost example. When freight rates made poultry farming uneconomical in the early 1930's, a new source of income had to be found. By that time Richard Hall and Jim Bennett had introduced tomato growing to the island on a profitable basis. - The Gulf Islands received more sunshine than either Victoria or Vancouver, ensuring that tomatoes could reach urban markets a month ahead of Fraser Valley and Saanich growers.

Kumazo Nagata, at Miners Bay, was the first Japanese grower on Mayne, but many of the Japanese poultrymen followed suit. Shipping days were Tuesdays and Thursdays. It was common to see upwards of five tons of tomatoes being loaded onto the CPR steamer "Princess Mary" during peak season (worth about $3,000 at that time). Members of their co-op, the Active Pass Growers Association, had eight acres of tomatoes under glass.

Another important industry was herring fishing, with salteries located on Mayne, North Pender, and north Galiano Island. There are no precise figures, but from photographs and verbal reports it is safe to say that more than 50% of the commerce on Mayne Island was conducted by the Japanese by 1940, yet they represented 1/3 of the population. When not working extremely hard, the Japanese joined other residents on Mayne Island for community projects such as repairs to community hall, building a tennis court, or organizing 24th of May Celebrations - a major inter-island event traditionally held at Mayne.

Unfortunately, while the Japanese and white residents of Mayne Island enjoyed a well-integrated prosperity, socially and commercially, the picture was quite different elsewhere in British Columbia. The Japanese penchant for hard work and mutual cooperation ensured success in most of their ventures, but it also earned the animosity of the "have nots" and the radical elements of the white population who retained pro-British sentiments. As early as

A typical shipment of tomatoes from Kumazo Nagata's holdings on Mayne Island.

1905 agitation had begun to eliminate the Japanese from the fishing industry. Pressure on Ottawa finally resulted in more than 60% of the Japanese fishermen leaving the industry between 1923 and 1927. With the exception of a few World War I veterans, the Japanese were not allowed to vote in British Columbia, to be employed in public or municipal services, or to be lawyers or pharmacists, yet they paid municipal, provincial, and federal taxes like everyone else.

This radical antagonism towards the Japanese finally found a catalyst in Pearl Harbour, December 1941. Mackenzie King reluctantly gave in to the unified demands of city and district councils, MPs, political groups, and prestige groups such as the Citizens' Defense Committee, in late February 1942. All Japanese were to be removed from a 100-mile wide coastal area of B.C. Evacuation orders were eventually received by the Mayne Island Japanese: only 150 pounds of luggage could be taken by each family.

Despite his personal turmoil, out of concern for occidental residents of the island who had been working in the greenhouses, Kumazo Nagata put in a plea to ensure that they would not lose their income:

> At this time may we convey to you our opinion that those already in employment now be permitted to remain so while possible for them, as we do not wish to have their source of income deprived from them while the greenhouses are being operated by our successors. These persons, though not Japanese, have been our assistants for many years.

On Tuesday April 21, 1942, the "Princess Mary" came for fifty men, women and children. As many occidental residents as possible went down to shake their hands and wish them well. It was a sad time for all.

A week later, the first tomatoes of the season, so optimistically planted by the Japanese, were picked by their friends and sent off to market.

For two Mayne Japanese families, evacuation was doubly tragic. A fisherman is believed to have jumped overboard while being returned to Japan, and Bungoro Minamide died shortly after reaching Alberta. He was only about forty years of age.

When resettlement away from the Coast was being organized, many of the Mayne Island Japanese families were allowed to remain together. The Nagata family and several others went to Turtle Valley, near Salmon Arm. Others went to the sugar beet farms of southern Alberta.

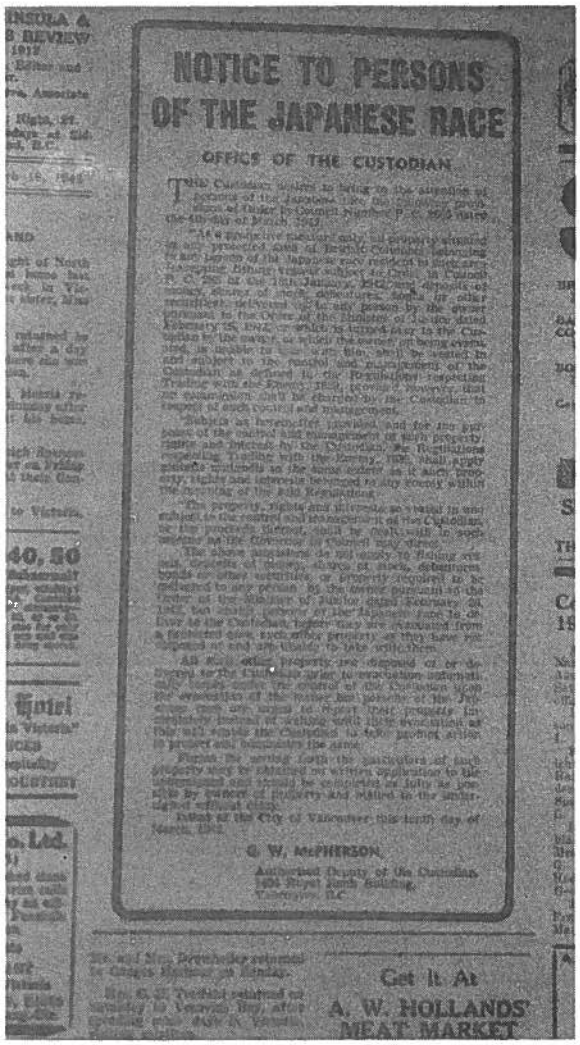
Shortly after the War was over, many of the Mayne Island Japanese wished to regain their land or purchase from other owners. (The Soldier Settlement Board had bought Japanese properties and sold them to returning veterans.) But by that time a curious reluctance to allow the Japanese back had taken hold. No one wanted to be first to sell to them. Major-General G.R. Pearkes addressed the House of Commons, April 9, 1946:

> I represent a constituency in which the Japanese lived in their thousands before the outbreak of this war. When war came with Japan those residents were removed as a protective measure . . .The people of my constituency have realized the difference that there is now that the Japanese have gone, and whether the Japanese are made citizens of Canada or not the people of Vancouver Island and the People of the Gulf Islands do not want to see the Japanese move back into those areas.

One's natural reaction to the tragic story of the Japanese is to question whether alternatives to evacuation were explored. But although prominent people such as Angus MacInnes, C.C.F. MP for Vancouver East, expressed the desire to treat the Japanese fairly, there does not seem to be any indication that the federal or provincial governments actively worked on a program that would have allowed the Japanese to remain on their properties.

A few Japanese descendants have returned to the Gulf-Islands, but, sad to say, the little Mayne Island enclave was never reborn. No doubt this story could be repeated for many of the rural communities in British Columbia who lost a vital part of their population in the Spring of 1942.

* * * * * * * * * *


NOTICE TO PERSONS OF THE JAPANESE RACE

OFFICE OF THE CUSTODIAN

G. W. McPHERSON

Get It At A. W. HOLLANDS' MEAT MARKET

Notice to the Gulf Island Japanese as it appeared in the Sidney Review March 18, 1942

The writer grew up on Mayne Island and visits frequently from her home in Victoria.

Figureheads and Bow Badges

By Thelma Reid Lower

Figureheads have adorned ships since man first put to sea. In olden times a ship was considered a living thing requiring the protection of a sea god while at sea and eyes to see its way across the waters. To provide both protection and eyes the ancient Egyptians mounted holy birds on their vessels. The Phoenicians symbolized vision and swiftness with the head of horses. The favourite decoration on a Viking ship was a serpent or a dragon, the head shaping the figurehead and the tail forming the stern post. Our coastal natives used figureheads on their canoes long before contact with Europeans. a carved bird of Westcoast Indian design graces the prow of the famous ship **Tilikum**, a dugout canoe converted to a sailing ship and on display in the Maritime Museum at 28 Bastion Square in Victoria.

The lion was the favourite figurehead for warships of most nations from 1700 to about 1850 but there were exceptions. Spanish ships which were named after the saints were usually adorned with elaborate carvings of the saint. French warships usually carried graceful figures representing such lofty ideals as Fame, Victory, Gloria. One warship after the French Revolution carried for its figurehead a model of the guillotine.

After 1850 British warships replaced the lion with a carving indicating the name of the ship. On HMS **Raleigh** a fine figurehead of Sir Walter Raleigh graced the prow, the courtly pirate resplendent in slashed pantaloons. On HMS **Black Prince** a royal figurehead of Richard II rode imposingly above the waves, the figure every inch a king in its draped robes and Plantagenet crown.

In Victoria's Maritime Museum is the head of the figurehead from HMS **Algerine** a sloop-of-war of the

Largest display in the museum is the converted West Coast Indian dugout canoe sailed by Captain J.C. Voss from Oak Bay, Vancouver Island to England, during 1901 - 1904. The canoe was discovered derelict in England and returned to Victoria for restoration and display in the 1930s and has been housed in the museum since 1965

Courtesy of Maritime Museum of B.C.

Royal Navy which was active in the Pacific 1897-1925. In the early career of HMS **Algerine** she was busy with commissions to China but in 1908 she was brought to Esquimalt for sealing patrol under the treaty between Britain and the United States to regulate sealing practices. From 1910-13 HMS **Algerine** performed sealing patrol as far north as the Bering Sea. She shared these duties and the Mexican patrol as well with HMS **Shearwater**. At the outbreak of war in August 1914 the **Algerine**, which was at San Diego, was promptly returned to Esquimalt to become a depot ship and her crew sent to Halifax for service on the Atlantic. In 1916 she was bought by the Pacific Salvage Company in Victoria and converted into a deep-sea salvage vessel and served in that capacity until 1925 when she was scrapped. Marks of Chinese shells from the forts along the Peiho River in the 1900 war with China could still be seen on her upper works. The handsome dark bearded face of HMS **Algerine's** figurehead with its white burnoose tucked firmly under its braided leather ring is on display in the Maritime Museum. It will always keep alive the memory of this busy sloop-of-war, sixth to carry the name "Algerine." But of greater compliment to the ship's design is the "Algerine Class" of ocean-going mine-sweepers which were introduced during World War II to clear the lanes for troopships and supplies crossing the Atlantic.

Merchant ships up to about 1800 followed naval custom fairly closely. With the introduction of the clipper ship the figurehead blossomed. Female figures were more popular than male and often reflected a superstition of seamen by having one or both breasts bared. Women were thought to be unlucky on board ship but a naked woman was considered capable of calming a storm at sea. At the Maritime Museum are photos of three beautiful figureheads from the **Borrowdale**, **Mount Stewart** and **Beatrice**.

When steam replace sail and iron replaced wood, ship design underwent a further change. With the loss of the bow-sprit British ships took to badges or shields affixed to the bow by straight arm stems.

Bow badges in lieu of figureheads had their own significant designs. A large bow badge was presented by the Dominion of Canada to HMS **Canada** when she was launched in 1881. The badge lay derelict in the Portsmouth (England) dockyard until 1954 when it was retrieved by the Curator of the Royal Naval Museum at Portsmouth and presented to the Maritime Museum in Victoria. Now beautifully restored in bright painted colours and gold leaf the bow badge displays various provincial designs of significant historical meaning relevant to Prime Minister John A. Macdonald's successful "National Policy."

A bow badge seen frequently on Pacific coastal water is the heraldic shield with the colorful coat-of-arms of the Provincial Government on its Queen Fleet of British Columbia Ferries.

An historic native ship of fame is the **Tilikum** which is housed "in toto" on the first floor of the high-ceilinged Maritime Museum. A brightly painted raven's head of Indian design rides the prow, for the **Tilikum** was originally a westcoast dug-out canoe. Built in 1860, it was converted by Captain J. C. Voss into a schooner. Leaving Victoria in 1901, Voss sailed the **Tilikum** most of the way around the world, much of the time single-handed, arriving in England in 1904. (See: F.E. Grubb, **The Venturesome Voyages of Captain Voss**. Gray's Publishing Ltd. Sydney, B.C. 1976.)

For travellers of the turn of the century who liked high-class luxury on ocean-going vessels there were few ships to surpass the "White Empress" fleet of the Canadian Pacific Steamship Company. Displayed at the museum superbly crafted models of these trim white liners turn the clock back to the elegance of travel on the high seas. Travelling in an Empress of the C.P.S. fleet was First Class all the way. While luxury was graded first, second or third class, the benefits of the fine quality of the appointments, cuisine and atmosphere were really all first class.

The head of the figurehead of HMS Algerine, a sloop-of-war of the Royal Navy transferred to Esquimalt, Canada during the First World War.
Courtesy of Maritime Museum of B.C.

The original "White Empresses" of **India, Japan** and **China** were the first C.P.S. owned ships to ply from Vancouver to Far East ports. Their sleek hull lines showed the influence of their sailing predecessors on the Pacific. The three ships were identical in dimension. All three were built in Barrow, England and launched in 1891. In the Maritime Museum is a model of R.P. Rithet's pier in Victoria's harbour with the **Empress of China** coming alongside.

Although the ships were identical the eventual fates of the three differed. The **Empress of Japan** was in commission for thirty-one years with its original boilers and held the record for fast crossing of the Pacific for twenty-two years. In 1925 she was taken out of service and in 1926 was broken up in North Vancouver. A replica of the fiery dragon figurehead of the **Empress of Japan** can be seen in Stanley Park just beyond Brockton Point.

The **Empress of India** was sold in 1914 and converted into a hospital ship for Indian troops. She was sold for scrapping in 1923. The **Empress of China** was wrecked on a reef in Tokyo Bay 1911, was refloated and sold in 1912 for scrapping in Yokohama, Japan.

After the First World War in 1920 the C.P.S. had a new ship built in Scotland, the **Empress of Canada**, which entered the Trans-Pacific service in 1922 as the flagship of the "White Empress" fleet. During the early years she survived two collisions both coincidentally with Japanese merchant ships. During World War II she was requisitioned as a troopship. After making 200 Trans-Pacific crossings the Empress of Canada was torpedoed in the South Atlantic by an Italian submarine 14 March 1943.

The model of the **Empress of Canada**, first and only ship to bear the name, was built in Victoria by Gerald S, Rees, who donated it to the Maritime Museum. This beautifully-crafted ship's model was exhibited at the Pacific National Exhibition in 1951 where it won a gold medal.

The Maritime Museum is full of treasures for those who like "to go down to the sea in ships." Figureheads from bygone days show us some of the artistic and superstitious characteristics of those who built and those who sailed those vessels.

****

Mrs Lower is a member of the Editorial Advisory Board for this magazine, and an active member of the Vancouver Historical Society.

Two Wars Viewed From Windermere, B.C.

by Winnifred Ariel Weir

The two world Wars I have lived through are long in the past. Although Canada is blessedly at peace, I am conscious of the wars that are wreaking sorrow and destruction in other countries throughout the world.

My memories of World War I are vague and disconnected. Sugar was scarce so, instead, we had molasses on our morning porridge. I didn't care much for the taste but I enjoyed making patterns on top of the oatmeal as molasses dribbled in a thin line from a spoon.

Our house had a small panelled library adjacent to the hall and drawing room. It was, I remember, panelled in red burlap and on the west wall hung a large coloured map of European war areas. The map was studded with tiny flags to indicate the advance or retreat of the allied forces. Each evening after dinner, my mother and father would take their coffee into the library with the day's newspaper. While Dad read the war news aloud, my mother would move the little coloured flags to correspond with the reports. The information was, of course many days late, possibly even a week; news that today would cross the Atlantic in minutes. I was too small to obtain any meaning of their action but I have a clear picture of sitting on my father's lap while he read the news aloud.

I remember the 1918 Armistice Day. Behind our house was a vacant lot which belonged to my father. At one corner was a square fence post on which for some reason, I was perched atop. Suddenly the church bells pealed, the fire siren shrilled and the sawmill whistle sounded simultaneously. I was frightened by the unusual clamor, so climbed off the post and ran for the protection of our house.

Then came the Armistice Day Parade which was to celebrate the end of hostilities. We children were dressed to represent various allied countries. My four year old sister was a cute wee miss in a Fiji Island costume. I have seen a picture of her, but I have no recollection of my own costume.

Memories of World War II are different. Married and with two little girls I was well aware of the precarious state of the world. Wishful thinking kept us all hopeful in August 1939 that some last minute events would avert actual warfare.

On Saturday, September 2, my husband and I had attended the annual Fall Fair dance in Invermere. When we returned, he snapped on the radio while I went upstairs to check on our sleeping children. We were appalled to hear the dreadful news that a liner loaded with children (the Athenia or the Acquitania) had been sunk in the Atlantic by a German submarine. The thought of little children afloat in the cold Atlantic in contrast to our own sleeping peacefully upstairs kept me awake for ages. Those children had been sent to Canada from Britain for safety! The memory of that night is engraved on my memory. Hours later came the declaration of war on Germany by Britain, and on September 10 Canada followed suit.

It was not long before the war touched our little village. Almost immediately after the declaration some of our men went to Calgary to enlist and as the weeks passed more and more left home. The Red Cross re-organized; before long knitting needles were clicking. As soon as our men finished their basic training and were posted overseas, we started packing parcels for them.

Then we were issued ration cards which taught us to use sugar, tea and coffee with care. In 1943 a new daughter was born to us. No ration card could be issued until her birth was registered. My husband and I had a difficulty over her name as we had planned names for a son. There was some delay in registering her birth. My husband gave in to my choice, not unwillingly, because he badly wanted her sugar ration for his tea, and she, being breast-fed, had no need for it.

During WWII, in addition to ration cards limiting some foods, there were other groceries in short supply. Once a month our local grocery had a shipment of some special items. We never knew just when it would arrive, so I made an arrangement with the store keeper to give me one of everything. It was special day when my husband would bring up the order. I never knew what would be in it; maybe a bottle of catsup, or a jar of mayonnaise, a pound of skim milk cheese, two grapefruit, or a large chocolate bar with nuts. All of them were a treat.

As the war progressed our efforts to support it gave us a feeling that we were participating. With every drive for War Bonds, our district topped its quota. Our Little Theatre, accustomed before the war to presenting a monthly production, found itself woefully short of young actors, particularly men. Some of our young women, too, had joined the forces in various capacities. Mothers and wives with sons or husbands overseas dreaded the ringing of the telephone lest it bring them dire news.

In May 1945 VE Day was anticipated and plans had been made awaiting an official announcement. Windermere District celebrated May 8 along with many other nations. In the morning I (Brown Owl) marched with our local Brownie Pack in the parade, then

helped with Childrens' Sports events in the afternoon. There was a service at the Cenotaph, and a community bonfire in the evening followed by a gala celebration dance.

Later that month the first of our overseas personnel began filtering home; each received a warm welcome from the whole community as well as from family. On August 14 we heard on the radio of the Japanese surrender. A special Victory Service was held at local churches. At last we knew the war was really over.

My brother returned from overseas service in Italy nearly a year later. He had enlisted the first day of the war even though he was on crutches with a broken leg. He came to visit us, beset with restlessness. What he had been through and had seen in five years of war had changed him, as it must have done every returning veteran. There was trauma and confusion for them settling down to civilian life. I sensed his insecurity in facing new decisions and new challenges. I doubt that we understood the problems they faced.

After WWI there had been a great influx of settlers to the valley, people taking up land for ranching and fruit farming. They had minimal success because the land and irrigation did not live up to the exaggerated claims of the sales agency. Following WWII, the emphasis was on providing work for returning service men and women. A Rehabilitation Committee was formed to explore all possible avenues for employment. These efforts were apparently successful because the majority of them remained in the valley. The district was becoming known as a potential tourist and summer resort area which provided new opportunities, employment and basis for growth.

* * * * * * * * * * *

Winn not only writes a good story, she talks so well that she has repeatedly won speaking competitions in Toastmasters.

Captain Frank Armstrong

by Naomi Miller

Steamboat service in the Upper Columbia River was inaugurated by Francis Patrick Armstrong, an enterprising young man from Sorel, Quebec, who had come out west with a Canadian Pacific Railway survey crew in 1882. During the winter he was sent south of Golden to find pasture for the horses. While in the valley with scant snowfall, he preempted 320 acres of land on the east side of Columbia Lake. During 1884 and 1885 he grew potatoes there and transported them by flat bottomed bateaux to sell at C.P.R. construction camps near Golden. The bateaux were too slow for Frank Armstrong so he imported machinery and boilers to be installed in the first steamer, **Duchess**. This 60 foot vessel, constructed of mismatched lumber, managed to carry freight and passengers during the summers of 1886 and '87. The first **Duchess** was hired to transport supplies for Sam Steele's troop of North West Mounted Police upriver. She foundered on a sandbar, losing their cargo and severely damaging the sternwheeler. A replacement **Duchess**, a good looking 82 foot vessel using the same machinery, served 1888-1902. Armstrong commissioned the building of several more riverboats over the years, and expanded his service to the Upper Kootenay River, joining Columbia Lake to Kootenay River and to Lake Windermere with tramways. The biggest sternwheeler was the **North Star** built in Jennings, Montana. The **North Star** was sailed up the Kootenay to Canal Flats, where she stuck in the lock of the Baillie-Grohman Canal. Armstrong had to dynamite the lock to enable his ship to enter Columbia Lake. At highest flood she sailed down to Lake Windermere and north along the Columbia to Golden. After she had been in service a year Canada customs demanded import duty on the **North Star**. Armstrong refused to pay, beached the vessel, and stripped her to equip others in his fleet.

Armstrong left the Kootenays for the Klondike to operate a steamer on Tagish Lake during 1898 and '99. When the war of 1914-18 started, although 53 years old, he volunteered for special service in Mespotamia.

He raised his own company of engineers and served with distinction on both the Tigris River and the Nile where he was in command of river steamers. (See picture on front cover of Captain & Mrs. Armstrong in Egypt prior to returning to the Kootenays.)

The completion of the Kootenay Central Railway eliminated the need for water traffic in the Columbia so Frank Armstrong went on to other ventures. As a citizen of Golden he was on the schoolboard, spearheaded fund raising for the first hospital, was active in the Board of Trade, Masonic Lodge, and Anglican church. He moved to Nelson to serve as inspector of steamers and wharves on Kooteany Lake. He died in January 1923 of internal injuries sustained in an accident on a pile driver in Kaslo three months earlier.

* * * * * * * * * * *

Sources:

1) Information from Armstrong's grandniece, Winnifred Weir of Invermere.
2) **Sternwheelers, Sandbars & Switchbacks** E.L. Affleck
3) **Paddlewheels on the Frontier** Art Downs
4) **Golden Memories** 1982, Golden & District Historical Society

Mission's Strawberry Festival

by Betty Dandy

The post-war years of the 1940's and 50's were times of recovery from the war and a recognition of some of the consequences of these years. One response to the aftermath was increased demands made on the Mission Memorial Hospital. The Strawberry Festival was one of the ways that the community rallied to meet these demands for an addition to the hospital.

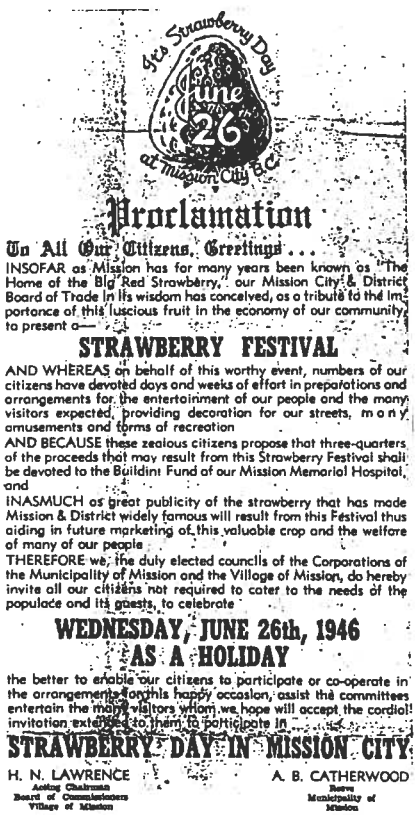
Fraser Valley Record editorial of July 25, 1946 stated that the objective of the festival was to "publicize Mission as the **Home of the Big Red Strawberry** and a fine place in which to live". [1] It achieved this goal to a surprising degree as attendance was from "far and wide". [2] Sponsors of the event were business people and the Board of Trade who also initiated the Soap Box Derby as a promotional scheme for the Festival.

Heading the organization was Mr. A.G. McInnes, president of the Board of Trade. It had been agreed that if the first festival was a financial success, 75% of the proceeds would be donated to the Mission Memorial Hospital building fund. [3]

To appreciate fully the size of such an undertaking for a small community, consider the variety of entertainment provided and the organization and support required to stage it. The event was advertized as "entertainment on the hour every hour beginning at the newly constructed Strawberry Bowl". [4]

There was a Strawberry Queen contest promoted by six local organizations such as the Rotary and Canadian Legion. And the grower of the best berries was crowned Strawberry King.

The Soap Box Derby was the feature attraction with home-built cars racing a "long fast grind" [5] finishing on Main Street. President of the



1st Strawberry Day
June 26
at Mission City B.C.

Proclamation

To All Our Citizens, Greetings . . .

INSOFAR as Mission has for many years been known as "The Home of the Big Red Strawberry," our Mission City & District Board of Trade in its wisdom has conceived, as a tribute to the importance of this luscious fruit in the economy of our community, to present a—

STRAWBERRY FESTIVAL

AND WHEREAS on behalf of this worthy event, numbers of our citizens have devoted days and weeks of effort in preparations and arrangements for the entertainment of our people and the many visitors expected, providing decoration for our streets, many amusements and forms of recreation

AND BECAUSE these zealous citizens propose that three-quarters of the proceeds that may result from this Strawberry Festival shall be devoted to the Buildint Fund of our Mission Memorial Hospital, and

INASMUCH as great publicity of the strawberry that has made Mission & District widely famous will result from this Festival thus aiding in future marketing of this valuable crop and the welfare of many of our people

THEREFORE we, the duly elected councils of the Corporations of the Municipality of Mission and the Village of Mission, do hereby invite all our citizens not required to cater to the needs of the populace and its guests, to celebrate

WEDNESDAY, JUNE 26th, 1946
AS A HOLIDAY

the better to enable our citizens to participate or co-operate in the arrangements for this happy occasion, assist the committees entertain the many visitors whom we hope will accept the cordial invitation extended to them to participate in

STRAWBERRY DAY IN MISSION CITY

H. N. LAWRENCE, Acting Chairman, Board of Commissioners, Village of Mission
A. B. CATHERWOOD, Reeve, Municipality of Mission

Rotary Club, Jim Gunn, organized the event and the Kinsmen ran "Derbytown" which housed and fed the Derby boys free of charge. [6]

There were baseball tournaments, games of skill, and more than thirty stalls. The Kitsilano boys' band arrived by a special car attached to the noon C.P.R. train. [7] A model steam train appropriately named the **Strawberry Special**, transported the crowd up and down Main Street. Its owner and operator was Percy Routledge, well known Ford dealer. [8]

In addition, an excursion train was run between Vancouver and Mission.

Risk of financial loss was assumed by local business firms and private citizens who signed notes ranging from $25.00 to $3,000.00. Seventy-four firms and individuals responded to the request of the Board of Trade to act as guarantors in case of failure. [9]

The Festival was tremendous success and receipts exceeded the most optimistic predictions. Gross receipts for 1946 were $6,629.41 with $3,254.79 for expenses, leaving a balance of $3,374.62. Expenses were kept low due to the "splendid community co-operation and assistance. Credit must be given for the careful administration and unselfish contribution of time, effort and material provided voluntarily by many organizations and individuals." [10]

The Strawberry Festival, which began in 1946, continued until 1957 when it was dropped due to efforts being concentrated on the running of the Soap Box Derby. The Derby, which received its official charter in 1947 to compete on an international level at Akron, Ohio, became the central focus of the Festival under the sponsorship of the Board of Trade. It was also one event featured in the B.C. Centennial programme of 1958, thus obtaining province-wide publicity. [11]

The Festival achieved its goal and the Mission Memorial Hospital benefited from the proceeds thanks to an army of willing volunteers in a caring community.

* * * * * * * * * *

The author is a member of the Mission Studies Group which also includes Catherine Marcellus and Betty Robertson.

They are presently involved in the preparation of a book on the history of the first Mission Memorial Hospital which was located on 5th Avenue, Mission. The work is aided by New Horizons.

FOOTNOTES

1. Fraser Valley Record, July 25, 1946
2. Ibid
3. Fraser Valley Record, July 19, 1946
4. Fraser Valley Record, July 4, 1946
5. Ibid
6. Fraser Valley Record, July 9, 1952
7. Fraser Valley Record, June 25, 1946
8. Fraser Valley Record, July 29, 1947
9. Fraser Valley Record, July 18, 1946
10. Fraser Valley Record, July 25, 1946
11. Fraser Valley Record, October 1, 1958

Press Censorship During World War I

by Jan Peterson

During the Second World War newspapers carried little information about the location of transfer of troops, or reports of how the war was progressing. This was not the case during the early years of the First World War when Rolls of Honour were printed with pride; reports were given of the number of men who had left for war; letters from war zones to family were printed openly giving graphic descriptions of trench warfare or of the first aeroplanes which sounded to the unfamiliar like a "dozen sawmills." [1]

All of this changed during the Great War when press censorship began to influence what people could or could not read. Never before had the government so intervened in the lives of Canadians. It changed forever the way Canadians would learn about war, in particular the Second World War.

All enemy aliens were required to register. Some were harassed by those loyal to the British Empire. As the war progressed and the casualty list grew, hostility towards foreigners increased. This led eventually to the decision to strip them of the vote in 1917.

Canadian internal security was of prime importance. The United States did not enter the war until 1918. During the early years of the war, many people of German descent found safe refuge south of the border. Canada began to tighten its borders and censor the press, banning all pro-German literature from being printed, distributed, sent through the postal service, or coming across the border from the United States.

The Chief Press Censor of Canada, in Ottawa, was Ernest J. Chambers.[2] It was his job to decide which publications would be permitted in Canada. In the early years of the war, most of the literature censored by Chambers was pro-German, published in the United States. The list of banned publications was printed periodically in the Canada Gazette, by Deputy Postmaster General R.M. Coulter. Mail and telegraph messages were also censored. Bamfield Pacific Cable Board on the West Coast of Vancouver Island had instructions to hold certain telegraph messages for a period of time until they were cleared. Special instructions were given for the handling of mail to and from enemy consuls in any country. These communications were diverted to the Postmaster General under cover and unmarked giving no evidence of the diversion. [3]

Special conditions were asked of Newfoundland, then still a colony of the British Empire, and not yet a province within the Dominion of Canada. In 1915, the newspaper in St. Johns, under publisher P.T. McGrath, had printed photographs and articles indicating the presence of British submarines in St. Johns' harbour. These were subsequently mailed to, and printed by, other newspapers in Canada. This resulted in a flurry of mail between Canada's Department of External Affairs and the Governor of Newfoundland. Chief Censor Chambers wrote to McGrath advising him that under Canada's censorship regulations, no reference to the movements of any of His Majesty's ships should be published in his newspaper and were forbidden publication in Canada. Naval authorities were particularly anxious that an absolute veil of silence be drawn about the submarines, auxiliary vessels and cruisers operating in the North American waters. One young Newfoundland woman, Janet Cummings, had her photographs of submarines reproduced on picture post cards and sold in Canada and the United States. All were ordered recalled. Cummings received a stern warning. [4]

All newspapers in Canada were strictly monitored. The "Sault Express," in Sault Ste Marie, Ontario, under publisher C.N. Smith, was ordered closed. The printing presses, plant and machinery were seized and the premises closed for three months. The newspaper had printed an article on the front page edition of June 23, 1916, "No more Canadian soldiers for overseas service." According to the Solicitor General of Canada, "this was in distinct and flagrant violation of an Order in Council under the War Measures Act." Smith pleaded with the Chief Censor to allow him to publish a fly sheet containing legal advertisements which had been committed by the newspaper. [5]

There was one man causing a great deal of consternation among authorities in 1916, he was Charles Taze Russell, popularly called Pastor Russell. He was the founder of the International Bible Students Association, a forerunner of the Jehovah's Witnesses. Russell's background was as a Presbyterian and Congregationalist. He renounced the creeds of orthodox Christian denominations and organized independent Bible study classes in Pittsburgh.

Russell founded the Watchtower Bible and Tract society, which became a flourishing publishing business. His own books and booklets, six volumes of Studies in the Scriptures, would eventually reach a circulation of 16 million copies in thirty-five languages, with two thousand newspapers publishing his weekly sermons. [6]

Pastor Russell held meetings in Victoria during March 1916. One meeting was cancelled by the Mayor of Victoria because of the hostile

feelings in the city. Russell's meetings had turned into anti-recruiting sessions forbidding his followers from doing military service. The Vancouver branch of the Immigration Department sent the Chief Censor a copy of a March 18, 1916, article in the Victoria Week entitled "At the Street Corner" by The Lounger. The Lounger claimed Russel's organization was "simply a cover for a pro-German anti-recruiting propaganda." [7]

In July 1916, Pastor Russell was refused entry into Canada. Canadian Immigration authorities decided Russell should be kept out of Canada and not allowed to influence young men against doing their duty. His publications, now considered propaganda, went under various names; The International Bible Students Association, or the Associated Bible Students. "It will be no loss to the country if his sermons and addresses are censored during the period of the war," suggested W.D. Scott, Superintendent of Immigration, to Chambers, in Ottawa. [8]

The Kingston Veterans' Association, Kingston, Ontario, also wrote to Chambers in August protesting the circulation of the "Finished Mystery", a publication by Pastor Russell. [9] The publication stated: "If you tell me that this war is fought for the integrity of international law, I must ask you why it is directed only against Germany and not also against England, which is an equal, although far less terrible, violator of covenants between nations."

More protests came from J.W. Dafoe, editor of the Winnipeg Free Press, Malcolm R.J. Reid, Dominion Immigration Inspector for B.C., Colonel Sir Percy Sherwood, Chief Commissioner of Police and Rev. George Bonsfield, Ottawa.

In September, 1917, Chambers recommended to the Secretary of State action be taken to prohibit the possession within Canada of any publication by the International Bible Students Association.

A December 1917 Vancouver Daily Province carried advertisements for "The Finished Mystery, the book of the hour. It throws more light than any book yet written on the present war, it's real causes and the outcome. All thinking men should have it. An excellent Christmas gift." The 592 page book was priced at sixty cents.

The first case of a conscientious objector under the Military Service Act in Canada came before a central Appeal Judge, Hon. Justice Duff, in Ottawa. The applicant was David Cook, of Winnipeg. He claimed exemption as a member of the International Bible Students Association (IBSA). Justice Duff dismissed the case after reviewing the association of the "unlimited company" known as the IBSA. He ruled the IBSA was not a religious denomination.

An urgent lettergram was received by Chambers from A.M. Johnson, the Deputy Attorney General, Victoria, on January 24, 1918. Police advised there were three hundred bible students holding a convention in Victoria for the next three days. The students had the book and other IBSA literature in their possession which police advised could be classed as peace propaganda. The police suggested enemy money was behind the gathering. "If your official ban is placed upon this literature, this would enable us to seize it." Johnson asked what steps should be taken. Chambers immediately sent copies of the communication to the Sect. of State asking for prompt action.

The Secretary of State issued his warrant on February 6, 1918 banning all publications by the IBSA. It was too late for the Victoria convention but police there raided the premises where the IBSA literature had been on sale. It took a detective and three policemen to bring a truck load of material to the police station. Seven hundred copies of the "Finished Mystery" were found and a large number of copies of the IBSA monthly.

Throughout Canada police began making raids, seizing all literature of the IBSA. In Ottawa, three wagon loads of books were seized. The owners were taken into custody. Vancouver city detectives raided the headquarters of the IBSA and three private residences. Stacks of books were confiscated. Two thousand copies were seized in Edmonton, Alberta: Montreal reported fifty-three copies seized. Similar reports came in from across Canada.

The editor of the Daily News, in Nelson, B.C. telegrammed Chambers asking why Finished Mystery was banned and advising, "They have a gang working through here."

From Vancouver came news; "Three Russellites from Victoria and Vancouver now at Grandforks selling books "Finished Mystery", Bible Students Monthly. Are detaining parties at Grandforks. Kindly instruct."

The arrest of people having these publications in their possessions had police asking a few questions about jurisdiction. Chambers replied: "The question of detention of persons having these books in their possession rests with police not with press censorship."

The Bible Students Association in Vancouver protested. At a rally held February 24, 1918, the group stated the censorship of its publication was regarded as an infringement of inalienable rights of all men to full religious freedom.

Censorship of the press occurred with many other publications, including that of the Industrial Workers of the World (IWW). The Liberator and the Labor Defender, both IWW publications, were prohibited. At this time, hundreds of workers, members of the IWW were being held in jails throughout the United States. The intent being to crush all labor action.

A complaint was lodged by North Vancouver City Council against "The Melting Pot," published by Phil Wagner, of St. Louis, Mo., USA. The magazine was for sale on the North Vancouver ferries. Chambers decided it was paid enemy propaganda material. He recommended it

be banned in Canada.

The Melting Pot, a socialistic publication, wrote against war. One editorial stated: "The stupidity of it all (war) - the wrong men doing the fighting and bearing all the suffering. Tell the war demons to go to hell. Tell them to go out and cut their own damned throats, let them wallow in blood to their beastly heart's desire, and feed their worse than useless carcasses to the vultures, for all you care, but that you refuse to do their butchering." [10]

The Melting Pot was added to the Canada Gazette list of banned publications. The list was sent to every newspaper in Canada, including the Port Alberni News. On March 13, 1918, the Port Alberni News printed a warning from the Chief of Police to all residents. Those possessing literature issued by the International Bible Students Association were liable to have it confiscated and themselves called into court. The chief had received instructions to seize all copies of the book known as the "Finished Mystery" and all copies of the Bible Students Monthly. Residents were advised to destroy them or turn them over to police immediately. A list of banned publications was posted throughout town.

The Dominion Intelligence Department hired a special constable to search the homes of two local citizens, one a music teacher, the other a small businessman. The Dominion Intelligence Department had detailed the circumstances of the visits to the two residents. The constable found the music teacher had a copy of "The Divine Plan of the Ages," a publication of the International Bible Students Association. The businessman had in his possession "The Melting Pot".

At the music teacher's court appearance he said he did not know the book was in his house. It had been purchased five years before from an agent but he had never read it. He was fined $250 with the option of three months imprisonment. The other man was fined $300 or three months imprisonment. He won an appeal; his fine was reduced to $50. [11]

While the federal Dominion Intelligence Department had ordered the search and prosecution of the men, it did not feel inclined to pay the expenses of their prosecutions in court. The Port Alberni Police Commission of the city was asked to shoulder the cost. It refused. Since the military authority had started the court proceedings, it should pay the cost, stated the Commission in its minute book.

The Port Alberni men had got off lightly. In other parts of Canada, heavy fines and imprisonment were being imposed. In Brantford, Felix Conosevitch was fined $500 plus costs or one year in Ontario Reformatory; at Copper Cliff, Paul Ubagy was fined $2,000, or two years in jail; at Sudbury, Leon Mechnavech was fined $3,000 plus costs or three years in Kingston Penitentiary. These three convictions were imposed even though the objectionable material was not on the banned list. Conosevitch and Mechnavech had a socialistic leaflet "The Four Hour day," in their possession. The booklet which Ubagy had in his possession was of the same nature. [12]

Canada was under a strange condition - war psychosis. The Press Censor had on file a case in Nova Scotia where a doctor's wife was victimized for having in her possession some German recipes and some American newspapers in the German language. She was fined $500. Dr. W.A. McLeod was so enranged at the treatment his German born wife received from residents on the east coast, he was compelled to write a letter to the editor of the "Island Patriot," a Nova Scotia newspaper.

He wrote that ten years before, because his wife suffered ill health and thinking the climate of Yarmouth, Nova Scotia, would agree with her, he purchased "Beacon House" situated in a prominent part of town. After the war broke out, reports began to circulate that she was a spy. A wire seen dangling on the side of the house was enough to start the story. It was generally believed there was a powerful "wireless apparatus" in the house. Many people said they saw signals flashed from the window of the house. The excitement became so great that the War Department was notified and a search made. It was found the mysterious signals were caused by moonbeams acting on a lamp reflector.

Their barn was burned. Servants were abused and denounced for working for her. Her butcher was threatened with loss of patronage for delivering meat to her. Her correspondence was closely watched and some of it seized. Finally an officer searched her home and found some papers in the attic. The following day she was arrested and released on a $5,000 bail. [13]

Towards the end of the war years, after peace had been declared, when the ban had yet to be lifted, Chambers received some irate correspondence from "wronged" individuals. Such was the case of J.W. Hamilton Williams of Barrie, Ontario. He wrote: "Sir: I have just seen a list of the works banned by you, published in a local sheet, and hasten to inform you that my wife, a well bred and well connected Englishwoman now living in Barrie, has in her possession, as a person of some culture, and has had for some ten or twelve years, a copy of Edward Carpenter's "Love's Coming of Age," which I myself was reading only a few days ago with great pleasure."

"What particular tyranny of microcephalic conception would your department like to visit upon a mother of children, whose family are practically all in the British public service, for possession and enjoying a book that is in high regard in the intellectual world of Great Britain. Yours in the most profound contempt, signed J.W. Hamilton Williams."

Chief Censor Chambers replied: "To be regarded with contempt, profound or otherwise, by a poor, silly suspicious individual, so lacking in common decency, and so

devoid of intelligence, fairness and honesty as to admit that said contempt is based upon unconfirmed assertion, is a sincere compliment which I appraise at its proper value.
I have the honour to be, Sir, Your obedient servant, Chief Press Censor for Canada." [14]

* * * * * * * * * *

The writer came from Scotland to Port Alberni where she found work with the local newspaper. Now retired. Mrs Peterson, is researching local history for the Alberni District Historical Society.

FOOTNOTES

1. **Port Alberni News** September 27, 1916 - Firing line impressions of Lieut. R.J. Burde ex-mayor of Port Alberni to friend Charles Clarke
2. RG 6 E, vol. 492, file 103, part 4a, Prohibited publications 1917 - 18, microfilm reel T-13 National Archives of Canada.
3. **Ibid** T-13, C4
4. **Ibid** T-13, Correspondence dated August 1915
5. **Ibid** T-12, Letter from Sect. of State P.E. Blondin to Chambers ordering the seizure and destruction of all copies of the Sault Express of June 23
6. **Encyclopaedia Britannica**, Vol. VIII, p. 724
7. RG 6, vol. 556, file 206-W-1, Pro-German Writings 1910-1918 microfilm reel T-58, National Archives of Canada
8. **Ibid** T-58
9. RG E, vol. 542, file 206-B-6 part 1, Pro-German writings 1917-18 microfilm reel T-48, National Archives of Canada
10. **Ibid** - Memo to Chief Press Censor dated March 7, 1917
11. **Port Alberni News** February 26, 1919
12. Microfilm reel T-13, National Archives of Canada. September 10, 1918
13. **Ibid**
14. **Ibid** - Letter dated January 11, 1919; reply dated January 13, 1919

SIXTH BC STUDIES CONFERENCE

2 - 3 November 1991

Graduate Student Centre

University of British Columbia

The BC Studies Conference, which meets every second year, offers the only occasion for scholars, graduate students, archivists, librarians, and other interested persons to gather to discuss the past, present and future character of British Columbia.

Sponsored jointly by the University of Victoria, Simon Fraser University and the University of British Columbia, the conference is this year being held Friday and Saturday, 2 and 3 November at the Graduate Student Centre at the University of British Columbia. Some accommodation is available on the UBC campus.

Themes to be explored in eleven sessions include innovative approaches to First Nation's history and education, early European settlement strategies, law and society on the resource frontier, ethnic tensions in British Columbia's past, technological change in the Vancouver Island forest industry, and sport in British Columbia. Session participants are coming from as far away as Prince Rupert in the north and Winnipeg, Toronto and Montreal to the east.

Of particular note is the Victorian Dinner Party to be held on Friday evening. Organized with the assistance of the Royal British Columbia Museum, it will comprise a six-course dinner featuring dishes of the period. Wine complementing the two main courses will be provided by the Cedar Creek Winery. Virginia Careless of the museum will give an after-dinner talk.

Conference fees are $45 for regular registrants and $30 for students. The cost includes Saturday lunch and all the refreshment breaks. Tickets for the Victorian dinner party are priced at $23 (regular) and $16 (students). You are welcome to attend the dinner party without registering for the conference itself.

To register for the conference, obtain a programme or get further information, please contact R.A.J. McDonald, Department of History, University of British Columbia, Vancouver V6T 1W5, or leave a phone message at 604-228-5374 between 8 am and 4 pm for the conference coordinator, Richard Mackie, who will return your call as soon as possible.

Ranger Rememberance

by E. A. Harris

When Japan entered World War II by attacking Pearl Harbor in December 1941 the Pacific became an active theatre of war. The threat of surprise attacks on Canada's west coast was real. The armed forces under Pacific Command took necessary defensive measures and units of the army, navy, and air-force were deployed at strategic locations. However, because British Columbia's coast line is long, irregular, and sparsely settled a volunteer home guard composed of residents in the scattered communities could, with their knowledge of local conditions, render a valuable auxiliary service. Thus in March 1942 the Pacific Coast Militia Rangers - the PCMR - came into being.

The force was organized and commanded by Lieutenant-Colonel T.A.H. Taylor, a World War I veteran and an experienced outdoorsman. Ranger headquarters, along with regular army units of the Pacific Command, were located in Vancouver Barracks - the name given to the old Vancouver Hotel when it was taken over by the military.

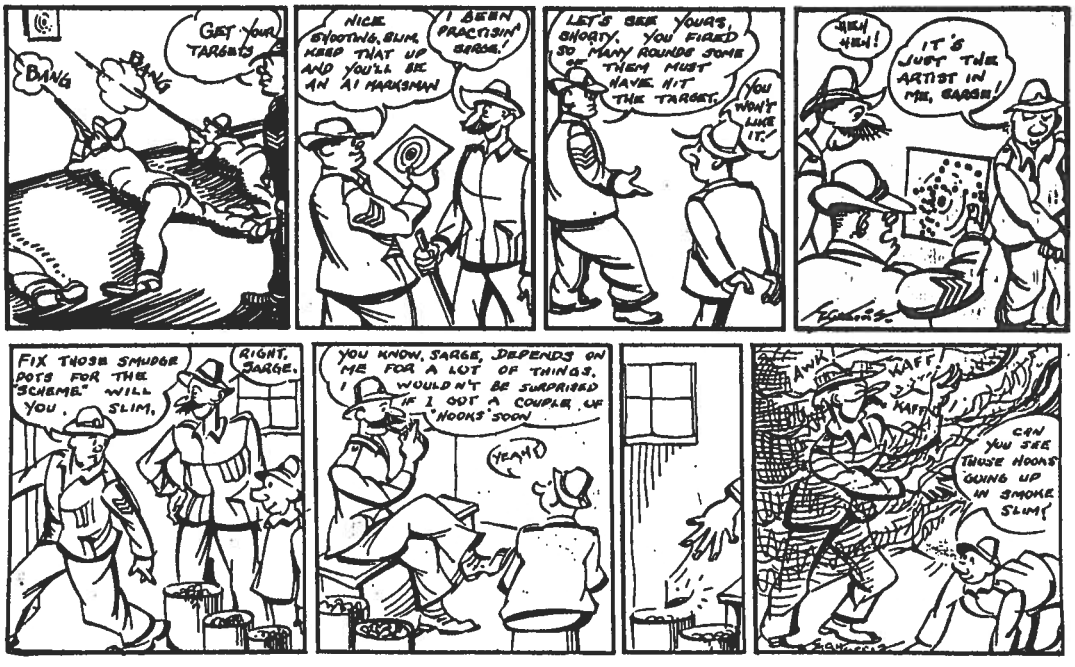
Linking the diverse Ranger companies, detachments, and military groups into a cohesive organization would be difficult to achieve. To help solve this problem it was decided to produce a bi-monthly publication that would provide guidance, training instructions, and other relevant information for The Ranger personnel. The first issue of this publication, appropriately named **The Ranger,** appeared on September 1, 1942.

For about the first half of my own army service (1942 - 1945) I was stationed at Vancouver Barracks. My routine duties there had no connection with the Pacific Coast Militia Rangers but I did become acquainted with the editor of **The Ranger** - a tall young service-man named Dean Miller (originally a reporter with the Penticton Herald and now a well-known Vancouver public relations executive). Dean asked me to draw some illustrations for **The Ranger**, which I did during off duty hours. While some were maps, diagrams, and straight illustrations, we both agreed - and higher authority approved - that cartoon-style drawings would enliven the publication and make some explanations easier. Most of these were single panel cartoons but towards the end of my association with **The Ranger** three characters named Slim, Shorty, and Sarge emerged from my ink bottle to perform in a short-lived comic strip. Although intended to be amusing their actions were based on the various aspects of Ranger training. (see examples). However, the exploits of Slim, Shorty, and Sarge as Pacific Coast Militia Rangers were of short duration. At the end of March 1944 when I was posted overseas the PCMR service of these characters came to an abrupt end.

Of course The Ranger continued its useful communication role and the PCMRs maintained their diligent watch-dog duties until the end of the war in 1945. When hostilities were over and peace restored the Pacific Coast Militia Rangers became part of Canadian history.

* * * * * * * * * * *

Ernest Harris entertained us before with his "Memories of Motoring in the 1930's." He has just published Spokeshute, the story of Port Essington.




HOW DO LIKE OUR CAMOUFLAGE SUITS, SARGE?
WE MADE 'EM OURSELVES
NICE WORK BOYS! NOW TAKE UP SNIPING POSITIONS BESIDE THE TRAIL. I'LL BE ALONG TO SEE WHERE YOU ARE.
LOOK AT THE DOPE. SKYLINING HIMSELF BETWEEN THOSE TREES!
HEY! WHAT'S THE IDEA OF STANDING HERE? --- WHERE'S YOUR RIFLE? ---- OH!
UH! PARDON ME!
G-R-R-R-R-R-R!
YOO HOO SARGE! HERE WE ARE.
I'M NUTS
YOU BOYS BE READY TO EVACUATE CASUALTIES.
OK!
BONG
C'MON SHORTY.
I HOPE SARGE LOSES SOME OF HIS MEMORY WHEN HE COMES TO.
I WISH HE'D LOSE SOME WEIGHT.
THE "ENEMY" IS IN THE BUSH ON THE OTHER SIDE OF THE TRAIL. SCOUT THEM OUT.
WE'RE ON OUR WAY, SARGE!
I'LL GO IN HERE.
-AND I'LL GO THIS WAY!
HALF AN HOURS CAUTIOUS CRAWLING FOLLOWS — THEN →
I GOTCHA
NO! I GOT YOU FIRST.
WHAT GOES ON HERE?
WHAT HAPPENED?
I GOT THIRTY
-AND I GOT SIXTY
WELL AT LEAST YOU SHOWED HOW NOT TO DO IT.
YOU BOYS TAKE THE OTHER SIDE — KEEP IN THE SHADOWS - REMEMBER BACKYARD RUBBISH MAKES GOOD COVER!
ALL CLEAR SLIM! WHERE'S SHORTY?
DUNNO SARGE
HERE I AM, MEN!
FIDO

Japanese Canadians in B.C.

by Tracey Shephard

Racism can be very dangerous, especially if it is coupled with intense fear and panic. Proof of this can be seen upon investigating the way that Japanese Canadians were treated before, during and after World War II. When one hears of the racial tensions that existed in B.C. before the evacuation and internment of approximately 22000 Japanese Canadians, one cannot help but wonder whether the treatment of this minority group can be justified or if it was simply a result of prevailing racism. It seems for the most part that the latter is true and that attitudes towards Japanese Canadians after the Second World War still contained traces of racism even though the government tried to make amends, indicating the acceptance of Canadian people of Japanese ethnicity.

Discrimination against Japanese Canadians began almost as soon as they arrived in Canada. This is shown by the immigration laws, employment restrictions and lack of voting privileges that the Japanese Canadians faced, as well as the general resentment that they experienced from "white Canada." Japanese people began emigrating to Canada in the late 1870's but it was during the period between 1890 and the First World War that almost 30,000 of them came (they did not all stay) when Canadian businesses recruited them. [1] The Canadian Pacific Railway encouraged immigration from Asia and, as a result, hard-working single men flocked from Japan providing the C.P.R. with cheap laborers. [2] The Japanese held low-skilled and low-paying jobs, getting paid one half to two-thirds of what white laborers earned [3] and the white workers, in turn, resented the Japanese for taking their jobs (especially in the 1930's, when jobs were scarce).[4] In the late 19th and early 20th centuries, the European and American belief in white supremacy led to imperialism and to the notion that Asian peoples were inferior. [5] This allowed employers to pay Japanese laborers low wages. The businesses encouraged the tensions between Japanese and white workers, as workers' attention was distracted from complaints against employers. Politicians also benefited from this antagonism by using Japanese Canadians as a scapegoat for whatever problems they could not solve. [6]

Japanese women gradually began to come and join their husbands (present or future) in Canada and settled down to have families, especially in B.C. where 95% of Japanese Canadians lived until Pearl Harbor was attacked. [7]

Even though the Japanese were building a life in Canada, they were denied the right to vote in provincial and federal elections from 1895 to 1948. [8] This meant that no Japanese Canadian could run for office or join the public service and, in addition to this, they could not receive logging licenses, practice law or pharmacy, work underground in mines, work on provincial projects or on Crown timber land, and the number of fishing licenses given to Japanese Canadians was restricted. [9] With the Japanese being as unpopular as they were in Canada, particularly in B.C., it is not surprising that in 1907 an anti-Asian riot broke out in Vancouver. [10] Also, in 1908, a "Gentleman's Agreement" was made between Canada and the government of Japan which volunteered to restrict emigration to Canada. [11] Japan was an ally of Britain and a potential trading partner so this agreement was made to avoid upsetting Japan by not allowing Japanese people into Canada. B.C. wanted Japanese immigration limited because 95% of the 6000 people of Japanese descent who were living in Canada were in B.C. [12] All of the above mentioned discriminatory practices as well as discriminatory housing covenants, and segregation in public accommodation, kept the Japanese secluded in their own communities, preventing assimilation. [13] The fact that Japanese Canadians were having trouble assimilating further antagonized the white community and so a vicious circle ensued.

When, from 1928-1933, the annual rate of natural increase for Japanese Canadian was 27.82%, this fact was used by politicians and newspapers talking about the Japanese taking over Canada. [14] This was known as the peaceful penetration of the Yellow Peril (Japanese); every Japanese person was thought to be an agent for Japan planning to take over as much of the world as possible. [15] This idea was perpetuated by reports of Imperial Japan defeating China in 1896, Russia in 1904-5, fighting Manchuria and China in the 1930's, [16] and becoming a threat to Britain and the U.S. when Japan joined the Axis powers in 1940. [17] With Anti-Japanese feelings being fed by such reports, it is no wonder that violence like the Occidental youth mob attack on Japanese shops on Powell Street in 1939 occurred. [18]

When Japan attacked Pearl Harbor on December 7, 1941, Japanese Canadians became even more unpopular with people in B.C. Even though 75% of them were Canadian-born or naturalized citizens, approximately 22000 Japanese Canadian ended up being branded "enemy aliens" by the

Federal Government. [19] This did not happen immediately. At first only 38 Japanese nationals who were thought to pose a threat were interned. [20] Additionally, Japanese newspapers and schools were closed and the Japanese fishing fleet was docked. This satisfied the federal government. [21] The R.C.M.P. and the military were also convinced that the Japanese Canadians on the West Coast posed no threat to the community. For instance, Major General Ken Stuart spoke for the military when he said, "From the army point of view, I cannot see that Japanese Canadian constitute the slightest menace to national security." [22] **The Vancouver Province** also supported the Japanese Canadians and stated, "Our quarrel is with Japan, not with the Japanese nationals here or the people of Japanese blood." [23]

The public did not feel the same way however. Protests were voiced by patriotic societies, service clubs, town and city councils, and air-raid precaution units who wanted all Japanese people to be interned. [24] On January 14, 1942 the federal government tried to calm down the people of B.C. by proposing to remove all enemy aliens. [25] It did not work. Fearing being taken over by the Japanese, thousands of whites in B.C. petitioned Ottawa to remove all Japanese on the coast and B.C. MP Ian Mackenzie pressed Prime Minister Mackenzie King to heed the cries of the B.C. public and evacuate all Japanese Canadians. [26]

Finally, on February 24, these people were ordered to be evacuated from the west coast of B.C. [27] Under the authority of the War Measures Act, R.C.M.P. officers proceeded to enter the houses of the Japanese Canadians day and night, without warrants, and ordered people to move, sometimes within a time limit of hours. [28] Fishing boats, automobiles, and radios were taken away and every person of Japanese ethnic origin had a dusk to dawn curfew imposed on them. [29] The B.C. Security Commission, which was established on March 4, 1942, completed the task of rounding up and shipping out the Japanese Canadians who lived in the 100 mile wide strip along the west coast by October 15, 1942. [30]

Not all Japanese Canadians went along with the evacuation without protesting. They basically broke into three groups. One group went along with the evacuation completely. Another group tried to talk to the authorities to make the evacuation as painless as possible for themselves. This group asked for protection for their property, and care for the elderly, sick and children, but were ignored because of the panic of the war. A third group refused to cooperate unless the authorities complied with their demands, such as keeping families together. [31] This is why 750 Japanese men were interned shortly after the outbreak of war because they were seen either as a threat or they did not cooperate with the evacuation process. [32] Some 8000 [33] other Japanese Canadians were treated like animals and kept in pens in Hastings Park, Vancouver (now the site of the P.N.E.) as they awaited news of an internment camp that they could be moved to in the B.C. interior. [34] 12000 evacuees were placed in detention camps in renovated ghost towns in the B.C. interior. [35] The houses in the camps were cramped and they provided inadequate protection from the cold and moisture of winter in mountainous areas. [36] These detention camp dwellers also had to put up with under-employment and restricted movement and they were supported by their savings, casual earnings and meager federal subsidies. [37] Another 4000 were shipped off, like prisoners of war, to work on sugar beet farms in southern Alberta and Manitoba. Laborers were needed but this way their families could stay together. [38] Beet farmers had to exist as best they could in houses intended for summer migrant workers and they earned poor wages. [39] Some 2000 men who had been sent to interior road construction camps worrying about their families while living in hard conditions themselves, were able to rejoin their families in detention camps at the end of the summer of 1942. [40] Another 2500 Japanese Canadians either received permission to work outside of the camps or remained self-supporting.

One of the biggest atrocities of this whole affair was the government sale of property belonging to the interned Japanese Canadians without their permission. In 1942, the B.C. Security Commission offered to "protect" the evacuees' property while they were interned and then, in 1943, an Order-in-Council directed the Custodian of Alien Property to sell it all. [41] The property of the defenseless Japanese Canadians was sold for a fraction of its value and this money paid some of the internment costs (the Japanese Canadians paid the rest). [42]

It has been suggested that part of the reason that the Japanese Canadians' property was disposed of was so that they would not return to the west coast of B.C. because they would have nothing to return to. [43] In conjunction with this, Prime Minister Mackenzie King made a speech on August 4, 1944 in which he said he felt it was desirable that Japanese Canadians should be dispersed across Canada after the war, and the Department of Labor tried to convince Japanese Canadians to resettle permanently east of the Rockies. [44] The government followed this up with a "repatriation" order, in the spring of 1945, telling Japanese Canadians to either go to Japan or move east of the Rockies. This was done despite the fact that most of those people were born in Canada. [45]

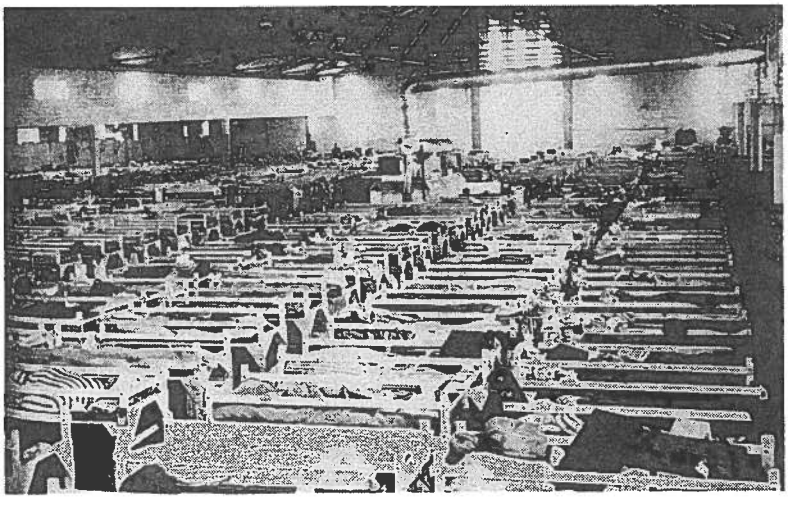
Thankfully, the government lacked the support of the people with regards to "repatriation." A coalition of Japanese Canadian civil rights groups (ie. Co-operative Committee on Japanese Canadians), supported by the CCF Party, churches and the Canadian Civil Liberties Association, protested against the government's latest

racist policy. [46] The Civil Liberties Union informed the public that "repatriation" was a violation of the civil liberties that had been defended in World War II. [47] The United Nations stepped in and declared that forcing the Japanese Canadians to leave Canada was a war crime but by the time they did so, 4000 Japanese Canadians had left, in exile, for Japan and half of these people were Canadian-born. [48]

No evidence has ever been found to show that Japanese Canadians were ever actually a threat to Canadian security and in fact, in August 1944, King admitted that, "It [was] a fact no person of Japanese race born in Canada has been charged with any act of sabotage or disloyalty during the years of war."[49] Thus, it seems that a combination of fear, racism and wartime rhetoric in B.C. led to the evacuation, internment and relocation of 22000 powerless citizens.

Fortunately, things have improved for Japanese Canadians since that time in Canadian history. Racial tensions died down in the late 1940's because Japanese Canadians were no longer concentrated in B.C., but were instead spread out across Canada. This meant that white and Japanese Canadians were brought into contact with each other more, allowing for assimilation and the acceptance of Japanese Canadians as loyal citizens of Canada. [50] Finally in 1949, Japanese Canadians became full citizens, receiving the right to vote in B.C. (Ottawa had granted this nationally in 1948) and permission to return to the west coast. [51]

Additionally, a plaque was erected in 1987 on Vancouver City Council land near the P.N.E. (where 8000 Japanese Canadians had been held in 1942) which told of the unjustifiable actions taken by the government in evacuating Japanese Canadians and which serve as a reminder and as a warning never to let anything like it happen again. [52] Yet however positive this may sound, the fact is that P.N.E. officials rejected the original proposal to have the plaque mounted on P.N.E. grounds. In fact, Donald Bellamy, a city alderman and board director of the P.N.E., went as far as to deny that racism and discrimination were suitable words to describe the way Japanese Canadians were treated. [53] This lack of awareness or blatant ignorance on the part of the community was further reflected in the mail that was received by City Council at this time which was "viciously Anti-Asian," implying that perhaps racist attitudes have not changed very much over time. [54] Nevertheless, some attempts were made by the federal government in 1988 to apologize to Japanese Canadians by issuing payments of $21000 to 14000 survivors of internment, $12 million to Japanese Canadian educational, social, and cultural activities, and $24 million to finance a Canadian race relations foundation. [55] Though this may have been considered a gesture of good will or remorse, it has been estimated that Japanese Canadians lost approximately $433 million (1986 estimation) as a result of their evacuation, internment, sale of their property and lost income. [56] By examining the events in B.C. surrounding the mistreatment of the Japanese Canadians perhaps in the future it will not be necessary for governments to try to put a price tag on forgiveness, because hopefully such heinous events can be avoided altogether.



The crowded conditions and lack of privacy at Hastings Park shocked and angered the Japanese. (Vancouver Public Library)

* * * * * * * * * *

Shephard lives in North Delta. She wrote this study while in a History 210 Class in Douglas College.

FOOTNOTES

1. W. Peter Ward, **The Japanese in Canada.** (Ottawa: Canadian Historical Association, 1982), p. 3.
2. **The Immigrants Handbook: A Critical Guide.** (The Law Union of Ontario, 1981), p. 25.
3. Ward, **The Japanese in Canada,** p. 8-9.
4. Barry Broadfoot, **Years of Sorrow, Years of Shame: The Story of the Japanese Canadians in World War Two.** (Toronto: Doubleday Canada Ltd., 1977), p. 1.
5. **The Immigrants Handbook,** p. 25.
6. **Ibid.**
7. Ward, **The Japanese in Canada,** Pp. 5, 6, 8.
8. **Ibid,** p. 10 and **The Immigrants Handbook,** p. 32.
9. **The Immigrants Handbook,** Pp. 31-2.
10. Ward, **The Japanese in Canada,** p. 10.
11. **The Immigrants Handbook,** p. 26.
12. Broadfoot, p. 1.
13. Ward, **The Japanese in Canada,** p. 10.
14. Broadfoot, p. 24.
15. **Ibid,** p. 8.
16. **Ibid,** p. 1-2.
17. W. Peter Ward, "British Columbia and the Japanese Evacuation," in **Readings in the History of British Columbia,** ed. Jean Barman and Robert A.J. McDonald (Richmond, B.C.: Open Learning Agency, 1989), p. 445.
18. Ken Adachi, "A History of the Japanese Canadians in British Columbia 1877-1958," **Two Monographs on Japanese Canadians,** ed. Roger Daniels (New York: Arno Press, 1978), p. 10.
19. Diana Kadota et al., **Justice In Our Time: Redress For Japanese Canadians.** (Vancouver: National Association Of Japanese Canadians, 1988), p. 1.
20. Ward, "British Columbia and the Japanese Evacuation," p. 447.
21. **Ibid.**
22. Kadota, p. 4.

23. Ken Adachi, Ch. 24 in **Strangers Entertained**, ed. John Norris, (B.C.: British Columbia Centennial '71 Committee, 1971), p. 225.
24. Ward, "British Columbia and the Japanese Evacuation," p. 448.
25. **Ibid**, p. 451
26. **Ibid**,Pp. 451 & 455.
27. **Ibid**, p. 455.
28. **Democracy Betrayed: The Case For Redress.** (National Association of Japanese Canadians, 1984), p. 4.
29. **Ibid.**
30. Kadota, p. 2.
31. Broadfoot, p. 77.
32. Ward, **The Japanese in Canada**, p. 14.
33. "Racism Cited for Killing of Plaque to Internees," **Globe and Mail**, 9 October 1987, p. A1 - A8.
34. **Democracy Betrayed**, p. 4.
35. Ward, **The Japanese in Canada**, p. 14.
36. Forrest E. La Violette, **The Canadian Japanese and World War Two**. (Toronto: University of Toronto Press, 1948), p. 99.
37. Ward, **The Japanese in Canada**, p. 14.
38. **Ibid.**
39. **Ibid.**
40. **Ibid** and Adachi, **Strangers**, p. 226.
41. Toyo Takata, **Nikkei Legacy: The Story of Japanese Canadians from Settlement to Today.** (Toronto: N.C. Press Ltd., 1983), p. 141.
42. Ward, **The Japanese in Canada**, p. 14.
43. Takata, p. 141.
44. Adachi, **Strangers**, p. 227.
45. Kadota, p.3.
46. Ward, **The Japanese in Canada**, p. 16.
47. Adachi, **Strangers**, p. 228.
48. Kadota, p. 3.
49. Ward, **The Japanese in Canada**, p. 17.
50. **Ibid**, p. 16.
51. Kadota, p. 3.
52. "Racism Cited For Killing of Plaque to Internees."
53. **Ibid.**
54. **Ibid.**
55. "To Cleanse the Past," **Globe and Mail**, 23 September 1988, p. A6.
56. Kadota, p. 5.

BIBLIOGRAPHY

Adachi, Ken. "A History of the Japanese Canadians in British Columbia 1877 - 1958." **In Two Monographs on Japanese Canadians**, Pp. 1 - 44. Edited by Roger Daniels. New York: Arno Press, 1978.

Adachi, Ken. Ch. 24. In **Strangers Entertained**. Edited by John Norris. B.C.: British Columbia Centennial '71 Committee, 1971.

Broadfoot, Barry. **Years of Sorrow, Years of Shame: The Story of the Japanese Canadians in World War Two.** Toronto: Doubleday Canada Ltd., 1977.

Democracy Betrayed: The Case for Redress. National Association of Japanese Canadians, 1984.

Forrest E. La Violette. **The Canadian Japanese and World War Two.** Toronto: University of Toronto Press, 1948.

The Immigrants Handbook: A Critical Guide. The Law Union of Ontario, 1981.

Kadota, Diana et al. **Justice in Our Time: Redress for Japanese Canadians.** Vancouver: National Association of Japanese Canadians, 1988.

"Racism Cited for Killing of Plaque to Internees." **Globe and Mail**, 9 October 1987, p. A1 and A8.

Takata, Toyo. **Nikkei Legacy: The Story of Japanese Canadians from Stettlement to Today.** Toronto: N.C. Press Ltd., 1983.

"To Cleanse the Past." **Globe and Mail**, 23 September 1988, p. A6.

Ward, W. Peter. "British Columbia and the Japanese Evacuation," in **Readings in the History of British Columbia.** Edited by Jean Barman and Robert A.J. McDonald. Richmond, B.C.: Open Learning Agency, 1989, Pp. 441-59.

Ward, W. Peter. **The Japanese in Canada.** Ottawa: Canadian Historical Association, 1982.

My Summer on an Alaska Highway Crew

by Ronald F. MacIsaac

I was a university student looking for work during the summer of 1942. We heard that there was good money to be made working on highway construction so headed up to Dawson Creek. I hired on as a cookee. Before we were allowed to proceed to camp we were given inoculations for tetanus, yellow fever, and diphtheria. They stuck needles in both of my arms. I could hardly get out of bed for a week.

The building of the Alaska Highway was contracted out in ten mile sections. There were a great many construction companies involved in the building of the Alaska Highway. It was a rough trip of just over 500 miles to the camp where I was going to work, north of Muncho Lake near Smith River.

I had lots of free time on my hands after the men were fed, so I went for long walks and attempted some climbing. I remember once I was marooned half way up a shale cliff. I was frozen to the wall of rock in fright. After some time I realized that nobody knew where I was, therefore no one would come to rescue me, so I managed to get off that cliff face. (I forget whether I went up or down from my place of terror.)

At the end of the week the foreman declared that cook's salary was reduced from the contractual $120.00 a month to $90.00. We three cookees withdrew our services. The pressure was on. The other two folded; I did not.

Instead I was assigned the job of garbage man. I heard, after signing on for that job at $120.00 per month, that the previous garbage man had been killed.

The garbage man drove a team pulling a stoneboat loaded with trash to the tip. His second duty was to bring in logs for firewood. There were bears frequenting the dump. Horses shied when bears approached. On one occasion when horses bucked and plunged, the stoneboat flipped and crushed the driver, killing him instantly.

After some consideration I put a length of rope on the reins. The extra length meant that I did not have to stand beside the stoneboat. The rough terrain, and the skittish moves of the horses upset the

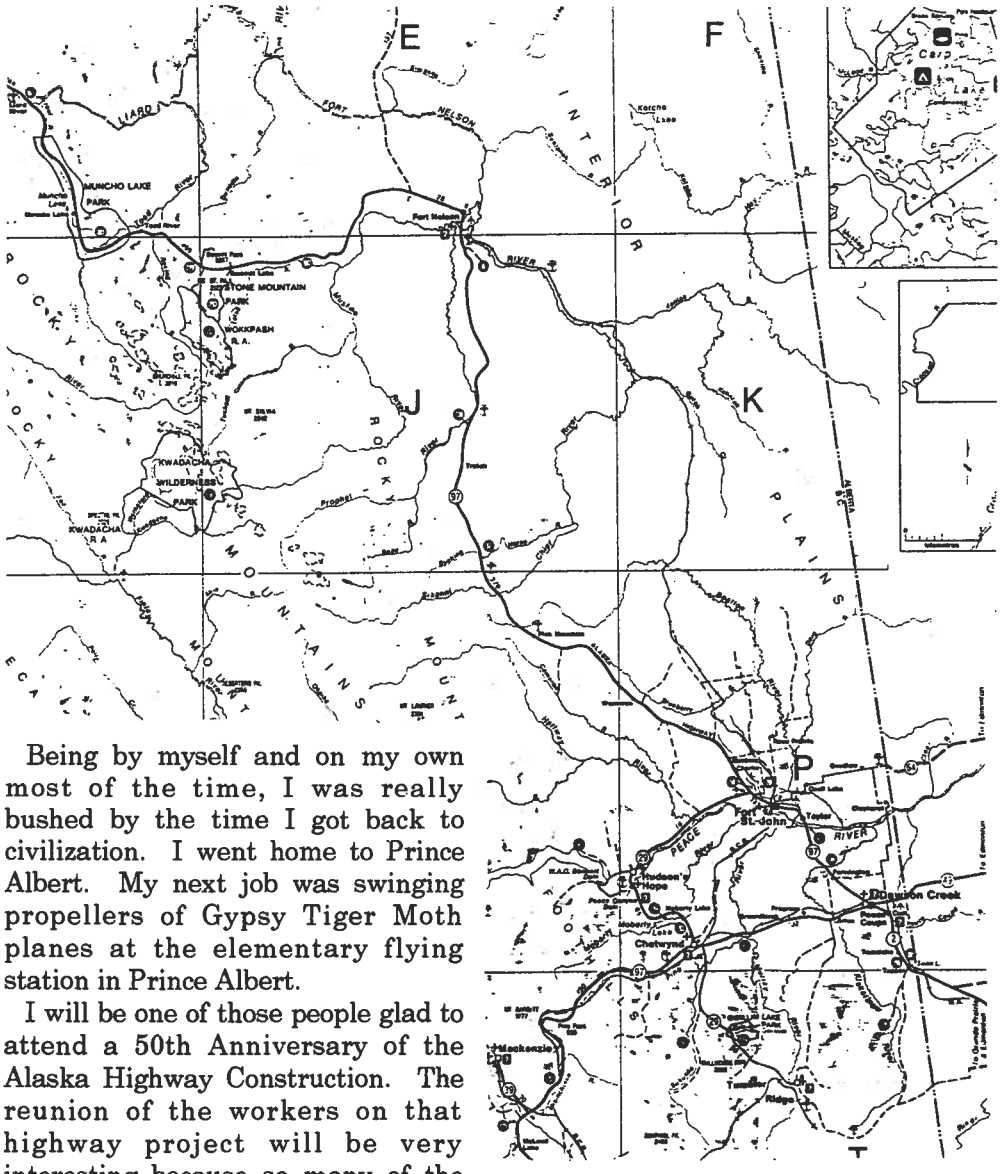
stoneboat many more times, but I was a safe distance behind. Similarly, to drag a log down a gulch using an old fashioned chain hitch and a single horse, the log swung and rolled menacingly. Again I had to have long reins to avoid injury.

Later in the season I left my first employer, Harvey Construction. I was hired by the Anderson Construction Company to man their service station at the foot of a mountain. Each construction unit was required to keep a service station open for passing trucks and busses. I gassed up the Anderson trucks, many of them while the men were in the mess tent at lunch time, but no one ever stopped at my station because they preferred to take a run at the steep grade just past our site. Those coming south had filled up at the top of the mountain. Traffic created a major dust problem. Organic material from muskegs, when dry, formed a very light powder which would float as high as 5,000 feet. It was said that dust clouds above the highway served as markers for planes being ferried to the Soviet Union at that time!

The northern area was, for the most part, uninhabited. One day two aboriginal people stepped out of the forest. They held out the head of a freshly killed bighorn sheep, hoping to trade for something. They likely were given cigarettes and/or liquor. An American would be pleased with a trophy to take home.

The southern whites and southern blacks in the military who were punching through the road were about equal in number. They had frequent fights among themselves with a few deaths resultant. In fact, there were eight people killed during the first week I was on the job. There was the garbage man, a truck that slid into Muncho Lake, gravel trucks that rolled over when on a soft shoulder, mishaps with machinery, and the fights.

There was very little recreational activity. Everybody worked a seven day week, eleven hours a day, with the concession of only eight hours on Sundays. We had one dance at the camp during the season. Each camp could hold one dance since they had to rely on two or three girls from each camp up and down the highway to provide enough girls for dancing partners.



Being by myself and on my own most of the time, I was really bushed by the time I got back to civilization. I went home to Prince Albert. My next job was swinging propellers of Gypsy Tiger Moth planes at the elementary flying station in Prince Albert.

I will be one of those people glad to attend a 50th Anniversary of the Alaska Highway Construction. The reunion of the workers on that highway project will be very interesting because so many of the men were on the first job they had had since becoming unemployed in the Great Depression.

* * * * * * * * * * *

Ron MacIsaac is a lawyer practiceing in Victoria. He is coauthor of The Brother XII, Porcepic Books, 1989.

NEWS & NOTES

TO SUBSCRIBERS/SUBSCRIPTION SECRETARIES

We have a new computer company preparing labels and hope that lists will be more accurate than in the past. We need your cooperation, however, to ensure that:

1) Renewals are paid promptly; **Only one renewal notice will be sent.**
2) Address changes are made promptly (The Post Office has cards for notification of address change if this is more convenient than a letter.)
3) Name, Address and postal code is written/printed very clearly
4) Name and address, if unchanged, should conform to your present label. (We have seen subtle changes as Mr. E.B. Smith becomes Edward Smith at renewal and Ed. & Jessie Smith at next renewal.)
5) Any correspondence should include the date on which the subscription was paid/renewed. Sometimes a society list will give the same renewal, twice, without date.
6) If your present label is incorrect in any way, please notify me promptly.

Nancy Peter - Subscription Secretary, 5928 Baffin Place Burnaby, B.C. V5H 3S8

* * * * * * * * * *

VANCOUVER HISTORICAL SOCIETY

This year the VHS monthly lecture series was moved to Heritage Hall, a landmark building on Main Street, Vancouver. Lecture topics ranged from "Holbrook and Ladner: Two Pioneers of B.C." to "Growing Old: Women in English Canada." Lectures were well attended, usually by 75-100 persons.

The annual Incorporation Day Dinner (Held April 6th on Vancouver's 104th birthday) was a sell-out event. The annual Award certificate was given to Martin A. Rogers for his work as curator of B.C. Sugar Museum and marked the centennial year of the company, one of Vancouver's first businesses.

The guest speaker, Brian Kelly, presented an illustrated lecture on 100 years of B.C. Transit, marking the centenary of the first street cars in Vancouver.

The meeting was co-hosted by the Canadian Railway Historical Association, Pacific Coast Division.

Using funds raised from Casino Nights, the VHS launched a Wall Map Project, showing Vancouver's history by means of maps, which will be distributed to Vancouver schools.

This is to be followed by a Vancouver Historical Atlas Project, with research supported by grant money received from the Social Sciences and Humanities Research Council (SSHRC).

The season closes with our Annual General Meeting on May 23rd.

* * * * * * * * * *

VICTORIA HISTORICAL SOCIETY

The highlight of 1989 was hosting the very successful Annual Conference of the B.C. Historical Federation. Monthly meetings with guest speakers covered topics as varied as astronomy in B.C., Chinese-Canadian servicemen in W.W.II, Indian uses of plants, and the sinking of the Princess Sophia in Lynn Canal. Probably the best speaker was 99 year old Mr. McGill of McGill & Orme Drug Store. He spoke for 45 minutes without notes or slides and never lost his train of thought once.

The now independent Old Cemeteries Committee has conducted weekly tours of Ross Bay Cemetery except during January. Fifteen hundred people took advantage of these tours. A Job-Trac grant enabled the group to computerize burial records from 1872 to the 1930s. Unfortunately vandalism created $50,000 worth of damage in January; a protective wall is now being erected with a donation of $6,000.

A marker has been placed at Point Hope Shipyard. This is the oldest shipyard on Victoria's Inner Harbour, and it is still active.

The Victoria Historical Society was formerly called "B.C. Historical Federation-Victoria Branch"; the simplification of designation is welcomed by all.

Pamela Odgers

* * * * * * * * * *

TRAIL HISTORICAL SOCIETY

The museum sponsored by this group has been moved from City Hall to Cominco Arena. The cost of renovation and moving was borne by the City of Trail. A security system has been installed. A summer student cares for the museum under Curator Jamie Forbes. Many guest speakers have addressed the members at regular meetings. The annual dinner was held at the Crown Point Hotel.

Steve Saprunoff

* * * * * * * * * *

PRINCETON & DISTRICT MUSEUM AND ARCHIVES

Princeton archives are currently being catalogued and stored in new shelving in expanded facilities provided by the Town of Princeton. There are many interesting collections in these archives, which keeps this an attractive place for researchers. Recently a court case concerning a gift of property in 1917 was supported by records held in the archives. Pictures taken by Rev. Bastin during his years as missionary to the Nicola Indians in the 1890s were recently donated by Shirley Green of Cowichan Bay, a descendant of the reverend.

Princeton Museum and Archives have hosted two Elderhostel groups sponsored by Okanagan Community College. Part of the presentation has been the showing of a 40 minute video on the Kettle Valley Railway with commentary by Barry Sanford and Beth Hill.

Margaret Stoneberg

* * * * * * * * * *

ARROW LAKES HISTORICAL SOCIETY

This organization was formed in 1984. It assumed responsibility for the Nakusp Museum which has existed since 1967, setting up archives, and publishing local history. The Kinette Club undertook the collecting of artifacts from homes about to be flooded by the dam projects of B.C. Hydro. These were displayed in Nakusp but needed reorganization.

The prize winning anthology, Faces of the Past, published in 1989 is the first of a proposed series on the Arrow Lakes and Nakusp, Lardeau region. Nakusp will celebrate one hundred years since its founding in 1892.

Milton Parent

* * * * * * * * * *

EAST KOOTENAY HISTORICAL ASSOCIATION

This group has been lobbying since 1986 to have preservation of the core area of the 1864 gold rush up Wild Horse Creek. Members of the East Kootenay Historical Association maintain a self guiding trail. This attraction is 6km from Fort Steele Heritage Town and last year 1200 visitors signed the guest book. Seven hundred of those were school children from Calgary, 100 exchange students at East Kootenay Community College, and others were history buffs from across the continent.

East Kootenay Historical outings took on a new dimension when President Betty Nakahara arranged a bus trip to Head-Smashed-In-Buffalo-Jump in 1989 and a two day outing in 1990 to the Tyrrell Museum in Drumheller.

* * * * * * * * * *

RAILWAY TALES

Mark Leier, graduate student at Simon Fraser University is seeking anecdotes and memories, stories, song, descriptions of how work was carried out by people working on right-of-way crews, section gangs, and construction crews on the Canadian National Railway. Anyone with this information is asked to contact

Mark Leier, History Department,
Simon Fraser University,
Burnaby, B.C. V5A 1S6

* * * * * * * * * *

IRVING HOUSE - 125 YEARS OLD

Irving House was first occupied in 1865 by the Irving family. In 1950 it was opened as New Westminster's Historic Centre which serves as a museum proudly situated at 302 Royal Avenue.

* * * * * * * * * *

CONFERENCE 1991 - The Cowichan Historical Society will be hosting the B.C. Historical Federation's Annual Conference in Duncan, May 9-12, 1991.
MARK THESE DATES ON YOUR CALENDAR AND PLAN NOW TO ATTEND.

Book Shelf

Books for review and book reviews should be sent directly to the book review editor; Anne Yandle, 3450 West 20th Ave., Vancouver, B.C. V6S 1E4

Spokeshute, Skeena River Memory.
E.A. Harris. Victoria, Orca Book Publishers, 1990. 240 p. $24.95 cloth/ $12.95 paper

Spokeshute, about a former salmon canning village on the Skeena River, is a delightful story of village life seen through the eyes of a young boy. In addition, Mr. Harris has interwoven diaries, newspaper items, the history of Port Essington, and everyday events together to give a social history of the village. It was one of the many such villages that used to be on our coast.

Port Essington, which pre-dated Prince Rupert by over 30 years, was the name given to the Skeena estuary by Captain George Vancouver. The site on the estuary where Robert Cunningham established his post was Spokeshute, an Indian autumn camping ground, which he renamed.

The book tells of a life without radio, television, cars, horses, electricity or running water. People were resourceful in making their entertainment or repairs, and overcoming all the problems that arose because of isolation.

Spokeshute would be an excellent book for the Department of Education to use as a social history text-book. This could illustrate to children that life could be lived without community centres or organized sports.

The book has few errors, the major one on page 49, obviously a human mistake in using the computer. Lacking an index, it would have been helpful to have chapter headings, e.g. Chapter 12 - Picnics, or Chapter 24 - George Cunningham, are two suggestions. This would have assisted researchers in finding required information.

Peggy Imredy

Peggy Imredy is a member of the Vancouver Historical Society

* * * * * * * * * *

The Refiners, A Century of B.C. Sugar
John Schreiner. Vancouver, Douglas & McIntyre, 1989. 288 p. $29.95

1990 is a year of celebration for B.C. Sugar, since the company is now 100 years old. It is fitting, therefore, that this history, **The Refiners**, has been written and published to recognize the centenary.

B.C. Sugar has been an important commercial enterprise in Vancouver from its inception. It was the first industry, not connected with forestry or mining, to be established in the young city. The company has also been a part of every B.C. household through its various sugar products.

In **The Refiners**, author John Schreiner has incorporated much detailed information about the company and its employees from 1890 to the present. He has made extensive use of materials in the company's archives as well as interviewing many present and former employees to verify his facts and information, as he traces the history from a small cane sugar operation to that of a company of diversified and multiple interests.

It is also possible to follow, with some detail, the fortunes of the Rogers family itself, a family that has always taken an active part in

Vancouver's civic and cultural affairs.

The Refiners is not a book for light reading. There are too many facts, figures and details to permit a quick browse, but anyone who wishes to learn more of the history of Vancouver or provincial business development will find much of interest and value. The information contained in the book is also made readily available through a detailed index.

Two groups of black and white reproductions add considerably, as do the various appendices with lists of directors, long time employees and a chronology of company history.

1990 is truly a year for B.C. Sugar to celebrate and this history, **The Refiners**, is a worthy complement to the celebration.

Melva J. Dwyer
Fine Arts Librarian Emerita
University of British Columbia

* * * * * * * * * * *

Images from the Inside Passage; An Alaskan Portrait by Winter & Pond
Victoria Wyatt. Seattle: University of Washington Press in association with the Alaska State Library, 1989. Pp. 134; illustrated, appendices, references and index.
cloth $40.00 / paper $19.95

Lloyd Winter and E. Percy Pond were commercial photographers working in Juneau, Alaska, between 1893 and 1943. At the turn of the century and into the 1920s, photography was not readily available to the general public, and the camera was not the universal jewelry of the tourist. Instead, many travellers purchased mementos of their journeys from businessmen like Winter and Pond. Native Americans were a popular theme in the early years of the century, and the rich cultures of Tlingit and Haida of the Alaska Panhandle provided Winter and Pond with vivid scenes to offer to the growing numbers that sailed Alaska's Inside Passage for education, health and pleasure.

Designed and executed in connection with an exhibit by the same name, **Images from the Inside Passage** is a compelling collection of black and white photographs depicting native individuals, villages, potlatches and ceremonial art. It is also an excellent introduction for the general reader to the understanding and interpretation of historic photography and the photographic record of native life. In the foreword to this collection, Margaret Blackman reminds the reader, "A single photograph is capable of evoking several thousand words, for its story is not a singular one. The scene, the characters, are set pieces from which each view scripts a version for the story, based upon personal experience, knowledge, values, and other cultural baggage" (p. 7).

The majority of the photographs in this book were taken between 1895 and 1910. Along with the text, they provide a record of change in the lives of the Native residents of the Alaska Panhandle, a record that can be compared to the experience in neighboring British Columbia. The photographic evidence is subtle since it begins well after the initial periods of contact and because of the very nature of photography as practiced at the time. Many of the portraits were posed in the studio and, on occasion, the same costumes appear on different subjects. Village scenes are usually more accurate reflections of the change in living styles and conditions. For example, traditional poles appear in front of frame houses, and individual graves are marked by memorial poles and headstones. The images in the collection reflect a small period of time in larger transformation.

The text of the catalogue provides the reader with many insights into the photographs as they suggest Native attitudes towards their own culture and white images of that culture. Both are highly speculative undertakings. Native attitudes suggested in the photographs can never be proven from the one source. Since Winter and Pond were commercial photographers, one might expect them to concentrate on what would sell-the image of the Noble Savage - and avoid evidence of assimilation. In fact, they must have had a market for the way Native villages actually appeared since the majority of the village scenes contain constant reminders of the impact of white culture on Native ways.

Images from the Inside Passage speaks to several audiences. First, it is a beautiful, well designed book of photographs with an appropriate and entertaining text. Those enthralled with the art of the northwest coast will be rewarded. Those interested in the changing lives of Natives at the turn of the century will find much to ponder. And those concerned with the interpretation of photographic evidence will discover keys to secrets captured by the camera. Finally, it manages to merge these themes in a way that will expose those readers interested in only one aspect to the questions and concerns raised by the others.

Logan Hovis

Logan Hovis is an independent historian, presently in Alaska.

* * * * * * * * * * *

Merritt & The Nicola Valley: An Illustrated History.
Nicola Valley Archives Association, Merritt. 1989. 115 p. $14.95

Merritt and the Nicola Valley: an Illustrated History gives a quick historical overview of this region. The history starts with the aboriginal peoples of the land and then transcends through time with the various social and business infrastructures that abetted in the development of the communities in the Nicola Valley. The contributors of this book, the Nicola Valley Archives Association, have done an honorable job with their use of illustrations describing the history of Merritt and surrounding area. Some local residents of Merritt and the Nicola Valley will reminisce about the days of yesteryear after reading this book. For others who are unfamiliar with the history of this land, the book will give an enjoyable and educational read. Fire insurance maps from the early town sites, if available, old native or fur brigade trails, and old logging or mining railway spurlines that linked up with the various communities might have given more historical setting for the book. A demographic map showing the growth of a community and migration patterns of the people who once inhabited the area would have been helpful.

Overall, the book is well presented and informative. This book would be a good starting place for anyone interested in the history of Merritt and the Nicola Valley.

Werner Kaschel

Werner Kaschel is a student at the University of British Columbia.

* * * * * * * * * *

History of Music In British Columbia 1859-1950

R. Dale McIntosh. Victoria, Sono Nis Press, 1989. 296 p., illustrated $29.95.

If you have always suspected that many communities in B.C. had a somewhat mysterious and sometimes glorious musical past, but you have not quite been able to put your finger on the precise performance date, then Dale McIntosh's **History of Music in British Columbia** will set you straight.

His book is the first complete music history of B.C. It is a major reference work detailing important information about the growth and development of a musical culture throughout the province. This history, rich in all kinds of music-making is not confined, as is commonly thought, to the southern more densely populated areas. It enlivens the social life of almost every settlement to be found on the B.C. map, whether tucked away in interior mountain valleys or isolated in seacoast fjords.

McIntosh has collected the details of these diverse musical activities and presented them in such a way as to clarify B.C.'s musical past. He has organized the details into an illuminating vision of musical trends still flourishing into our own time. The tenacity of these trends is remarkable considering the mobility of musical people from one place to another during the hundred years 1850 to 1950.

The most consistent influences have been from the traditional kinds of music-making practised in "the old country", especially Britain. For example, the British Choral tradition of cathedrals and parish churches continues in annual Christmas performances of Handel's Messiah; Salvation Army bands with bandmasters trained in Kneller Hall of London have surfaced in Arthur Delamont's famous Kitsilano Boys' Band; C.F. Findlater had permission from the daughter of the English composer, Edward Elgar, to name his choir The Elgar Girls' Choir.

Then there has always been the enormous popularity of the operettas of Gilbert and Sullivan - operetta in almost every town which could boast a stage, enough local singers who didn't need to sing more than two roles and a good count of assorted instrumentalists to form an accompanying orchestral ensemble. In Summerland alone, a Gilbert and Sullivan production was mounted almost every year from 1913 to 1983.

Throughout the total music scene in B.C. flowed an unending stream of British organists doubling as church choirmasters, British Festival adjudicators, innumerable private music teachers who set up studios in their own homes and "Professors of Music" and conductors of opera with exotic foreign names from San Francisco.

The author, Dr. Dale McIntosh, is presently Associate Professor and Chairman of the Department of Art and Music Education at the University of Victoria. His study of the growth and development of music in British Columbia evolved over a period of ten years. It grew out of his interest in music as a social phenomenon and his curiosity about the contribution of music to the cultural framework of the province.

The author has organized his massive collection of musical data according to genre in seven chapters" 1) Wind and Brass Bands: 2) Choral Organizations; 3) Orchestras; 4) Musical Drama; 5) Music Education; 6) Music Festivals; 7) Musical Potpourri, which includes the history of early organs and pianos, Musical Clubs, Instrument Makers, Dance Bands, Music Publishing Companies, Recording Industry.

Each chapter has a complement of full-page or half-page photos chosen skillfully to show large ensemble groups in actual performance, such as Nanaimo Silver Cornet Band (1891), Cumberland Gleemen (1914), Michel-Natal Miners' Band (1925), Kamloops Typhoon Hot Jazz Orchestra (1925), Vancouver Bach Choir (1932), Trail-Tadanac School Orchestra (1943).

Ease of access to information is assisted by checklists and tables in each chapter, concluding with a general index and an index of 2,000 names, which reads like a "Who's Who" in B.C. music.

A checklist of 200 bands with dates of their conductors illustrates the large number of regimental bands attached to army barracks and naval stations. Men's service clubs: Elks, Lions, Rotary, etc., supported mainly concert bands.

Rivalling the bands in popularity are the 257 choirs listed in 53 communities. It is surprising to learn that the first competitive music festival was held in Lynn Valley in 1912, and that it consisted entirely of choral singing. By 1930 the B.C. Music Festival had 11,000 participants and the largest entry of school choirs of any year in Canada. (Sad to note that in 1984 there were only 46 school entries.)

A checklist of musical compositions indigenous to B.C. is a revelation, as it lists 74 composers and 500 published works and collections of all sorts, some with fascinating titles: The Vancouver Island Waltz, the Victoria Galop, Impromptu Mazurka, Blue Monday Polka, Dufferin March, Mill Bay March, Malahat Drive and in 1948 the popular hit song by Elizabeth Clarke "There's a Bluebird on your Windowsill".

In addition to the wealth of musical minutiae which McIntosh has compiled, he has succeeded in his original goal of assessing music as a social phenomenon. His book has captured that comfortable human warmth musicians experience when they make music together.

Thelma Reid Lower

Thelma Lower is a member of the Vancouver Historical Society.

* * * * * * * * * *

THE BRITISH COLUMBIA HISTORICAL FEDERATION

Honorary Patron: **His Honour, the Honourable David C. Lam, CM, LL.D., Lieutenant-Governor of British Columbia**

Honorary President: **Mrs. Clare McAllister**

Officers

President	John D. Spittle, 1241 Mount Crown Road, North Vancouver, B.C. V7R 1R9 988-4565
1st Vice President	Myrtle Haslam, P.O. Box 10, Cowichan Bay, B.C. V0R 1N0 748-8397
2nd Vice President	Alice Glanville, P.O. Box 746, Grand Forks, B.C. V0H 1H0 442-3865
Secretary	T. Don Sale, 262 Juniper Street, Nanaimo, B.C. V9S 1X4 753-2067
Recording Secretary	Shirley Cuthbertson, 306 - 225 Belleville Street, Victoria, B.C. V8V 4T9 387-2486 (business), 382-0288 (residence)
Treasurer	Francis Sleigh, Box 29, Deroche, B.C. V0M 1G0 826-0451
Members-at-Large	Mary Rawson, 1406 Woodland Drive, Vancouver, B.C. V5L 3S6 251-2908
	Daphne Paterson, 2650 Randle Road, Nanaimo, B.C. V9S 3X2 758-5757
Past President	Naomi Miller, Box 105, Wasa, B.C. V0B 2K0 422-3594

Committee Officers

Archivist	Margaret Stoneberg, P.O. Box 687, Princeton, B.C. V0X 1W0 295-3362
B.C. Historical News Publishing Committee	Tony Farr, RR#3 Sharpe Road Comp. 21, Ganges, B.C. V0S 1E0 537-5398
Book Review Editor	Anne Yandle, 3450 West 20th Avenue, Vancouver, B.C. V6S 1E4 228-4879 (business) 733-6484 (residence)
Editor	Naomi Miller, Box 105, Wasa, B.C. V0B 2K0 422-3594
Subscription Secretary	Nancy Peter, 5928 Baffin Place, Burnaby, B.C. V5H 3S8 437-6115
Heritage Cemeteries	John D. Adams, 628 Battery Street, Victoria, B.C. V8V 1E5 342-2895
Historic Trails & Markers	John D. Spittle, 1241 Mount Crown Road, North Vancouver, B.C. V7R 1R9 988-4565
Publications Assistance (not involved with B.C. Historical News)	Helen Akrigg, 8-2575 Tolmie Street, Vancouver, B.C. V6R 4M1 228-8606 or 955-2963 Contact Helen Akrigg for advice and details to apply for a loan toward the cost of publishing.
Scholarship Committee	Evelyn Salisbury, 5406 Manor Street, Burnaby, B.C. V5G 1B7 298-5777
Writing Competition (Lieutenant - Governor's Award)	Pamela Mar, P.O. Box 933, Nanaimo, B.C. V9R 5N2 758-2828

The British Columbia Historical News
P.O. Box 35326 Stn. E.
Vancouver, B.C.
V6M 4G5

Second Class Mail
Registration No. 4447

ADDRESS LABEL HERE

British Columbia Historical Federation

WRITING COMPETITION

The B.C. Historical Federation invites submissions of books or articles for the eighth annual Competition for Writers of British Columbia History.

Any book presenting any facet of B.C. history, published in 1990, is eligible. This may be a community history, biography, record of a project or an organization, or personal recollections giving a glimpse of the past. Names, dates and places with relevant maps or pictures turn a story into "history."

The judges are looking for fresh presentations of historical information, (especially if prepared by amateur historians) with appropriate illustrations, careful proof reading, an adequate index, table of contents, and bibliography.

Winners will be chosen in the following categories:

1) Best History Book by an individual Writer (Lieutenant-Governor's Medal for Historical Writing.)
2) Best Anthology (i.e. Best History prepared by a group.)
3) Best History for Junior Readers.

Awards are given where entries warrant. (i.e. a lone entry in group 2 or 3 will not automatically be given a prize.)

Submissions are requested as soon as possible after publication. Please state name, address and telephone of sender, the selling price of the book, and an address from which the book may be purchased if the reader has to shop by mail. **Send to:**
B.C. Historical Writing Competition • P.O. Box 933 • Nanaimo, B.C. V9R 5N2

Deadline: January 5, 1991. LATE ENTRIES WILL BE ACCEPTED WITH POSTMARK UP TO JANUARY 31, 1991 BUT MUST CONTAIN TWO COPIES OF EACH BOOK.

All entries receive considerable publicity. Winners will receive a Certificate of Merit, a monetary award, and an invitation to the B.C. Historical Federation's Annual Conference in Duncan in May 1991.

* * * * * * * * * * * * * * * * *

The Best Article award is given annually to the writer of an article published in the **B.C. Historical News** magazine with the aim of encouraging amateur historians and/or students. Articles should be no more than 2,500 words, typed double spaced, accompanied by photographs if available, and substantiated with footnotes if possible. *(Photos will be returned.)* Deadlines for quarterly issues are February 15, May 15, August 15, and November 15. **Please send articles directly to:**

The Editor • B.C. Historical News • P.O. Box 105 • Wasa, B.C. • V0B 2K0

* * * * * * * * * * * * * * * *