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Journal of the B.C. Historical Federation

VANCOUVER'S MARINE BUILDING

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 31 should include telephone numbers for contact.

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Arrow Lakes Historical Socety	Box 584, Nakusp, B.C. V0B 1R0
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North Shore Historical Society	c/o 333 Chesterfield Avenue, North Vancouver, B.C. V7M 3G9
North Shuswap Historical Society	Box 22, Celista, B.C. V0E 1L0
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Salt Spring Island Historical Society	Box 1264, Ganges, B.C. V0S 1E0
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Kamloops Museum Association	207 Seymour Street, Kamloops, B.C. V2C 2E7
Gavel Historical Society	4474 Rupert Street, Vancouver, B.C. V5R 2J2
Nanaimo Centennial Museum Society	100 Cameron Road, Nanaimo, B.C. V9R 2X1
Okanagan Historical Society	Box 313, Vernon, B.C. V1T 6M3

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BRITISH COLUMBIA HISTORICAL NEWS

Volume 27, No. 2 **Journal of B.C. Historical Federation** Spring - 1994

EDITORIAL

Readers will find great variety in the topics presented by well-known contributors. Peggy Nicholls thoughtfully submitted the story of St. Anne's Church at French Creek because this is a building we will be viewing at Conference '94. Leonard Meyers presented us with another anniversary story, this time of a Canadian warship on D-Day. Tomas Bartroli has long been *the* authority on Spanish explorers on the B.C. coast. Jim Glanville, long-time editor of *Boundary Historical Reports*, finally reponded to my pleas for the story on seed growing. Henry Stevenson of Nelson has entertained readers twice before in this magazine. Barry Cotton tells of "the most flamboyant example of promotion encountered by the Ministry of Mines." There is a reference to an Okanagan citizen, a Cariboo pioneer and others.

Our book review editor has had unexpected success in collecting reports from reviewers, hence the extra space allotted for Book Shelf. We thank Anne Yandle for receiving new publications and handling the mechanics of these reviews before and after they appear in the *News*.

Naomi Miller

COVER CREDIT

"The Marine Building: Vancouver's Crown Jewel" is illustrated with magnificent clarity in this Leonard Frank photo taken shortly after the building was completed. We thank Cyril Leonoff, author of the prize-winning biography of Leonard Frank, *An Enterprising Life*, for securing a copy of this classic picture for our cover. Photo courtesy of the Jewish Historical Society.

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

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The Woman Who Wrote The Book on B.C. History

by John Lutz

The tables have turned on Margaret Ormsby. The woman who wrote *British Columbia: A History*, for three decades the standard history of the province, is now becoming recognized as an important part of the history that she has so effectively promoted.

In 1990 the Province of British Columbia bestowed its highest honour on Dr. Ormsby. Now, her contribution to British Columbians' understanding of themselves is being honoured with a series of scholarships which will ensure that the work she fostered for over five decades continues into the future.

Early reviewers of Margaret Ormsby's provincial history recognized it immediately as a landmark. She put countless pieces of the puzzle of our history together in a way that made new sense of them. Explorers, fur traders, charlatans, entrepreneurs, railway promoters, politicians, and their dreams and schemes, sound and hare-brained, came together in a comprehensible and readable way. Subsequent historians have used her framework, and meticulous research, as a springboard for their own work.

Yet, her general history of the province, for all its importance and impact, may not be her most important contribution to British Columbians. Margaret Ormsby encouraged the study of our history in ways too many to mention. Long-time members will remember her as active in the B.C. Historical Federation, and its president in 1949–50. She edited the *Okanagan Historical Society Report* from 1948–52 and wrote tirelessly for this publication; she also helped found *BC Studies* in 1968–69 and served on the B.C. Heritage Advisory Board from 1971–83.[1]

As professor of history at the University of B.C. from 1943 to 1974, she introduced several generations of British Columbians to history and presided, as chairperson, over the development of the largest history department in the province. Many of her university students went on to become teachers so her enthusiasm for British Columbia's heritage continues to be passed on, invisibly, through them to thousands more.

Margaret Ormsby at her investiture of the Order of British Columbia - June 1990

One of the most remarkable features of Dr. Ormsby's work is its ability to transcend the border that, unfortunately, has increasingly separated 'academic' from 'popular' history. Her book and the articles widely distributed through the BC historical journals, *Saturday Night, Agricultural History, Canadian Historical Review, The Beaver, Dalhousie Review, Encyclopedia of Canadian Biography* and numerous other encyclopedias, are the factual products of detailed research, and yet are meant to be read and enjoyed.[2]

Since her "retirement" from UBC she has continued to research, write and publish, including two books, *A Pioneer Gentlewoman in British Columbia: the Recollections of Susan Allison* and a history of Coldstream District[3], which continue to satisfy the scholar and the history-buff, alike.

Fund-raising is now underway for two types of scholarships designed to encourage what Margaret Ormsby did so well. Essay prizes in her honour are designated for the university-colleges in Chilliwack/Abbotsford, Kamloops, Kelowna, Nanaimo, and the new University of Northern B.C. in Prince George, to encourage students to research and write about British Columbia history. To encourage the study of the province in depth, a scholarship has also been established to annually allow one student to go on to doctoral research on any aspect of provincial history. This major scholarship will be awarded to a student whose proposal promises to meet the high standard of scholarship set by Dr. Ormsby, and follows her lead in making British Columbia history accessible to all British Columbians.

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Friends of British Columbia history who would like to see the establishment of these awards may make contributions payable to the B.C. Heritage Trust and send them to the MARGARET ORMSBY SCHOLARSHIP COMMITTEE, 1454 Begbie Street, Victoria, B.C. V8R 1K7. The B.C. Heritage Trust, which will administer the scholarship, will issue a tax-deductible receipt.

FOOTNOTES

1. She has also made a major contribution to history at the national level. In 1965-66 she was elected president of the Canadian Historical Federation and from 1966-68 served on the Historical Sites and Monuments Board of Canada. Her achievements have been recognized in her election as a fellow of the Royal Society of Canada and in honourary degrees from five Canadian universities.

2. A list of her publications to 1976 can be found in "Margaret Anchoretta Ormsby: Publications," compiled by Frances Woodward and published with John Norris's biography, "Margaret Ormsby," in *BC Studies*, 32 (Winter 1976-77) pp. 11–27, 163–169.

3. *A Pioneer Gentlewoman in British Columbia: the Recollections of Susan Allison*, (Vancouver: University of British Columbia, 1976) and *Coldstream: Nulli Secundus*, (Vernon: District of Coldstream, 1990).

John Lutz of Victoria is one of four doctoral students who conceived and organized this drive for a scholarship to honour Dr. Ormsby.

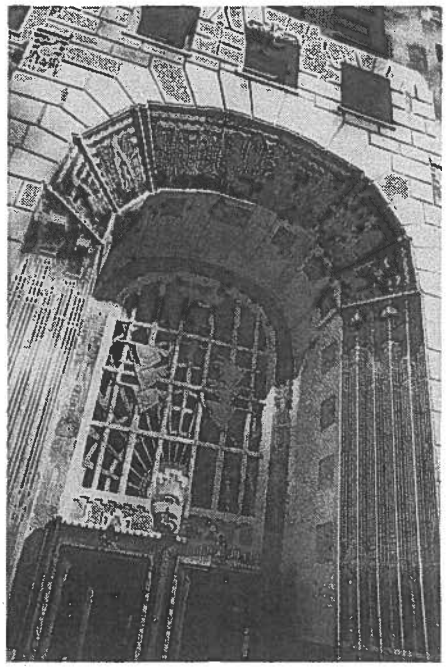
The Marine Building: Vancouver's Crown Jewel

by Helen Borrell

"The Marine Building – Unique Treasure" was Vancouver's original high-rise office complex.[1] When completed in October 1930, it was not only the tallest building in western Canada but, for over a decade, in the British Commonwealth.[2] Below the level of its site at Burrard and Hastings Streets, four of its twenty-five storeys are built in the sheer cliff above the waterfront railway tracks.

Today the Marine Building has neighbours as tall and taller; but these starkly bare, functional glass-and-steel office towers emphasize that the first skyscraper was "envisioned as a work of art that would mark Vancouver's emergence as an international trading port and financial centre." In 1976 the City of Vancouver designated the Marine Building as a heritage property, citing it as "one of the most accomplished and complete examples of Art Deco style in the world. In addition, the literal interpretation of the Vancouver environment in its form and details gives it a special architectural significance."[3]

In 1928, Lieut.-Commander J.W. Hobbs, president of Hobbs Bros. Ltd., ship owners, decided that Vancouver's shipping firms, Merchants' Exchange, Board of Trade, Grain Exchange, and other leading businesses should have a home worthy of them. He was vice-president of G.A. Stimson and Co. Limited of Toronto, Canada's oldest bond house. Joe Hobbs was right, agreed the president, Lieut.-Col. F.G. Johnson; his firm would finance the building. Vancouver's Merchants' Exchange contracted for office space in the Marine Building for ten years from its date of completion.[4] Canadian materials were used whenever possible; all the wood came from British Columbia forests.[5]



Burrard Street entrance.

And so, in mid-March 1929, E.J. Ryan Contracting Co. began construction, using for the first time reinforced structural steel and modern engineering principles to achieve a high office tower. Sixty years later, in seismic tests required by City Council, the Marine Building met present-day standards.[6] Another "first" in our west was that the architects, McCarter and Nairne, designed the building in the Art Deco style. Named from the 1925 Paris Exposition des Arts Decoratifs, this art, popular in the 1920s and '30s, uses geometric ornament, zig-zags and curves. In the Marine Building, it celebrates the seaport.

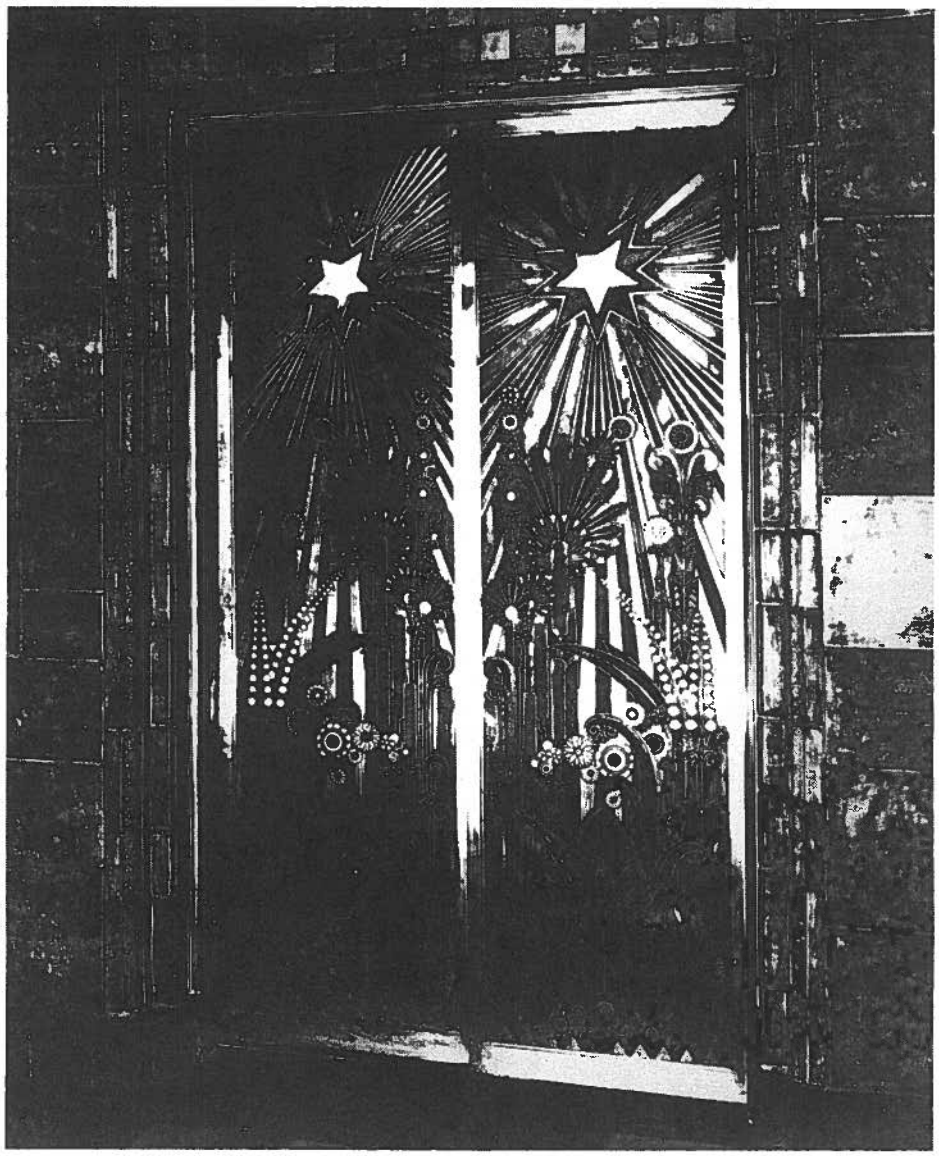
The Marine Building's roofs are in layers, with a pyramid at the summit. McCarter and Nairne's architects, J. Watson, J.D. Hunter and C. Young, draped the series of rooftops with cream terra cotta copings, suggestive of B.C.'s snow-capped mountains. On these, the company's artists carved low reliefs of seahorses and marine life; from one corner Neptune looks down at the graceful brick walls. On the terra cotta surrounding the lower storeys, the progress of transportation appears in low reliefs of steamships, trains, airplanes and, yes, Zeppelins.

A half-circle of coloured carvings of sea plants crowns the Burrard Street entrance. Over its double revolving doors, the massive arch encloses a design of six stylized geese flying through the long rays of the setting sun. Along the inner wall of the archway are murals of famous sailing ships: Drake's *Golden Hind*, 1577; and then those whose captains first reached the B.C. coast on the dates written: Quadra's *Sonora*, 1775; Cook's *Resolution*, 1778; Vancouver's *Discovery*, 1792; the *Beaver*, 1835; the *Egeria*, whose crew surveyed the coast in 1898; and the Canadian Pacific *Empress of Japan*.

The Ornamental Bronze Co. installed the bronze entrances to each revolving door. It has been said that some of the Marine Building's first visitors were too awestruck to go into the ninety-foot long entrance hall, well named the Grand Concourse. The floor was covered with corkoid, a kind of thick, resilient linoleum; it was inlaid with the signs of the zodiac. On the bronze door of each of the five elevators, the Star of the Sea shines above a minutely engraved cluster of many sea plants. The elevator cab walls are inlaid with twelve varieties of hardwood. At a time when the normal speed was 150 feet per minute, the Marine Building's elevators moved at 700 feet per minute, not slow going even today, when the fastest elevators' speeds are 800 to 1,000 feet per minute.[7]

Very original are the sculpted ships' prows concealing the Grand Concourse's lamps; the ships are carved in low relief along the balustrade of the second-storey gallery. From there one can view the details of the vaulted ceiling's carved plaster decoration and the north wall's frieze of "lobsters, crabs, prawns and starfish crawling through a waving forest of seaweed."[8]

At a cost of $2,500,000, the Marine Building was completed in October 1930 — when many businesses had collapsed in the Great Depression. Alas, a later casualty was G.A. Stimson and Co.; Joe Hobbs couldn't pay the architects; only the lowest four floors of the Marine



Bronze elevator doors of Marine Building.
Photographed by L. Frank on September 29, 1930. Photo courtesy of Vancouver Public Library.

Building were rented. In 1933, British Pacific Building Co. came to the rescue and purchased the Marine Building for $900,000 — no sacrifice for Pacific's millionaire owners, Great Britain's Guinness clan. They had purchased the British Properties land on West Vancouver's heights; later, they built Canada's longest suspension bridge, the Lion's Gate.[9] Besides the Marine Building, they erected the Guinness Tower. A.J.T. Taylor, managing director of British Pacific, converted the Marine Building's highest tower into a luxurious two-storey penthouse residence; but Mrs. Mona Taylor became nervous about living away up in the air and they moved out. Eventually the millionaire's eyrie became office space.

The Marine Building's elevators are now automated; but previously they were operated by five young women in white sailor uniforms. They were chosen for their poise and beauty, to match their workplace.

It seemed right that the Marine Building's architects, McCarter and Nairne, held its longest tenancy. They moved in when their building was officially opened, in August 1930, and stayed there until February 1980 — five months less than fifty years. The Vancouver Grain Exchange still has its office in the building; another oldtimer is Marine Printers. Other tenants, whose directors had applied for offices when the Marine Building was planned, were the Bank of Montreal, Vancouver Board of Trade, Price Waterhouse, Canadian Pacific and Canadian National Telegraphs, Vancouver Chamber of Shipping, Canadian Westinghouse and, of course, the Merchants' Exchange, which "Chalked up a Long Record of Port Service," to quote *The Vancouver Sun*, December 7, 1963. It comprised "218 firms in all: ship owners, importers, exporters, wheat pools, banks, towboat operators, flour mills, ship chandlers, marine insurance, even two marine reporters."

In 1985 British Pacific Building Ltd. sold the Marine Building to Confederation Life and the Montreal-based Campeau Corporation. The latter's finances obliged it, in October 1989, to sell the three side-by-side office towers — the Marine Building, Guinness Tower and Oceanic Plaza — to Princeton Developments Ltd. The co-owners, Confederation Life and Omers Realty Corp., now hold most of the shares; Princeton's managers care for the Marine Building like knights defending a revered mistress. None of its distinctive beauty has been or will be lost; but it has been modernized and extensively renovated during the last eleven years. In 1983 British Pacific announced: "Recessed lighting, shadowless and non-glare, is being installed. A new pump system and other new features will provide the most comfort-oriented and energy-efficient heating and air conditioning system possible."[10] "Brass, bronze and stained glass surfaces are being polished and refinished. The colors of the fabulous lobby ceiling are being enriched by modern lighting techniques."[11] These updated features have now been completed. And at lunch hour on a fine day, the office workers in the Marine Building can enjoy the sunshine and the view of the mountains from the rooftop balconies — unlike their neighbours in the surrounding closed, glass, blocklike towers.

Paul Merrick Architects, employed by the development manager of Campeau Corp., replaced the lobby's corkoid floor with marble; built a bright new retail corridor with an entrance to Hastings Street, for which Joel Berman made sandblasted glass deco motifs; and converted some disused ground-floor offices into a galleria and the Imperial Sea Food Restaurant. Next to this is the $25,000 stained-glass window designed by Joel Berman — a stylized flaming torch that changes colours when viewed from different angles. Below the street level, carpenters

are remodelling the lower floors. They will be occupied by a school for students of English as a second language, who can also study for a Master's Degree in Business Administration.

Eighteen million dollars has been well spent on these improvements. Durably constructed, the Marine Building is presently over ninety per cent occupied. With its classically straight lines, its rich but not vulgarly gaudy ornamentation, it leaves an imperishable image in the memories of all Vancouverites.

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Helen Borrell is a long-time resident of Vancouver who delights in researching and writing historical tidbits.

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Draft III, Marine Building Brochure.

ACKNOWLEDGEMENTS

My warm thanks to Mr. Fred Gacica of Princeton Developments Ltd. for an interview with him and brochures given on August 20, 1993. Also, my thanks to Douglas Gaidica, Princeton Developments project analyst, for supplying information about the renovations to the Marine Building.

FOOTNOTES

1. "Marine Building – Unique Treasure" by Cherie Thiessen. *Sunday News*, April 30, 1978.
2. "The Million Dollar Folly, the Marine Building" by Grant Bell. *B.C. Motorist*, March–April 1974. Publisher: B.C. Automobile Association, 999 West Broadway, Vancouver, B.C.
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"Mr. Good Evening," Earle Kelly

by Helen Borrell

Earle Kelly, sketched by Jack Boothe

"Good evening!" For almost seventeen years — 1929 to the start of 1946 — the nine o'clock greeting resounded from every radio in British Columbia, and many in Washington and Oregon. Earle Kelly, known as "Mr. Good Evening," was the news announcer of the *Vancouver Daily Province*. Not much chance for originality in that, a stranger might think. Kelly, an experienced reporter, prepared his broadcast carefully from the newspaper's latest edition and the teletype bulletins. But after reading world and national news, he told his listeners items of local interest; he offered congratulations on the golden and diamond anniversaries of long-married couples, with brief accounts of each one. He also sent birthday greetings to several grand old ladies or gentlemen who had reached their nineties. Kelly, evidently, did extensive research to learn the names and histories of B.C.'s pioneers.

Kelly's measured, carefully enunciated, slightly aristocratic British accent made one listener picture him as a benevolent old colonel with a Vandyke beard. A near-accurate guess. An Australian of Irish origin, he had been a major in the Intelligence Corps of the Australian Army and had been wounded in the disastrous Gallipoli campaign of World War I. Until his final illness, when he was sixty-seven, he was unmistakably an old soldier — tall and erect, hair smoothly brushed back, white moustache in a ruddy face, never a crease nor speck nor an unpolished button on his suits.

As a public service, he announced all the requests for help, and news of emergencies, that his large audience sent. In fact, the latter provoked some listeners. "We have been requested," he once said in his clear diction, "to say less about deaths and disasters." But anxious relatives had to be notified. Kelly concluded each fifteen-minute broadcast by wishing all his listeners "on land, in the air, on the water, in the mines, in the woods, and in lighthouses [whose keepers were soli-

tary] and especially [some particular group] a restful evening. Good night." He greeted a different group each night. Among them were "those who are trying to figure out the rationing system" of World War II, "young mothers of lively children." Nearly every group hoped he would speak to them, and so he did during his seventeen years on the radio. One Christmas Day, Kelly completely dropped the tone of a news announcer and talked informally, as to old friends.

After his nightly broadcast, Earle Kelly and his secretary spent one or two hours answering the letters that came from thousands of "fans" everywhere in B.C., and from American listeners within radio range of "Mr. Good Evening." He insisted on anonymity, but in time most Vancouverites identified the debonair bachelor who lived in a select businessmen's club and, every morning, played a fast game of tennis on the Stanley Park courts. On Saturday evenings he dressed in tuxedo and white tie and danced elegantly in the Commodore Ballroom. Though he chose not to marry, his courtly manners delighted his secretaries and other young ladies.

He had worked as a newspaper man in most nations of the British Commonwealth; he reported the World War II news without bias, but his patriotism was ardent. One secretary, who was English, gave notice because she wished to join the Women's Army Corps. Later she told his friend, Norman Cribbens, that Earle Kelly had said: "We won't say your decision is welcome to us; but as it is for yer King and yer country that you wish to leave, we won't dissuade you. Sit down, my dear, and take this reference for yourself." (Kelly always spoke of himself as "we" and "us.")

Occasionally, Earle Kelly's distinctive voice and style were good-naturedly mimicked by some public speaker. As Kelly always spelled the names of long-married couples, one speaker imitated him thus: "We offer congratulations on the golden wedding anniversary of Mr. and Mrs. Jones, J-O-N-E-S." But when a heretic complained, in a letter to the *Province* editor, that Kelly's accent was affected, there was righteous wrath. For days afterwards the *Province*'s letter section was full of tributes to "Mr. Good Evening." One admirer wrote him a charming little ode.

Earle Kelly died on April 14, 1946. But mention his famous pseudonym to anyone who lived in B.C. before 1946 and that person's face will glow with recognition.

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Helen Borrell is a long-time resident of Vancouver who delights in researching and writing historical tidbits.

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Exhibits from the Vancouver Museum

The Barkerville Boneshaker
– acquired in 1909

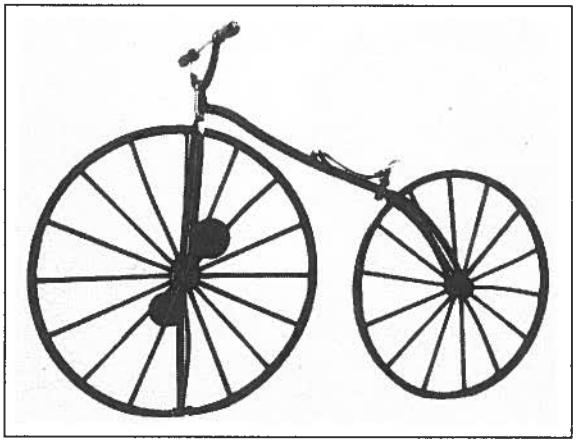
During the Cariboo Gold Rush, Mr. Ritchie of Barkerville built himself a velocipede. He got the plans from his local newspaper.

On May 12, 1869, the *Cariboo Sentinel* informed the world that Mr. Ritchie had completed his task. Unfortunately, the story was a great source of amusement to the local residents, who thought that Mr. Ritchie had lost his mind!

Determined to prove his creation was not a joke, but a serious method of transportation, Mr. Ritchie hatched a plan. He would get aboard his new bicycle and ride it to Quesnel ... a distance of 100 kilometres!

Hats off to Mr. Ritchie, the bicycle pioneer. He made the trip in one piece, but considering the condition of the roads at the time and the solid rubber tires on his velocipede, the journey was like sliding seat-first down 100 kilometres of stairs!

You can still see the aptly named "Barkerville Boneshaker" at the Vancouver Museum — "A Hundred Years, A Million Stories."

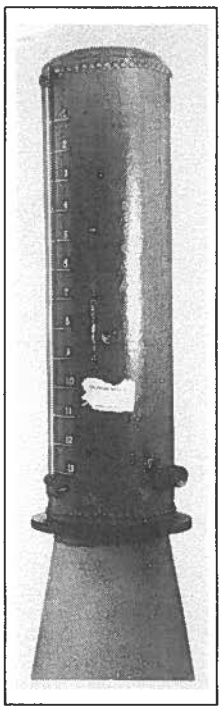


Canada's First Gas Pump
– acquired in 1968

Way back in 1907, it wasn't very easy to gas up your car. You see, most folks didn't have cars, and getting gasoline to put in them was a real chore. During that year, Vancouver resident John Hendry took delivery of his pride and joy: a shiny, new Oldsmobile runabout.

Mr. Hendry placed a telephone call to the Imperial Oil Bulk Sales Depot located at Cambie and Smythe Streets, and inquired: "Do you sell gas that can be used in automobiles?" "We can send you a four-gallon pail of our Number 74," replied James Skitt Matthews, the young depot attendant. That was the first gasoline that Imperial Oil sold directly to an automobile owner!

At the time, the only way to put gas in autos was to pour it into the tank with a bucket. Talk about messy ... and dangerous! The staff at the Vancouver Bulk Sales Depot came up with a great idea, and they rigged up a tank which used good old-fashioned gravity to safely deliver the gas to the car. The result? Canada's first gas station.



You can still see John Hendry's horseless carriage, and Canada's very first gas pump at the Vancouver Museum — "A Hundred Years, a Million Stories."

The Eldorado of B.C.
Lajoie and His Short-lived Company

by H. Barry Cotton

Joseph Zotique Lajoie is remembered today in the Bridge River valley by a lake, a dam and two creeks. He was also remembered some years ago with a good deal of rancour; while in Maillardville, his name was considered by some to be synonymous with scoundrel.

The settlement of Maillardville was born in 1909, when the first migration of French-Canadian lumbermen arrived on the CPR, having been recruited largely from the St. Francois Valley, P.Q., as workers at the Fraser Mills Lumber Company. Other contingents followed and by 1912 there were some sixty French-Canadian families living there. It was to prove fertile ground for Lajoie's enterprise.

Over eighty of the shareholders in the Lajoie Company, as well as three of the directors, were recruited from Maillardville. Their investments ranged from one share by minors and domestics, two by housewives, to fifty by millhands. In 1914, fifty shares at two dollars a share represented a lot of wages. Alphonse Beaubien's family, as an example, held 260 shares, while others of the same name in Saskatchewan held over 600. But the largest amounts of shares (and consequently losses) were held by the directors. Alphonse Beaubien himself held 2,150. In the prospectus he was named as third vice-president, in spite of the fact that he had difficulty reading and writing English.

While a great many residents of Maillardville lost their savings, so did a lot of other people; but it is noteworthy that the list of shareholders as of June 18, 1915, shows a majority with French-Canadian names. The directors included Petre W. Allaire (named second vice-president and branch manager), Wilfred Duplin (secretary), Antoine Pelletier and George Corriveau (named foreman). It is difficult to say just how much the actual losses of the directors were as, during the course of construction and tunnelling at Lajoie Falls, they received shares in lieu of wages; although there is reason to believe

Picture of J.Z. Lajoie from the New York Herald of March 18, 1900.

that Pelletier, at any rate, had paid hard cash for his holdings.

In later years Pelletier had made his home at Tyaughton Lake. He died in 1969. Since the days of Lajoie, he had been active as a miner, prospector and trapper. At eighty-eight years of age, he still had an ultimate prospect in mind which, as he confided to my wife in 1968, he would be able to access by helicopter. He was a very literal person and disliked any form of deception, even in jest. According to Julie Frickberg (*née* Le Compte), who knew him well, when asked why he seldom smiled, he replied that this was due to the memory of the blackguard who swindled him out of forty years of savings. The word that Julie quoted, however, was not "blackguard" but a French-Canadian expression, which she advised me not to put in print.

It is hard to pin down Lajoie's early life. He is believed to be a brother of Napoleon Lajoie, who was in 1937 inducted into the Baseball Hall of Fame, in which case his family must have lived for a while at Woonsocket, Rhode Island.

But while his brother was making his first headlines in Philadelphia in 1898, Joseph Zotique was making a different kind of headline. On March 18, 1900, there appeared a remarkable article in the *New York Herald*. It described Lajoie as a son of the frontier, brought up in the province of Quebec to a life of trapping and hunting; a man capable of telling a simple straightforward story; who had spent the last fourteen years in travelling the Northwest Territories, in which vast area he had had almost unbelievable adventures (certainly by today's standards). The most surprising of these was his discovery of the North Pole. But there were other incidentals, such as consorting with a tribe of copper-coloured natives, whose language and social customs he recorded in detail. The North Pole itself was portrayed as a *small luminous mountain about 300 feet high*, having a bluish vapour issuing from the top and perforated at the sides from which exuded a liquid resembling syrup!

It must have been a relief to the scientific world when, nine years later, Admiral Peary discovered the real North Pole. But in 1900, Lajoie's adventures may well have had the ring of truth because Lajoie himself as a witness was completely believable. Perhaps plausible would be a better word. Eminent scientists (whose statements were appended to the newspaper article) had subjected him to the most scrupulous examination, yet he came through all their investigations with flying colours.

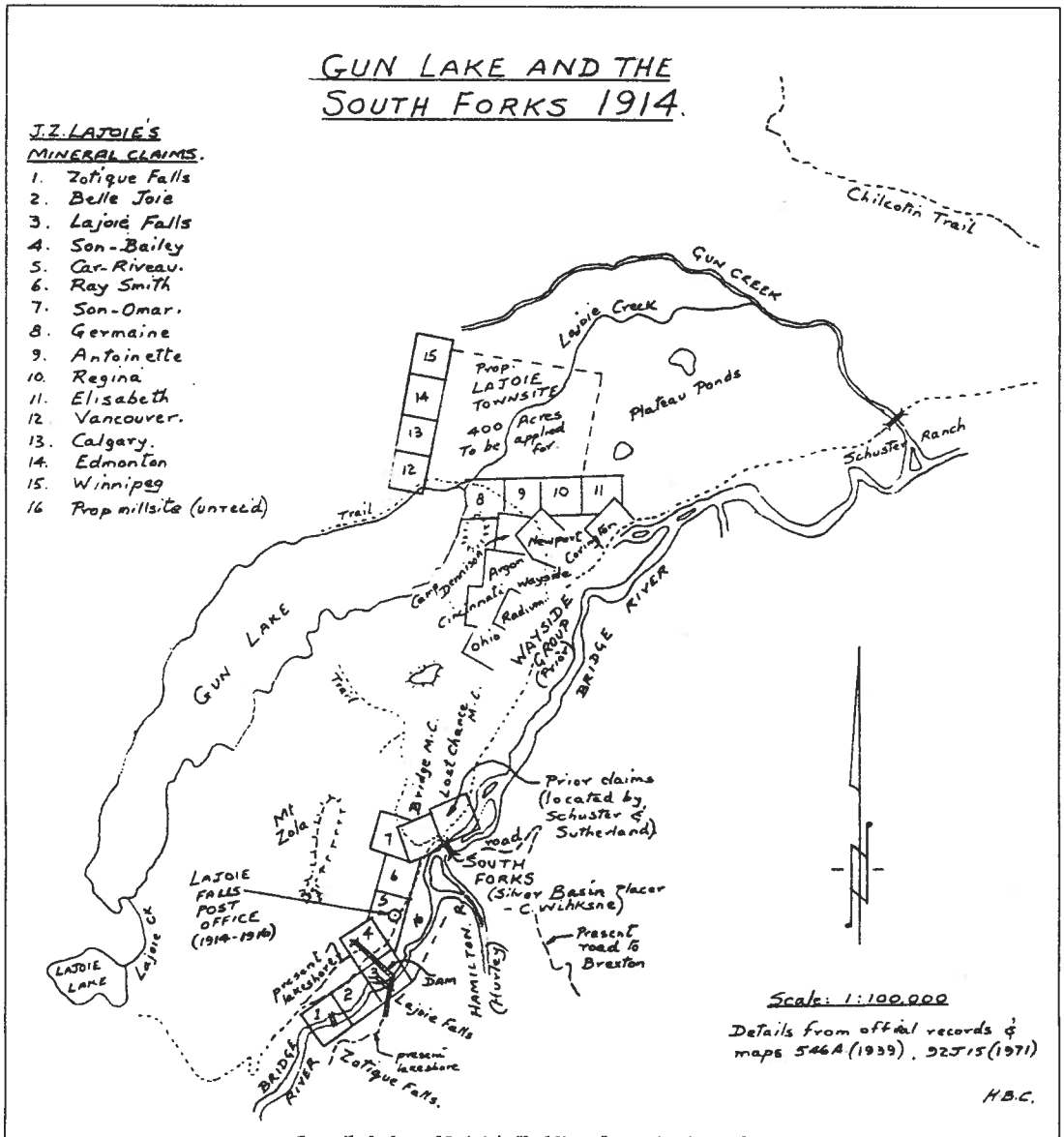
Even if the scientists *did* take the story with a pinch of salt (as I am sure they did), there must have been thousands who swallowed it whole. Jospeh Zotique Lajoie's name was in the papers for the first time. Some fourteen years later, he would put another promotion to the test, and on this last occasion it was fortunate for him that the advent of World War I would effectively repress the headlines which would otherwise have arisen. When he moved unobtrusively on, there was no hue and cry.

Lajoie claimed to have come to the Bridge River valley several years before the 1890s. Although a remote area at that time, it was not unknown: Edgar Dewdney had made an exploration from the river's

confluence with the Fraser up as far as Tyaughton Creek in 1865, noting several Chinese miners en route, and both Cadwallader Creek and the South Fork are shown on J.W. Trutch's map of British Columbia in 1871. Lajoie was known as an experienced traveller in that country, and his traplines extended from Gun Lake and Mount Penrose to Slim Creek and to the headwaters of the Bridge River. He is reputed to have been the first man to travel to the height of land at the head of the Bridge River valley and see "the blue" (the Pacific Ocean). His influence in the area must have been great, as both Lajoie Falls and Zotique Falls were being called after him in those early days. Lajoie Falls was a powerful spectacle indeed, 150 feet wide at the brink, with a fall of over 100 feet. Half a mile further upstream was Zotique Falls, much wider though dropping fifty feet in three or four giant steps, and equally spectacular. Both these falls are now submerged in Downton Lake, but contemporary photographs well illustrate how powerful was the water flow.

Since the early 1900s, mining activity in the Bridge River valley had been growing: Haylmore staked the Why-Not mineral claim in 1897, Pioneer was staked in 1898, Wayside in 1901. According to Allaire's family record, Lajoie claimed that he had made a rich "strike" in the Gun Lake area in the 1890s. Since, however, the times were not yet favorable for raising money in such a remote area, he had carefully removed a section of bark from a big pine tree on the banks of Gun Creek, dug a hole in the wood, and inserted a detailed map of his findings. Later on, when the Lorne and Pioneer prospects were becoming better known, Allaire and others were shown the map withdrawn from its hiding place. Then, between 1912 and 1913, the promotion began in earnest.

The first step was the staking of the mineral claims. On May 29–31, 1913, Lajoie staked eight claims in his own name at the north end of Gun Lake, in two groups of four. Between the limits of these, he proposed to put the Lajoie Townsite, for which he published a Notice of Application to purchase Crown land in *The Lillooet Prospector* on August 8, 1913. He started taking out Free Miner's Certificates in his own name and in that of the company in May 1912 (in which respect his activities were well sanctioned until 1916). Then on June 3–5 of 1913, Lajoie staked seven more claims in his own name in the area of the falls, which included both sides of the Bridge River. On April 25, 1913, the power potential of the falls was staked under the Water Act.



Compiled plan of Lajoie's "holdings." Map by the author.

While all this was going on, Lajoie had lined up twelve prospective clients who signed a Memorandum of Association, received ten shares each, and were nominated as directors of the J.Z. Lajoie Company Ltd. One of the first transactions of the company was to buy Lajoie's "holdings," giving Lajoie himself 575,010 shares as payment for the deal. The other directors would soon acquire more shares for cash and, at a later date, shares in lieu of wages.

In Irene Edwards' excellent publication *Short Portage to Lillooet*, there appears on page 237 a map of the Lajoie area. It was found in an abandoned cabin near the present dam site and is dated June 1913, about the same time that the mineral claims were staked. It is a good freehand drawing, possibly done by Lajoie himself. But it is a crude document compared with the Lajoie Company's prospectus, published May 13, 1914. This was a masterpiece of persuasive prose, well ahead of its time. In later years it was to be kept on file at the B.C.

Ministry of Mines library as being the most flamboyant example of promotion which they had yet encountered.

Near the beginning of this sales-syllabus, strangely enough, is a statement warning the investor against the "unfair and reckless handling of joint stock company business by unscrupulous officials, directors and promoters of the so-called wild cat schemes." Page five shows a picture of the man who makes this announcement, President J.Z. Lajoie himself, described elsewhere as "explorer and minerologist," and on page nine are pictures of the twelve directors. No less than eight pages are then devoted to a comprehensive description of the untapped natural wealth of British Columbia with its mines and timber resources. Population trends, climatic conditions and agriculture are all discussed with quotations from wholly reliable sources. Into this texture are skilfully interwoven the prospects of the J.Z. Lajoie Company; the logical inference being that the best way to invest in the former is to buy shares in the latter. At page twenty, however, the writer sets out to divulge the holdings of the company, and from here on fiction takes over.

The Lajoie Townsite would not be boomed, said the brochure, it would grow by natural expansion, and in five years would have a population of 5,000; samples of ore had been assayed at $50 and $100 of gold per ton; at Lajoie Falls a true vein twelve feet wide had been located; pitchblende had been discovered (by Lajoie himself); timber holdings amounting to a cut of twenty million feet, and a sawmill are mentioned; a mineralized zone or gold belt half a mile wide had been discovered running through Burnaby and Burquitlam; and the power potential at Lajoie Falls would develop 250,000 horsepower.

Today a 287-foot high dam occupies the site of Lajoie Falls, holding back a storage lake fifteen miles long, and certainly in respect of water power Lajoie's vision was prophetic. However, a brief look at the *real* value of the company's holdings when the stock was listed shows how non-existent were the assets.

The Townsite

The justification for the "townsite" at the end of Gun Lake was a staking notice on the ground and the insertion of one Notice of Application to purchase 400 acres in *The Lillooet Prospector.* Procedure under the Land Act for acquiring Crown land in 1911 was almost identical to that in force forty years later, and involved also publication of the notice in two issues of the *B.C. Gazette*, the filing of sundry affidavits, and a formal application to the Land Commissioner (none of which took place). So there was no land.

The Mine

The Mineral Act in 1913 allowed two post claims of 1500 by 1500 feet, but only one claim by location on any one vein. Just how legal that made Lajoie's claims, in two groups of four and one of seven, is debatable; but it was normal practice when staking a discovery to protect it with adjacent claims. However, a mineral claim was never more than a chattel interest, renewable year by year on the recording of the work done; and no certificates of work were filed against any of his claims, which would *all lapse* on June 11, 1914. That work was done on at least one group is true, but since it was never recorded, the company's mineral rights were from that date as nebulous as the twelve-foot vein mentioned in the prospectus.

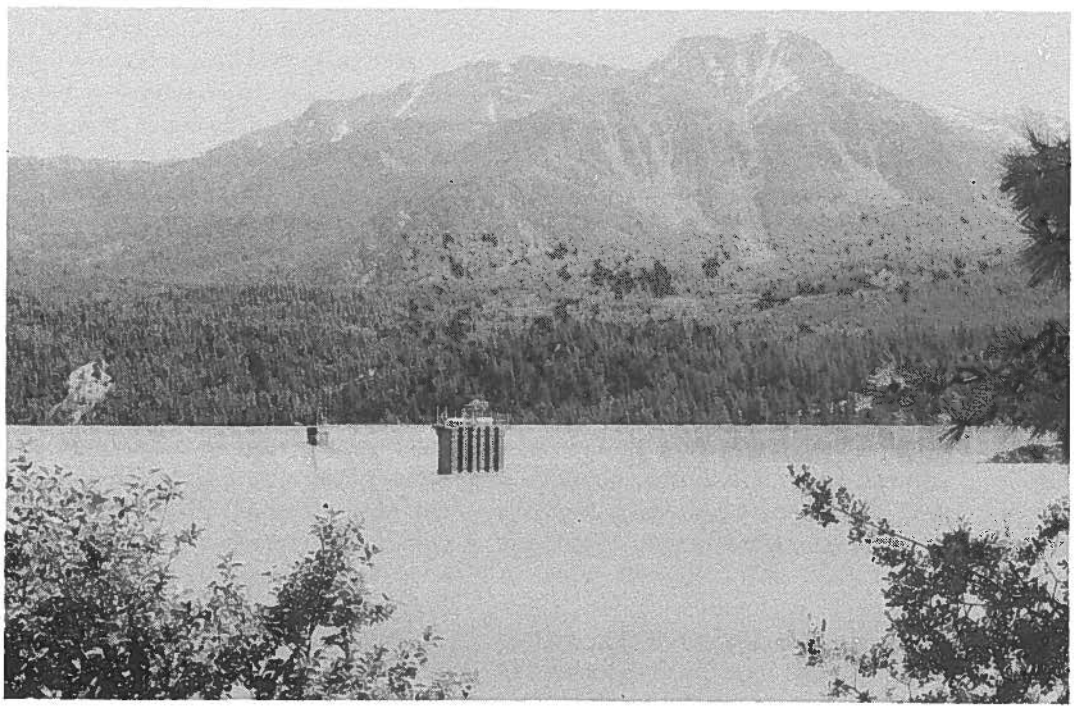
The Timber

Timber licences in the immediate area were granted to one Patrick Donnelly in 1913–1914. The only timber rights Lajoie owned would be on his claims for mining purposes, which would, of course, lapse on June 11, 1914.

The Water Power

Much has been made of Lajoie's foresight in the matter of water power. The Water Act of B.C. had been rewritten twice, in 1912 and 1913. In previous years its looseness had led to a great deal of confusion and abuse. In 1914 it was again rewritten, and in the Report of the Water Rights Branch of December 31, 1914, appears the following statement: ... *under the present Act, it is no longer possible for a power company, with the minimum of capital permissible under the Companies Act, to stake a valuable water-power requiring a large amount of money for development. The effect of this has been to discourage the staking of power-sites for speculative purposes.* The same sentiments were stated in an article by the Comptroller of Water Rights in the *B.C. Magazine* for December 19, 1914. So it seemed that, in matters of water power, the B.C. government was not about to give anything away.

Now, although priority of staking under the Water Act would always give an applicant the first right to a hearing, it was still only the preliminary



The Lajoie Dam 1992

step in a procedure involving presentation of complete engineering data, proof of adequate financing and other matters, before even a provisional licence would be issued.

It is possible that, notwithstanding the toughness of the new act, the Lajoie Company's power application had been processed under the 1913 act, in which case it would have had to wait for the Board of Investigation, which had a huge backlog of concerns to deal with. This would explain why the application was still pending several years later, by which time the company had gone bankrupt. So what "rights" did the company have in 1914? Merely priority of staking — or the right to have their application heard first. But even that was a bit obscure — ownership of the land in question was always a prerequisite for applications under the Water Act, and by June 11, 1914, any right to use of the surface of the company's mineral claims was also defunct. So it seems that Lajoie held only the vaguest rights to any power that would later be generated by the falls bearing his name.

Meanwhile, in the summer of 1914, some twenty men were sent to the campsite at Lajoie Falls. Included were several of the directors — Allaire, Beaubien, Pelletier, Corriveau and Duplin — with several of their family and others from Maillardville. The foreman was Corriveau. Duplin took on the job of postmaster at the newly established post office of Lajoie Falls. This was located on the Corriveau mineral claim, by arrangement with the federal government. The crew were to build bunkhouses, then proceed with a tunnel starting through the rock slide that had covered the alleged paylode in the intervening years. The campsite was on a flat close to Lajoie Falls, now covered with water. Roly Allaire remembers visiting the site with his brother Bill in 1932, when the frames of several buildings were still standing. The tunnel was started on a slight slope as a trench 150 feet long, becoming deeper as it approached the rock face, the first set of timbers being in the open, then roofed over for the last seventy-five feet. Bill, who had worked on the tunnel in 1914 as part of the crew, explained the construction to his brother, who was most impressed. Work continued at the site for the rest of 1914 and first few months of 1915. There were several issues of shares to the workers in lieu of wages — in July and December 1914, January 1915, and again in April 1915. Reminiscences of the Allaire family, and of Pelletier, are mindful that the crew were told by Lajoie at the time not to believe any criticism of the prospect by other miners working in the valley. Nevertheless, in the spring of 1915, when pay was still not forthcoming, the crew had started to ask questions.

Lajoie left for Vancouver, ostensibly to raise money for payroll and attend a meeting. There should, of course, have been a considerable amount of money in the bank, as over 55,000 shares had been issued (exclusive of Lajoie's own holdings). Fanciful though many of the assets of the company might be, there had to be at this time one real asset — *cash*. These were matters of which officials of the company in Vancouver must have been cognizant, but of which the working crew at Lajoie Falls knew very little.

But although Lajoie stayed in Vancouver long enough to set up the meeting, he unaccountably disappeared before attending it, leaving a lot of unhappy directors. Petre Allaire was one who was interviewed by police.

In the Bridge River, it was alleged that the company's bank account had accompanied Lajoie on his journey. Certainly the annual balance sheet, dated May 15, 1915, is unique in that it shows various assets and liabilities in the normal way, but absolutely *no cash*.

The manager of the Vancouver office of the Lajoie Company was Ray Oliphant Smith. Although his address is given as Lajoie Falls, B.C., he had power of attorney from Lajoie himself and was the signer of all official documents in 1914 and 1915, as managing director. He also had the misfortune of owning more shares in the company (next to Lajoie) than any other shareholder.

On December 14, 1914, a well-written article appeared in the *B.C. Magazine* extolling the virtues of the Bridge River. The article was called "The Eldorado of B.C." and contained whole paragraphs taken word for word from the 1914 Lajoie prospectus. It also contained photos of other mines in the area, Pioneer, Coronation and Wayside, a full-page picture of Lajoie Falls and three snapshots of Lajoie himself — "a pioneer of the Bridge River country." It is the same issue of this magazine which contains the article by the Comptroller of Water Rights, and it hardly seems a coincidence that both articles contain photographs of the Bridge River falls. The "Eldorado of B.C." was written by Ray O. Smith, and one could well conclude that he was the author of the company's prospectus also. One could go further and infer that he had much to do with the setting up of the company in the first place. Certainly, after June 1915, he continued to do what was necessary to manage the company's affairs, and was even attempting to keep the company afloat as there was a small news item in *The Lillooet Prospector* of July 23, 1915, stating that: "The Lajoie Company intend to do extensive development on their property at Lajoie Falls. At present they are driving a tunnel." It was now two months since the company's president had departed.

But obviously the company's days were numbered. Activity at Lajoie Falls had almost ceased, and on May 16, 1916, the post office closed. In Vancouver, two years after incorporation, the Lajoie Company Ltd. went into voluntary liquidation. In 1927 it would be struck off the Register of Companies.

In the Bridge River valley, Lajoie's disappearance left the mining project derelict. Most of the victims, with little money, made their way south to Vancouver. The Beaubiens, father and son, moved further down the valley to the mouth of Tommy Creek. Here they preempted District Lot 3213, where the family lived until 1927. Those who stayed in the valley earned their living as prospectors or trappers. Wilfred (Bill) Allaire, his brother Anthim (Pat) and Pelletier took over the trapline from the South Fork to the headwaters of the Bridge River, living in one of Lajoie's cabins the while. The brothers joined up for war service in 1914 and 1917, respectively. It is said that in the '20s Pelletier and the Allaire brothers would vie with each other in carrying eighty-pound packs from Goldbridge over Warner Pass to supply the Taylor Windfall Mine. Certainly the Allaire family continued to be associated with the valley for many years, the younger brother, Roly, becoming Pelletier's partner in 1935.

After World War I came the Pacific Great Eastern Railway and there was again mining in the valley. But none of the activity was centred around Lajoie

Falls, which by 1922 was no longer listed in the B.C. Directory. The Pioneer, Coronation, Lorne and Wayside mines were the employers of labour. Those miners who walked the long road in, over Mission Mountain and alongside the Bridge River, learned about Lajoie as the man who "struck it rich" by promoting a townsite at the end of Gun Lake. The legend persists — a capricious one.

I have a mental picture of Lajoie, with bulging briefcase, furtively wending his way through Vancouver's back streets. Was there a steam launch waiting for him at the docks, or did he board the train for Seattle? We may never know. Nor do we have an authentic record of his later activities. It is said that he was murdered on the prairies by a disgruntled investor, also that he was heard from in Mexico City, when his will was probated, leaving half a million dollars to the church and his then wife. Again — we may never know.

J.Z. Lajoie was without doubt a promoter *par extraordinaire*; and ulterior though his principal motive may have been, as a booster of the Bridge River valley his cause was prophetic. By 1928 the gold promised in his prospectus was being mined (though not from the location he had designated!), and eventually in larger quantities than even he had conjectured; the Lajoie Dam, built right on top of the falls now impounds 534,300 acre-feet of water to help keep Vancouver's street lights burning; and though Bralorne-Pioneer Mines have in their turn become past history, the eye of the traveller is still gladdened by the snow-clad summits and sparkling lakes rimmed with lava-ash, just as it was eighty years ago.

Ray Smith put the matter concisely in his 1914 eulogy: "... this district, properly associated with piles of shaggy mountains, where gold, silver, millions of acres of timber, and roaring waterfalls are all combined."

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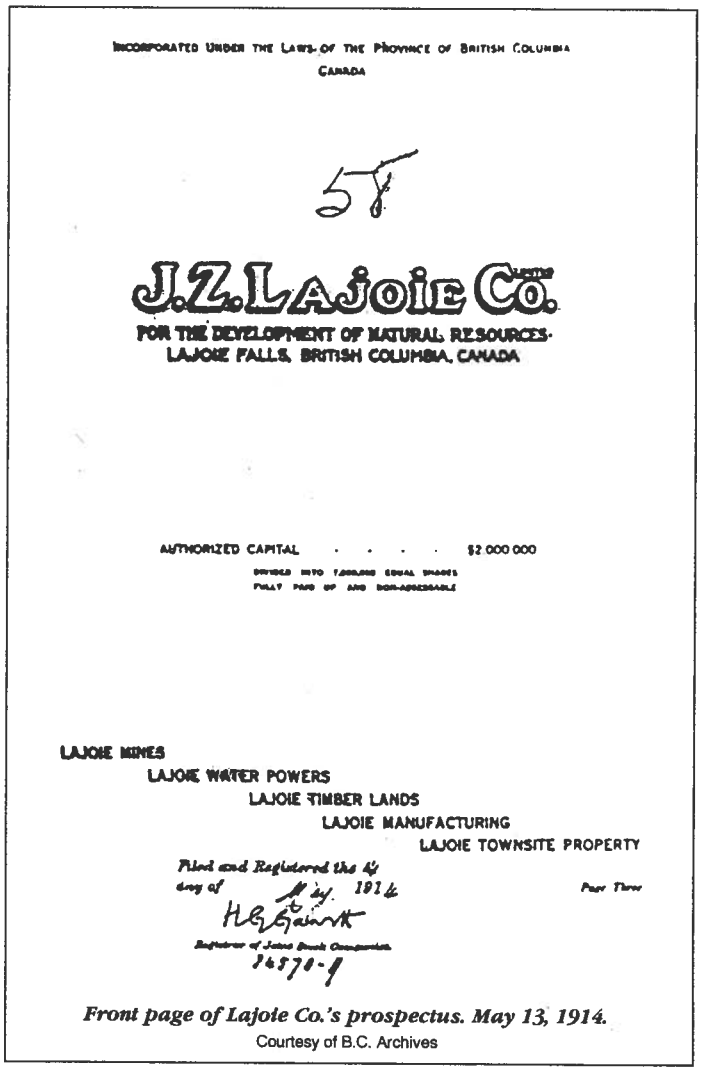
The author is a retired surveyor now living on Salt Spring Island. He spends many hours in the archives in Victoria piecing together histories of pioneers.

SOURCES

1. B.C. Archives
2. *The Wilderness Dream*, Jeanette Beaubien McNamara. Braemar Books Ltd., Victoria, B.C.
3. *Bridge River Gold*, Emma de Hullu. Bridge River Valley Centennial Committee.
4. *The New York Herald*, March 18, 1900.
5. Allaire family records.
6. Miscellaneous interviews.



INCORPORATED UNDER THE LAWS OF THE PROVINCE OF BRITISH COLUMBIA
CANADA

58

J.Z. LAJOIE CO.

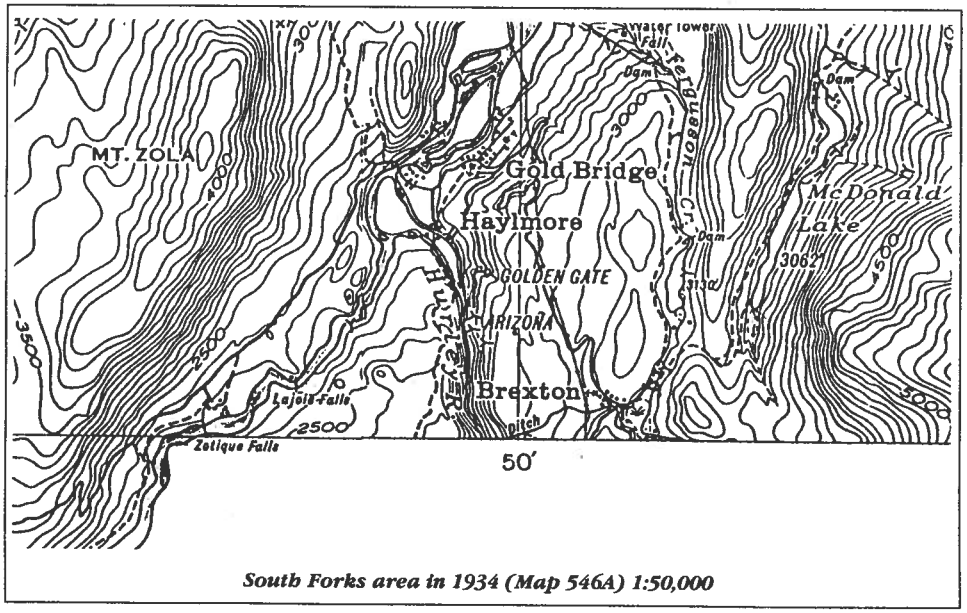
FOR THE DEVELOPMENT OF NATURAL RESOURCES
LAJOIE FALLS, BRITISH COLUMBIA, CANADA

AUTHORIZED CAPITAL $2 000 000

LAJOIE MINES
LAJOIE WATER POWERS
LAJOIE TIMBER LANDS
LAJOIE MANUFACTURING
LAJOIE TOWNSITE PROPERTY

Filed and Registered the 4th day of May 1914
H.R. Gamble
Registrar of Joint Stock Companies
16570-1

Front page of Lajoie Co.'s prospectus. May 13, 1914.
Courtesy of B.C. Archives



South Forks area in 1934 (Map 546A) 1:50,000

Noon Breakfast Point

by Tomàs Bartroli

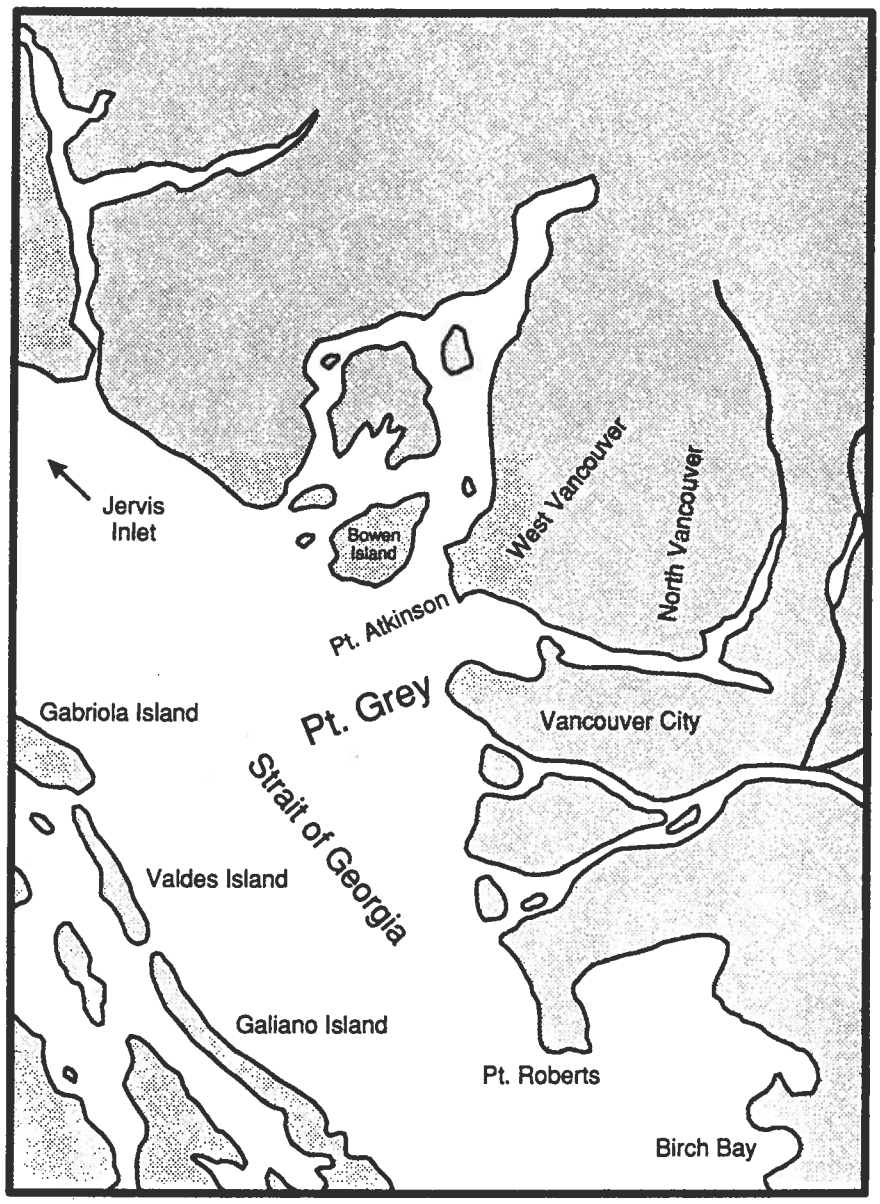
Between 1774 and 1792 much of the coast now belonging to British Columbia was reconnoitered and charted (mapped) by navigators of different nationalities, who usually assigned names to topographic features. In many cases a particular feature was designated by more than one name; such was the case of Point Grey, situated on the western tip of Vancouver city.

The earliest cartographic representation of this feature appears in a map that reflects the very cursory exploration of this area effected in 1791 by an expedition of the Spanish Royal Navy. In this map the territory of the point and its vicinity is erroneously shown as constituting a cluster of small islands which are labelled Lángara, after the Spanish admiral Juan de Lángara.

In June of the following year that promontory was charted by two expeditions: one of the British Royal Navy, commanded by Captain George Vancouver, with the ships *Discovery* and *Chatham*, and one of the Spanish Royal Navy, with the ships *Sutil* and *Mexicana*. Both expeditions were equipped with instruments for hydrographic surveying, with boats, and, of course, with victuals.

The data sources for this article are old maps, a book by Vancouver, journals of his fellow explorers Peter Puget and Archibald Menzies, and the records of that Spanish expedition.[1] For reasons that need not be explained here, the records of the two expeditions differ in that the British expedition kept dates one day after those of the Spanish one. So, a historic encounter is dated 22 June by the Britishers, but 21 June by the Spaniards, whose dates were in keeping with what may be called the American continental standards. In this article the dates of events are given as in the records of the Vancouver Expedition, because it is the main protagonist of the subject matter.

On 11 June 1792 *Discovery* and *Chatham* arrived at Birch Bay (now part of Washington State, U.S.A.). Both ships and part of their personnel remained there for about twelve days, in the course of which the rest of the personnel effected exploration cruises. The norm for such endeavours was a group of men, using two boats which could navigate either by rowing or by sailing (and carrying tents for pitching on shore), who spent several days, starting very early in the morning, reconnoitering parts of the coast; wherever it was feasible, they pitched the tents ashore and slept inside them.



One such group was under the overall command of Vancouver; he and some companions (perhaps thirteen or fourteen) navigated in a yawl or pinnace; travelling with a longboat were about ten or eleven others, including Thomas Manby and Peter Puget, who was in command. The group set out from Birch Bay in the early hours of 11 June 1792, steered northwards, reconnoitered parts of the continental coast, including Boundary Bay, and thence rounded Point Roberts. From its vicinity Vancouver scanned the coast to the north, wherein he noticed "a bluff point that seemed to form the southern entrance to an extensive sound." It was the feature now known as Point Grey. Then the two craft proceeded towards it but their progress was hindered by the shoals now called Roberts Bank

and Sturgeon Bank.

Changing course, the explorers steered westward, across Georgia Strait, aiming to make a stopover on land. This move required much rowing and it was very late at night when they were able to land on the shore of one of the islands, now named Valdes and Gabriola, at a spot that was steep and rocky. There, with much difficulty, they kindled a fire and perhaps had some dinner. They obviously would have liked to pitch their tents and sleep in them but, since the terrain was unsuitable for the purpose, they slept in the boats (perhaps uncomfortably).

About five o'clock the following morning, 12 June, the group, with the yawl and the longboat, departed from that place, steered eastward and re-crossed Georgia Strait. Vancouver's book mentions: " ... we landed about noon on the abovementioned low bluff point which in compliment to my friend Captain George Grey of the Navy, was called POINT GREY."

Puget's journal states: "We again visited the shoals whose Edge we traced to a Bluff which for Distinction sake we shall call Noon Breakfast Point."

In subsequent references to this promontory, Puget's journal reiterates the "Breakfast" denomination, but it seems that neither the journal nor any other of the expedition's records explains the reason for it. However, in the light of the aforementioned and of subsequent events, I *guess*:

- Largely because of the circumstances of the preceding night, the party set out from that island shore without having breakfasted.
- Around noon, being very tired and hungry, they landed on the shores of that bluff point.
- There they had a meal that was both breakfast and lunch, what is now called a brunch meal.
- At least provisionally, and in commemoration of the meal, they called the promontory *Noon Breakfast Point.*
- It was not at that time, but later, that Vancouver decided to call that point after George Grey.

To reiterate, this is guesswork. In any case, during the rest of that day the party examined the shores of Burrard Inlet, and spent the night near its head. Departing early the following morning, 13 June, they moved to the entrance of the inlet and stopped on the shore of Point Atkinson — situated to the north of Point Grey — for a purpose thus mentioned in Puget's journal: " ... stopped for Breakfast opposite Noon Breakfast Point, which bore 3 Miles from this place."

Afterwards the party, with the two boats, pushed northwards and examined the coast, including Jervis Inlet. When on the yawl, early on 21 June, they left this place, the longboat carried its crew, with Manby in charge (but not Puget because he was with Vancouver). The plans were for both craft to return together to Birch Bay, but because of a mishap they went separate ways. This separation is mentioned in the journals of Puget and Manby and also in other records, but Vancouver's book gives not even a hint of it.

The yawl, carrying Vancouver, Puget and some companions, steered from Jervis Inlet southwards, and eventually came in view of Bowen Island and its neighbouring islets, situated at a short distance from Point Grey. Puget's journal reports: "That night we reached the Cluster of Islands in Mid Channel, off Breakfast Point."

In the course of that day *Sutil* and *Mexicana* had been anchored at a short distance to the west of Point Grey, and their commanders realized that the aforementioned Spanish map was wrong in depicting this promontory of the mainland as a cluster of small islands; consequently, in their records they named it Lángara Point.

This Spanish expedition spent the night off that promontory, while the group led by Vancouver spent it at some part of the Bowen Island group, not far away.

Puget's journal, in its entry for the next day (June 22), says: "We left our Quarters at 4 o'clock and soon after got sight of two Vessels at Anchor under *Noon Breakfast Point.*"

Vancouver's book has this statement: "As we were rowing ... for Point Grey, purposing there to land and breakfast, we discovered two vessels at anchor under the land."

Of course, these vessels were *Sutil*, commanded by Dionisio Alcalá Galiano, and *Mexicana*, commanded by Cayetano Valdés. Their personnel totalled about forty-eight men, all Spanish speaking and subjects of the Spanish empire, but in all probability including some that were Mexican born and bred.

Then a historic encounter took place between members of the British and Spanish royal navies. As Vancouver's book does not mention the fact that the longboat went a separate way, readers not otherwise informed would naturally assume that both the yawl and the longboat, with a total of about twenty-five men, were present at the encounter, and this misconception is reflected in several publications of the twentieth century. Actually, there was only the yawl, with perhaps fifteen or sixteen men, including Vancouver and Puget, all English speaking. Altogether, over seventy strangers but, apparently, no native people, were in the area. All indications are that none of the Britishers knew Spanish, and that only one of the Hispanics, Alcalá Galiano, knew some English.[2]

The yawl came alongside *Sutil.* The time must have been early morning, probably when the ship's personnel were about to have breakfast. Vancouver, Puget and a midshipman climbed aboard, where they met that personnel and, helped by Galiano's knowledge of English, the two sides were able to communicate. Vancouver was very pleased with the way he was treated by the Hispanics, and his book mentions that he subsequently left the vessel "having partaken with them a very hearty breakfast" (obviously, aboard the ship). The book does not specify whether or not Puget and the midshipman also partook of the breakfast, but Menzies' journal, referring to the three men, says: "They went on board the Brig [*Sutil*] and were politely detained to breakfast." From this I assume that these three Britishers breakfasted aboard that Spanish vessel. (The records of the Spanish expedition mention this encounter, but not the breakfast detail.)

In this respect it is fitting to ask: what about the rest of the British group that had been voyaging in the yawl with Vancouver, Puget and the midshipman? Did they breakfast? None of the extant documents says anything about them. However, a statement in Vancouver's book, quoted above, clearly implies that it had been planned for the whole party to breakfast on the shores of Point Grey. Therefore I assume that while Vancouver, Puget and the midshipman were aboard

Sutil, these other Britishers, either manning the yawl or else carried by the Spanish boats, moved as close as possible to these shores, then landed at some spot and had breakfast on it. Furthermore, I guess that they were joined by some of the Hispanics, and that all enjoyed the encounter. Indeed, I envisage a lively scene on shore between Britishers and Hispanics, all young, all mariners, all far away from their respective home countries, with smiling faces, handshaking and embracing in the friendliest mood, eating and drinking something by way of breakfast. Each side knew that its language would not be understood by the other side, and yet, there may have been verbal utterances such as: How are you? *¿Cómo estás?* What is your name? *¿Cómo te llamas?* Got a sweetheart? *¿Tienes novia?* Here, take this cigar. *Toma este cigarro.* And I imagine Britishers and Spaniards-cum-Mexicans affectionately bidding each other farewell, saying: Bye bye, buddy; we'll meet again. *Hasta la vista, compañero.*

According to Puget's journal that stopover of the Britishers lasted about one hour. Then they made for Birch Bay, and subsequently the two expeditions met again.

To sum up, I submit the following combination of recorded facts and of guesses.

Facts: Around midday of 12 June 1792, Vancouver, Puget and some other Britishers — perhaps about twenty-five altogether — landed on the shores of Point Grey, where they had a late breakfast, or a *brunch* meal.

Puget called the place *Noon Breakfast Point.*

Guess: Ten days later, about ten or eleven of these men breakfasted on the same spot, perhaps accompanied by crewmen of *Sutil* and *Mexicana.*

Fact: At the same time Vancouver, Puget and a midshipman were breakfasting on board *Sutil.*

Guess: It was at some later time that Vancouver decided to name the point after George Grey.

Fact: The records of the voyage of *Sutil* and *Mexicana* reveal that at that time there was potable water somewhere on the western shores of Point Grey and this is confirmed by records from subsequent times. Surely, much of the shore was suitable for picnicking purposes.

Guess: It was at a spot where there was potable water that those two breakfasts took place; the participants lit a fire, cooked food, and used water for brewing tea (perhaps coffee for the Hispanics), for washing themselves, etc.[3]

The Vancouver Expedition produced a map which includes the area mentioned in this article, the toponyms assigned by Vancouver. In the course of time the area was incorporated into the British Empire and subsequently became part of Canada. Naturally enough, those toponyms are now official, and that promontory on the western tip of Vancouver city is named Grey, after a British naval officer. But, as a sort of consolation prize for Spain, a golf course in the city's area is named after the Spanish naval officer Lángara. I wonder whether Vancouver's journal still exists — perhaps somewhere in England — and whether, on the subject of that exploration cruise, it has details not mentioned in his book; details that may shed light on the questions and the guesses I mention here.

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The author retired recently from the Department of Hispanic Studies at the University of British Columbia. He is a popular member of the Vancouver Historical Society.

FOOTNOTES

1. Puget kept a rough journal from which he subsequently wrote a neat one, with a somewhat different text. However, the rough journal and the neat one have virtually the same wording in the parts that have a bearing on this article. Actually these parts constitute the core of it. Vancouver's book makes only a few contributions to it. Manby kept a journal that has much detail on some subjects and/or events, but very little on others. It does not mention the "noon breakfast" of 12 June, but I guess that if he had been with Vancouver and Puget when these met the Spaniards he would have recorded the event, and perhaps provided details that are not known now. Archibald Menzies did not participate in this cruise, but mentioned it in his journal, which includes the expression quoted here.

2. Curiously enough, none of the records of the voyage of *Sutil* and *Mexicana*, including Alcalá Galiano's writings, mentions this important linguistic fact, but it is mentioned in Vancouver's book and in Puget's journal.

3. Last year was the bicentennial of these events, and I thought it would be appropriate that, in commemoration of that "noon breakfast," a group of British citizens sponsor a brunch to take place on the beach of Point Grey on a Sunday of the month of June. I attempted to publicize this suggestion, but failed.

Seed Growing in Grand Forks

by Jim Glanville

While the 1914–1918 War engaged our men in conflict overseas, the battle was carried on in the factories and on the farms at home. The availability of one vital commodity from the lowlands of Europe was terminated by the war. This product, necessary to provide food for both those fighting at the front and for the civilians at home, was vegetable seed. When the request came to fill this gap, the seed-growing concept was not entirely new in the Grand Forks valley, thanks to a few forward-looking, tenacious and experimental farmers.

During the later years of the 1914–18 War, these farmers had already been experimenting with the production of vegetable seed. When supplies from Europe were restricted, they were prepared to answer the request to step up production. Thus began the seed-growing era in the Grand Forks valley which was to last for almost forty years.

One of the elements necessary for a successful venture such as this is good management skills. The original growers —C.A.S. Atwood, C.C. Heaven, B.J. Ralph, W.J. Lawrence and Tom Powers — were few, but dedicated and determined to succeed in this specialized branch of agriculture. They maintained strict standards during production by such means as roguing, weeding and frequent inspections.

Initially a great deal of hand labour was employed in the harvesting, threshing and cleaning of the seed. The large number of Doukhobors who had settled in the Grand Forks area during the early part of the century provided a reliable supply of labour for the early seed growers. In the later years of seed growing some of them also became seed growers.

In 1917 C.A.S. Atwood grew beets, beans and squash to be marketed through the B.C. Seed Growers Association with headquarters in Penticton, a central location for a warehouse and selling station of the provincial association. Onions were also grown to be replanted for seed in the following year. Lettuce and radish were added in 1919. The excellent germination of onion seed, from ninety-two per cent to ninety-eight per cent, resulted in a demand by Canadian seed houses.

Professor Boving of the University of B.C. and Mr. McMeen of Dominion Seed came to Grand Forks in 1918 to promote the growing of vegetable seed. The result was the contracting of twenty acres in onions, mangels and carrots for delivery in 1919. A major irrigation system installed in the valley in 1921 guaranteed an adequate water supply and proved invaluable, especially in the dry season. In 1923 Mr. Atwood had secured a contract from Steele Briggs Seed Co. to supply 2,000 pounds of onion seed. The Riverside Nursery (C.A.S. Atwood) and C.C. Heaven received further contracts in 1926 from Steele Briggs, W.E. Rennie and McKenzie seed companies.

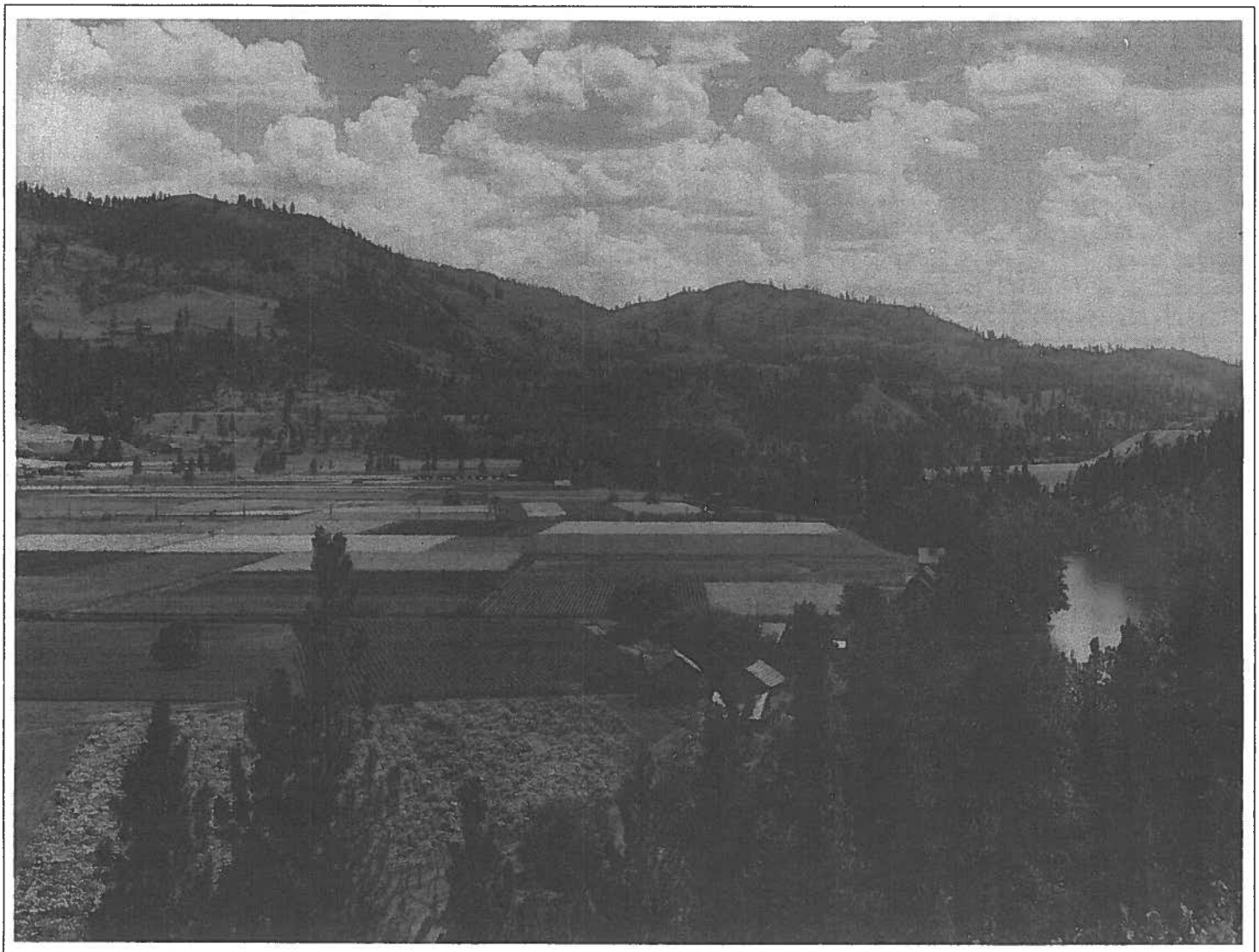
Onion seed in bloom in nursery area near Grand Forks, B.C.

Seed growing continued through the Depression years. A.R. Mudie, in 1934, received first prize at the Vancouver Exhibition for his onion seed. C.C. Heaven, Oscar Pennoyer and A.R. Mudie were named as a committee at a meeting in February 1935 to draw up details for the Grand Forks Seed Growers Association as an affiliate of the B.C. Seed Growers Association.

Under the heading "Grand Forks Grows Most Outstanding Strains of Vegetable Seed On Continent," the *Grand Forks Gazette* of September 14, 1939, stated in conclusion: "The success of Grand Forks seed growers represents years of special training to understand how to select roots and onion bulbs that are true to type; how to rogue; how to overcome varying conditions of weather and growing that influence the harvest of seed crops. It represents many failures before success was attained and, more important, it involves the continuous gamble with disease, weather and soil reactions, which, while not affecting the production of ordinary crops, often have a very hazardous result on seed crops. In other words, vegetable seed growing is a specialist's job and one must have years of experience to support even chances of fair success. It is an industry which the people of Grand Forks can well help the seed growers guard jealously."

By the early 1940s, at the onset of World War Two, seed supplies from the lowlands of Europe were again cut off and many more farmers started to raise vegetable and flower seeds in the Grand Forks valley. This was the "gold rush" era of seed growing at Grand Forks, with over one million dollars worth of seed being produced each year.

A meeting in 1942 found seed growers formulating a decision to disassociate



Farm land in bloom. Grand Forks, B.C. c. 1940. Photo courtesy of B.C. Government Travel Bureau

themselves from the B.C. Seed Growers Association as they felt that it would be to their advantage to deal with any agency they wished. In 1942 B.C. Seeds Ltd., with F.O. Blake as manager, handled most of the locally grown seed. This was a non-profit company owned and operated by seed growers. The directors of B.C. Seeds Ltd. were always bona-fide seed growers.

The war-time displacement of the Japanese to the Boundary country in 1942 helped to provide a very necessary labour force for local seed growers. Temporary living quarters were provided for them on various farms and they proved to be hard working and dependable. That year 60,000 pounds of carrot and even more of onion seed were produced. Radish and lettuce seed were also grown extensively.

Tom Mudie took charge of his father's seed farm in 1942 and Eric Atwood, long associated with the Riverside Nurseries, continued to manage the large holdings assembled by C.A.S. Atwood, who passed away in 1952. Yasushi Sugimoto, mayor of Grand Forks, was to become probably the largest producer of vegetable seed in Canada at one time.

Grand Forks Gazette, July 22, 1943: "Executives of two of the largest seed houses in Canada visited the Grand Forks Valley, J.W. Steele, president of Steele Briggs Co., Toronto, F.J. Harrison, vice-president of Rennie Seed Co., Toronto, and R.R. Horrocks, Manager of the Rennie Seed Co. They complimented farmers by saying of all the seed districts they inspected, the crops in the Grand Forks Valley were the best looked after, with regards to weeds, segregation, etc."

At least one half mile of isolation was required between different varieties of carrot and onion seed to prevent cross-pollination. Close neighbours, of necessity, had to agree on a variety to plant and the land was zoned accordingly.

Produced under strict supervision, generally at experimental farms, "elite seed" was made available to growers from which "foundation seed" could be produced. Foundation seed made possible the growing of "registered seed" from which "certified seed" could be grown. Elite seed, also grown in seed plots at the University of B.C., must be directly descended from a single plant and be pure, clean and vigorous. To aid in fertilization, package bees were imported in quantity in May to be purchased by the growers.

J. Travis, District Agriculturist, quotes statistics for 1944 which show 144 growers of registered, certified and commercial grades of seed, planting 909 acres. Included in these crops of vegetables were onion, carrot, radish, lettuce, beans,

Anne Starchuck picking onion seed.

beets, parsnip, marrow, squash and tomato. "Ebenezer" was probably the most popular variety of onion as were "Nantes" and "Red-Cored Chantenay" in carrots.

In July 1945, Hon. E.T. Kenney, Minister of Lands and Forests, expressed himself as "thoroughly sold on the prodigality of the soil with these demonstrations of irrigation and cultivation so intelligently applied." The Hon. Mr. Kenney had just been inspecting the vegetable seed areas and garden plots of flowers for seed, which had a retail value of up to $160 per ounce.

Thirty different varieties of flowers were grown on thirty-seven acres in 1946, with a total production of 9,540 pounds of seed. One can only imagine the number of seeds in an ounce of some of these flower seeds, when one ounce of carrot seed contains 24,000 seeds and an ounce of onion, 9,000 seeds. One of the most attractive sights in the valley in August 1947 was the farm of Pat Heaven who had 80,000 gladioli bulbs planted on two acres of land, the majority of them in full bloom. It was at this time that N. Van der Giessen arrived from Holland with his family and assistants to open in Grand Forks a branch of Van der Giessen Brothers Seed Company.

By 1947, on contract to the growers, Tommy Scheer was flying low-level flights, dusting and spraying the crops in a Tiger Moth aeroplane, while the workers remained in the fields, unaware of any potential health risks. The plane was owned by a company headed by Wes Docksteader.

The *Grand Forks Gazette* of January 1947 states: "The Grand Forks seed industry received a severe blow when a large storage house on the Ray Orser ranch was destroyed by fire. Stored in the shed had been a large quantity of onion bulbs belonging to A. Pennoyer, who planned to use them for the coming season's seed crop."

The National Film Board spent some time in Grand Forks during the summer of 1948. Their film *Eye Witness* featured much of the seed industry in Grand Forks. Fraser Carmichael, District Agriculturist for almost twenty years, gave a great deal of encouragement and help to local seed growers. From his memories we quote: "No one who ever attended the Annual Seed Blossom Carnival at Grand Forks will ever forget the beauty of the area during the last of the war years and through to 1955. The Carnival involved many volunteers in the organizing and planning of the event. Competition was keen in the home gardens and in the farms which were classified according to size of operation.

"Good advertising attracted many outsiders to view these winning farms and the general farming area and participate in a big picnic in late July. After the field day and cavalcade of visitors the awards were given out. Henry Wiebe, manager of the Grower's Co-op, must be mentioned for his strong support of the Field Day and his hosting of many visitors."

The returns and yield from the seed were good but, in addition to the regular farming expenses, it was necessary for the farmers to invest in frost-proof storage facilities for the onions, carrots and beets which would be planted again the following spring. Further expenses included large drying sheds and racks for the onion seed and the need to employ much hand labour.

On the suggestion of W.E. Stuart of the Dominion Seed Branch, wooden trays were constructed six feet long and two feet wide with six-inch sides and lath one inch apart on the bottom. The corner posts were high enough so that when stacked one on top of the other there was a six-inch air space between the trays. The trays were piled six or seven feet high in a well-ventilated shed.

The onion seed heads had to be handcut and carefully put into bags when the pods were about ten to twenty per cent open. The heads were then spread out in drying trays under cover. This would take place at the end of August and into September.

For carrot seed the whole plant was cut or pulled and left in bundles in a row to dry. They would then go into a slightly converted combine where the heads were cut off. They then went up the conveyor and were threshed, separating the seed from the seed stem. The seed was then sacked and stored. Carrot seed is a burr and the spines were removed in a machine that stirred up the seed, rubbing it against the paddles and against each other. It was necessary to remove the spines without damaging the shell of the seed because the seed would not germinate if cracked. Large expensive machines were available for this type of work, but local growers did their own experimenting.

According to Eric Atwood, one of the "must-sees" for visitors to the valley were the many acres of flowers: "The nasturtiums with their varied colours making the field appear on fire, the perfume and colours of the petunia and, if in the morning, the profusion of colour of the portulaca."

Unfortunately, the life and industry of those years was not to be preserved in living colour. There were no video cameras nor coloured slides. That unique era, however, still exists in the memories of those fortunate enough to have seen the beauty of those fields of flowers and the vast acreages of onion and carrot seed in full bloom.

The seeds produced in that era were open pollinated. Today the concern is that the taste and hardiness of heirloom and other open-pollinated varieties are becoming increasingly more difficult to obtain.

As European post-war competition began to increase and prices started a downward trend, the halcyon days of the forties were on the wane and by 1955 the lowly potato once again became the favorite crop of many of the former seed growers. Diversification became the norm and the famous Grand Forks Blue Ribbon netted gem potatoes were replaced by

many newer varieties, while onions captured a prominent place as a vegetable crop. An era in agricultural history was over.

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The author produced over 500 pounds of "Ebenezer" seed from one acre of land in 1942, his most lucrative crop ever grown from one acre.

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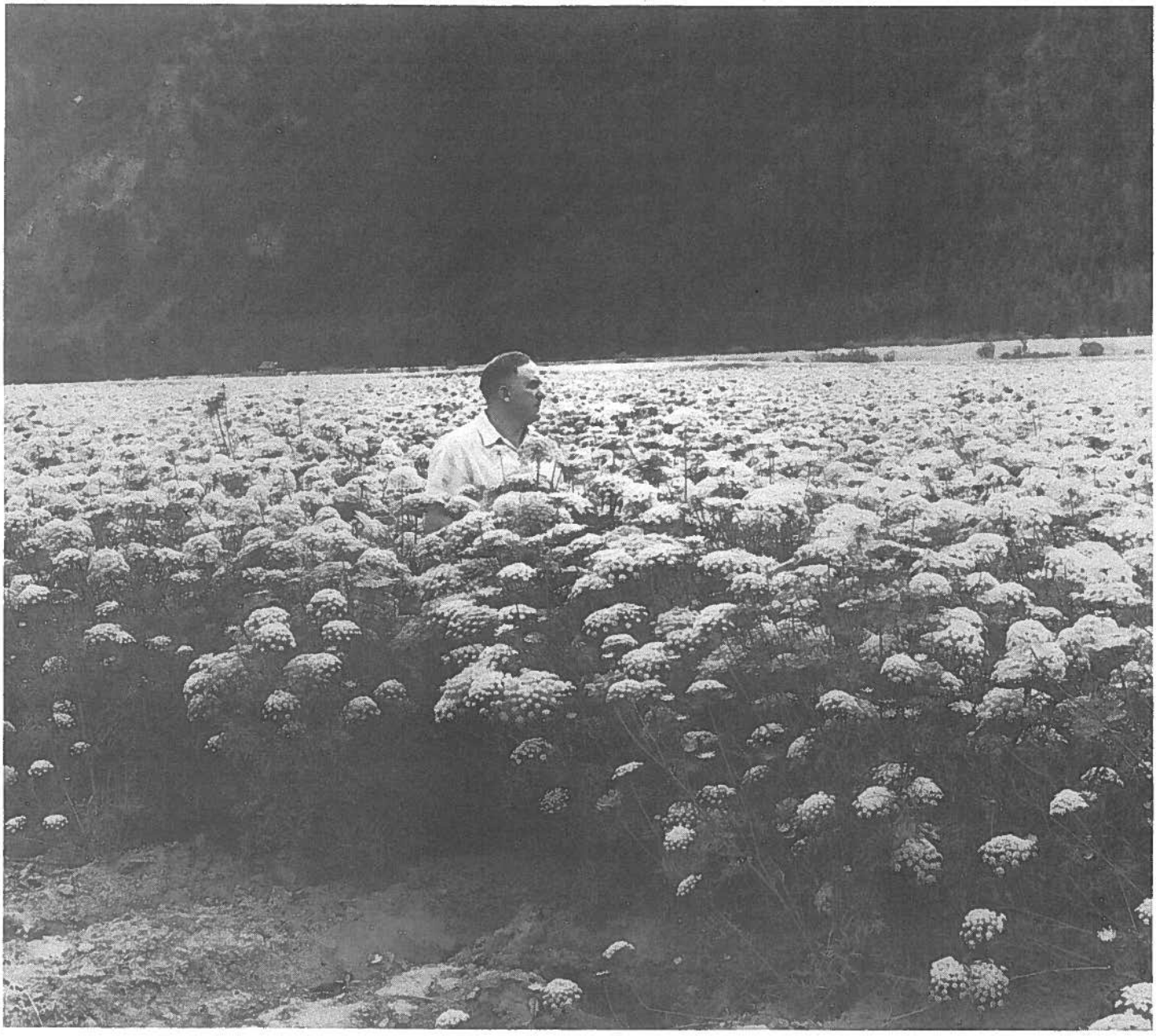
Lois Haggen 1899–1994

Mrs. Lois Haggen of Grand Forks was President of the British Columbia Historical Association from 1957 through 1959; this was at the same time she sat as the only woman MLA in Victoria.

Lois was born in Alabama and came to Quesnel with her family in 1911. She married Rupert Haggen, PLS, moving within British Columbia several times. They were living in Rossland when Rupert Haggen was elected MLA for the Grand Forks/ Greenwood riding in 1949. The couple moved to Grand Forks later that year.

Rupert Haggen held the seat until his death in 1956. Lois Haggen was elected to replace him in 1956 and sat for ten years.

Mrs. Haggen was a founder and Honorary Life Member of the Boundary Historical Society. She passed away in Grand Forks on February 28, 1994.



Carl Neumetzler stands among his carrot seeds. Photo courtesy of B.C. Government Travel Bureau.

Early Anglicans at French Creek

by Margaret Nicholls

In July 1938, fifty-five years ago, the soft-toned cathedral bells of St. Anne's church in French Creek rang as my husband and I walked under a floral arch of roses and sweetpeas held by our students. We had just repeated our marriage vows before our old family friend, Reverend George Arthur Bagshaw. Since the consecration of these bells in 1936, they have been rung for many local wedding couples, for baptisms, and tolled in memory of the deceased.

St. Anne's Church, French Creek, near Parksville and Qualicum Beach, B.C.
Photo courtesy of Craig Heritage Park Archives

The first marriage on the records of the church came before the church was built. Robert John Craig of French Creek and Elizabeth Ann Tippet were married at the bride's home in September 1893 by Reverend Charles Edwin Cooper, newly appointed vicar to the district of Nanoose. This district included Englishman River, later known as Parksville, French Creek, Errington, Little Qualicum, Nanoose and the yet to be named areas of Hilliers, Coombs and Qualicum Beach. The first marriage solemnized in the church was that of Qualicum pioneer Thomas Kinkade and Sarah Coqulamat, wed on the 24th of October, 1894.

The most triumphant ringing of the bells will be on the 26th of July, 1994, when on St. Anne's Day, the oldest church in the area will celebrate its one hundredth anniversary.

Anglican worship in the area dates back some years before the erection of St. Anne's. Reverend Canon Good of Nanaimo, Archdeacon Scriven and Bishop Hill of Victoria all conducted services and baptized children in homes, hotels and schoolhouses. This was a time when parishioners left their guns at the schoolhouse door. Guns were carried to church in the hopes of shooting the evening meal on the way home.

In the spring of 1893 a new bishop, Right Reverend William Wilcox Perrin, arrived in Victoria. As there was no Anglican church betwen Comox and Wellington, he sent to England for his friend, Rev. Cooper, M.A., to act as a missionary to this mid-island area. That same year Rev. Cooper travelled to Nanaimo by train and from there to Alberni by stagecoach searching for a place to establish a church. In April 1894, after much consultation with the pioneers, he decided upon French Creek (between Parksville and Qualicum) as a central spot. He purchased three and a half acres of land which had proven to be too poor for farming from the Parks family, for whom Parksville had been named. He financed the purchase of the land himself and subsequently gave the deeds to the Anglican Synod. Through Cooper's foresight it was possible to have a churchyard cemetery similar to those adjoining Old Country churches. This delighted the people of the district, who were largely from Britain. Adding to their delight was the fact that Cooper promised free burial plots to all those helping in the construction.

A work bee to build St. Anne's, June 24, 1894. Note the "corner" men standing atop the logs. They are R.P. Wallis, J. Lowery, James Dunn, Otto Renz, W. Cheney, W. McKenzie, B. Harris and J. McKinnon, carpenter in charge. Others shown are W. Mills, I.G. Davis, A. Crump, D.A. McMillan, W.H. Lee, A.N. Hirst, A. Cotton, H.R. Lee, W. Groffin and J. Craig.

The location of the church on the property was chosen on the 13th of April, and four days later a "bee" was held to begin the clearing of the land. Oxen and horses were used to haul the felled, hand-hewn logs from the lot and the nearby woods to the church site. Lumber for the interior was brought from Andrew Haslam's mill in Nanaimo on a scow towed by a tug. With no wharf for unloading, tides were studied and the lumber was unloaded in a great rush before the high tide turned. Every available horse and ox were brought into use, hauling the lumber from the beach.

John McKinnon received the contract for the erection of the building, but most of the other men were volunteers. The eight corner men were Richard Wallis, who later became member of Parliament; James Lowery, blacksmith; Otto Alphonse Renz, farmer and musician; J. McCarter, hotel keeper and mail and stage contractor; Donald McMillan, telegraph operator and road foreman; Guy Ponsford, farmer; and Robert Craig, the recent bridegroom.

In a 1973 interview with ninety-six-year-old Otto Renz at St. Mary's Priory, Victoria, he claimed that his neighbour McKinnon, the contractor, was a self-appointed carpenter and that two of the volunteers were more skilled in carpentry. Unfortunately, Otto couldn't remember their names. However, he did mention other names that are not always given credit in the stories of St. Anne's. David Sullivan framed the rafters, fastening the logs with bolts bored into position with a hand auger. Otto remembers the dovetailing of the corners still admired today. Robert Hickey and Otto worked on the roof, and on one middle board he carved his own name and that of Rev. Cooper. After the building was consecrated, Sutherland, not satisfied with the construction, put in an extra rafter for safety. David Hicks worked on the chapel and T.W. Buckley did much of the inside finishing, oiling and polishing of the logs after the consecration.

Most men in the area, regardless of their church affiliation, spent time on the building. Rev. Cooper, Arthur Bagshaw, William and Henry Lee (postmaster), Benjamin Crump, Otto's father Renz Sr. (a Catholic), Ian Davis, W. McKenzie, Richard Despard, James Dunn, William Cheney, W. Harris and A. Birkinstock were all men whom Otto reminisced about. He claimed one man's contribution was two loads of hay to feed the horses and oxen.

Before the lich gate. This lady, Mrs. Henderson, used to drive from Coombs to church.

Raising the walls began June 25 and just over a month from this date the consecration took place on St. Anne's Day, July 26, 1894. It was a beautiful summer day when carriages filled with celebrants travelling from Nanaimo, Wellington and other outlying areas arrived at the church yard. With the group was the choir from St. Matthew's church in Wellington coming to accompany the newly formed choir of St. Anne's.

A petition for the consecration and the keys of the locked church were presented to the Right Reverend the Lord Bishop of Columbia, W.W. Perrin, by Rev. Cooper and church wardens William Lee and Richard Hickey. The bishop unlocked the door and the clergy entered the church in procession, singing Psalm 24. The church was then dedicated to St. Anne – Aldermere, in memory of Jesus' grandmother. After a lengthy service, the procession beat the bounds, tracing out the grounds, stopping at each corner and singing as they traced the perimeter. Following the religious services, a picnic lunch was served from the amply supplied baskets of the parishioners. The choir boys of St. Matthew's church stayed, camping for a week under Rev. Cooper's charge.

Rev. Cooper continued as vicar, coming every second Sunday from his Wellington charge. In 1895 he instituted a Sunday School at the Russel home in Nanoose. Here he was known to have christened children using Mrs. Russel's pudding bowl as his font. He became known up and down the island for his genial manner, his speedy horses, and for his prize-winning vegetables.

Services were so well attended at French Creek that it became necessary to extend the building by replacing the vestry where Reverend Cooper slept when he came on Saturday evenings. At about the same time, a vestibule was added to the church entrance.

Rev. Cooper improved his two incumbencies at Wellington and Northfield. At Wellington he cleared the grounds and made the rectory into a very stylish home. At Northfield he added to the church property and had a gymnasium built for the church boys. Interested in the youth, he founded Boys' Brigades at all his churches. My father was a member of this brigade attached to the Nanaimo churches.

In 1896 Rev. Cooper returned to England to holiday and to visit his family. While "home" he married Octavia, the daughter of Archdeacon and Mrs. John Allen. When the couple returned to Wellington in August 1896, the whole town turned out to greet them, including several carriages loaded with friends from St. Anne's. There were choirs, bands, a guard of honour, and an address read by C.N. Young, an early Nanaimo school teacher.

By 1899 Wellington miners and buildings were transferred to Ladysmith as the major seams of coal had run out. On the 22nd of November, 1899, the Coopers were given the churches of St. Alban's and St. Paul's to continue their work in Nanaimo. Among his parishion-

ers at his new assignment were members of the families that had travelled aboard the *Princess Royal* and who had sailed on the 3rd of June, 1854, nine days before Charles Cooper was born. In Nanaimo he built a new rectory which he donated to St. Paul's. This rectory was later the home of District 69 member, Grace Ryall D'Arcy, whose father was at one time the vicar at St. Paul's.

In 1904 the Coopers were again transferred, this time to the army garrison church of St. Savin's near Victoria. Its congregation each Sunday was composed of 150 red-coated Imperial soldiers who marched to church accompanied by their own band. Here the Coopers had their own home named "Cherrimanse." In 1908 they travelled to London where Rev. Cooper was sent to attend the Pan Anglican Congress as representative of the Diocese of British Columbia. In 1910 he became Canon Cooper, and in 1911 he retired to England where he was a rector until confined to a nursing home in Lincoln. He died there in 1916, aged sixty-two. At a silver anniversary of St. Anne's in 1919, a brass lectern was placed in the church in remembrance of his work, and in 1921 a stone font was given to the church by Mrs. Cooper in memory of her husband.

One of the outstanding effects of Cooper's co-operative character was found in his training of Arthur Bagshaw for the ministry. There was no theological college in British Columbia when Bagshaw had felt the calling to become a minister. He walked to Cooper's Wellington and Nanaimo homes each weekend to receive instruction, and he was ordained in 1902. Bagshaw became the beloved vicar at St. Anne's for two different periods, the last from 1933 to 1944. Our family friendship began when he stopped at my great-grandparents' hotel at Nanoose on his way to his instruction each weekend.

Only once was the congregation afraid of losing their church. In August 1895, bush fires raged on the central part of the island. On Sunday the 25th, it crept within a few yards of St. Anne's, and only a valiant effort plying wet sacks to the church saved it. A service of thanksgiving for the preservation was held that evening by the exhausted parishioners.

Rev. G.A. Bagshaw, taken in his Parksville home on October 13, 1961.

Over the years St. Anne's has seen some minor additions and restorations, often supervised by the late John Hickey, whose mother Charlotte Emily played the church organ for over forty years. His sister Emily Janet was the first child christened in the church, on the 12th day of August, 1894. Guy Ponsford was in charge of planting a beautiful cedar hedge around the perimeter. He took it upon himself to keep the hedge neatly trimmed. In 1934 Parksville's Boy Scout Troop took a large part in the erection of the lich gate which provides a shelter for the first part of a burial service. A beautiful stained-glass window, depicting St. Anne and her daughter Mary, was donated by parishioner E.B. May in memory of his wife, Dorothy, who died on her way to England for a holiday.

St. Anne's became the mother church for St. Mark's at Qualicum, St. John's at Hilliers, and St. Mary's at Errington, as well as a second church at Parksville named St. Edmund's.

Services are still held at St. Anne's on special occasions. Always unlocked until recent vandalism, permission to visit the church must be requested. Sitting in the quiet peace of this lovely building, one can feel the spirit of the pioneers and its founder, Canon Charles Edward Cooper.

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Margaret (Peggy) Nicholls now lives in Nanaimo where she is a valued member of Nanaimo Historical Society.

The Island Hall Hotel History

by Marjorie Leffler

The history of the Island Hall Hotel goes back more than seventy-five years to when the land was cleared and the first sod turned on August 28, 1916.

So began the Island Hall, in both history and tradition one of the most colourful and romantic of all the Island's hostelries. A year later Miss Joan Foster and Miss Winifred Philpott officially opened the Island Hall with a dinner on Good Friday, 1917, a bridge drive the following Saturday, and on Monday the first of the scores of balls that the Hall has hosted.

Misses Foster and Philpott were out from England on a world tour when, upon arriving in Victoria, Miss Foster was advised by her solicitors that her estate was dwindling at an alarming rate and she would have to conserve what was left. With this in mind, the two ladies set up a poultry business at Cameron Lake, which proved to be unsuccessful. Following this venture Winifred Philpott started a confectionery business, making and selling "Cameron Candies," also not a commercial success. Undaunted, they decided to build an old English inn at Cameron Lake to emulate the charm and elegance of the inns of old England.

Building was well under way when, on the advice of counsel, they were persuaded to build in Parksville on the bay and the Island's main highway. It was a wise decision for, with Winifred as the main driving force and Joan as the patron and partner who supplied the money, the Island Hall, as they named their country inn, became a centre of culture and hospitality which has remained to this day.

For many years the hotel advertising included the slogan "The Hotel with a Beach for a Doorstep" and to make the most of the view, the dining room and lounge were built facing the beach. But the heart of the Island Hall was the massive stone fireplace with a sixteen-foot mantle of Douglas fir, which is still to be seen in the lobby. For many years it was the background for photos of the numerous weddings held there. The first reception held in the Island Hall was that of Dorothy Price and H.F. Butler of Errington. They were married at St. Anne's church in 1923, but although the hotel was technically closed for the winter, it was opened for this reception.

The partnership between Miss Philpott and Miss Foster broke up in 1927 when Winifred married a Dr. Woodman who came to the hotel while on leave from China. Miss Foster remained in Parksville for the rest of her life and is buried in St. Anne's cemetery.

Following the break-up of their partnership, the hotel was purchased by the Newmans, who ran it for ten years. They agreed to hold a dance at the Island Hall in 1933 to help raise money for the community park, thus starting a legacy of community hospitality that continues to this day. Some time later Ernie Crayton and his father bought the hotel, changing its name to the Crayhaven Inn and running it for a few years under that name.

Enter two more ladies in the persons of Mrs. Mary Sutherland and Eileen Allwood. In 1946, fresh from running a mountain lodge in Revelstoke Park, they saw an advertisement for the sale of the Crayhaven Inn, a year-round vacation resort located on the beach at Parksville. The following year they took over the Inn. Many renovations were needed immediately but, undaunted, the two partners set about facing the challenge. More bathrooms, bedroom redecorating and a complete rewiring job were all completed in the first few months. They discovered during their first year of ownership that people were used to calling their inn "The Island Hall Hotel," so they changed it back to its original name.

When Eileen and Mary first came to the hotel, Bob Weld, the local magistrate, held court there in a bedroom on the top floor and Mary's husband, Dr. Sutherland, had his office in the hotel for a time. Over the years the Island Hall hosted seminars and conventions of the CLC, IWA, the Liberal Party, McMillan Bloedel, the United Church and countless special events. The visits of then-Premier Byron Johnson and Prime Minister Louis St. Laurent (Mary was an ardent Liberal all her life and served in the Department of Consumer Affairs for a time) were great social occasions, but the visit of Princess Elizabeth and Prince Philip remains the highest point on the social calendar of the hotel.

Through the years the Island Hall grew and expanded from twenty-eight rooms to a modern hotel complex. Three additional properties were purchased, twelve modern rooms added to the north wing of the main building, and the Allwood Annex was completed. The dining room was enlarged and the kitchens made more efficient.

By 1963 the hotel was ready for more expansion but Eileen Allwood was ready to retire. She sold her shares to Mary who plunged ahead with her plans. An indoor swimming pool with a turbojet hot pool and saunas was installed next to the convention area. Further expansion required the acquisition of adjoining property and Edgewater, a six-acre resort east of the Island Hall, was purchased. Three new annexes named Philpott, Newman and Foster were added, a nostalgic touch from bygone days. A coffee shop was built onto the main hotel, opening off the Island Highway, at the same time as Gemma Galleries, an antique shop, was constructed on the bench at street level. Gemma Galleries has since been remodelled and is known as the Sand Bar Pub.

By 1981 the hotel was groaning under the strain of trying to compete. Mary thought it was time for younger blood to take over so her son Tom, who had coached the Island Hall through its ups and downs, was ready to take over. After all, his mother was now ninety years old.

Tom managed the hotel for a few years before selling to a consortium headed by Bruce McLay. At the time of writing, new plans are on the drawing board for modernization and expansion of the "Grande Dame" of Island hotels, with an eye to bringing it back to its former glory as a world-famous resort.

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Marj Leffler is a long-time resident of the Parksville-Qualicum area and is the volunteer museum manager for Craig Heritage Park in Parksville. She regularly contributes historical articles to local newspapers and is a founding member of District 69 Historical Society.

Island Hall Hotel, c. 1945, Parksville, B.C. Photo courtesy of Craig Heritage Park Archives

HMCS Haida, Yesterday's Hero

by Leonard W. Meyers

Petty Officer Leonard Meyers

Canada's most celebrated warship, the tribal class destroyer HMCS *Haida*, commissioned in 1943, was a busy fighting ship indeed in the months prior to D-Day, playing a vital role in the softening up of the German navy, along with a flotilla of British tribal destroyers such as the *Ashanti, Tartar, Eskimo, Nubian*, etc.

In the first six months of 1944, in the English Channel, *Haida* trained its 4.7-inch guns towards the French coast time and again and hammered away towards enemy targets with remarkable success. During and prior to the invasion, HMCS *Haida* sank five enemy destroyers, two minesweepers, two trawlers and one German submarine. During these naval encounters the only damage *Haida* sustained was when one of her guns exploded due to overheating from the constant firing.

HMCS *Haida* weighed 2,745 tons with a full load of fuel and was designed for a top speed of thirty-six knots.[1]

Haida, along with other Canadian warships, would prowl the waters of the English Channel at night, picking up radar blips of German destroyers skulking along the French coast under darkness, pouncing on them with all guns blazing.

One officer serving aboard the wartime *Haida* recently remarked on the fiftieth anniversary of the tribal's commissioning: "We'd get a signal saying 'Proceed with all dispatch' which means 'flat out and we'll tell you more in a little while.' Then the admiral in Plymouth would say 'Force of four to six Germans believed to be destroyers moving along the French coast; deal with them.'."

Regularly engaged in naval duels with German naval units afforded *Haida* with more victories than any other Canadian warship.

June 6, 1944, the day of deliverance, finally dawned. After months of tedious waiting, armies of men champing at the bit to get going and getting it over in Hitler's "festung" Europe was at hand.

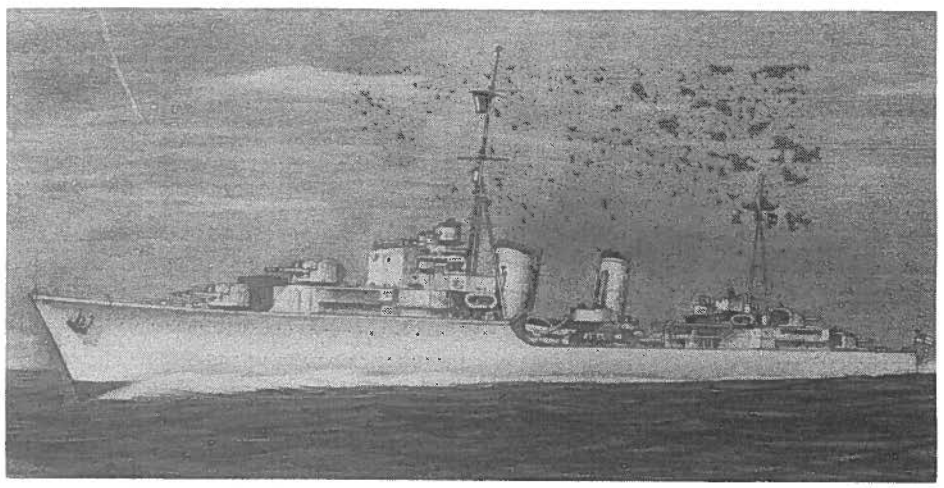
For the big show, units of the Royal Canadian Navy were in the thick of it. And to paraphrase Lord Nelson, "Canada expects every man to do his duty." And every man to the best of his ability, with efficiency and courage, did. Some died dedicated to their duty.

Only a limited contingent of the Canadian navy (the third largest navy in the world at war's end in number of vessels) ships were deployed to take part in the massive invasion armada, as the bulk of the Royal Canadian Navy was still serving in the Atlantic, escorting vital convoys from Canada and the U.S. to Britain to maintain the war effort which had now entered the final, and certainly vital, phase.

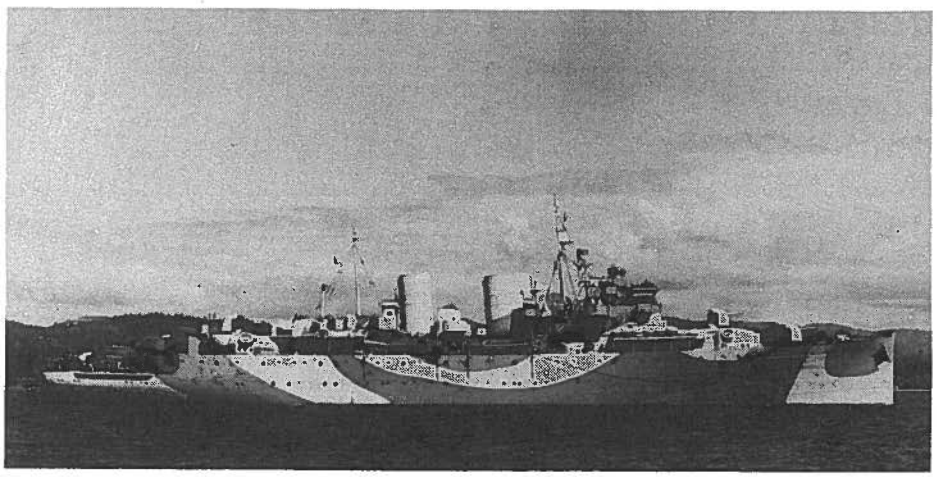
The Canadian warships taking part in the D-Day invasion were some of the finest and most modern, the elite of the Canadian navy. These included the sleek and deadly tribal class destroyers, the *Haida, Huron, Algonquin* and *Sioux*, together with the armed merchant cruisers *Prince Henry* and *Prince David* converted into combined operations cruisers. These carried capacity loads of troops through the treacherous waters combing the fortified assault beaches. From the operations troop carriers, masses of heavily armed troops stormed ashore in flotillas of landing craft manned by officers and ratings of the Royal Canadian Navy. Sister ship *Prince Robert*, equipped as an anti-aircraft cruiser, saw active service in that vital role and rendered outstanding service in the greatest invasion operation in history.

Flotillas of Canadian navy minesweepers, including the *Malpeque, Mina, Wasaga, Milltown* and *Blairmore*, were busy sweeping the Channel to the invasion beaches. RCN torpedo boats skimmed around among the armada of ships. At least twenty Canadian corvettes, veterans of Atlantic convoy escort duty fending off German U-boats preying on the large convoys carrying vital food and war material, participated in anti-submarine operations among multitudes of ships comprising the invasion armada.

Also on the scene were Canadian naval vessels *Calgary, Alberni, Prescott* and *Mimico*, RCN ships named after Canadian towns and cities, the "little ships" which brought honour to the same com-



HMCS* Haida *in fighting trim during World War Two. Drawing by Leonard Meyers.



HMCS* Prince Robert *saw action as an anti-aircraft cruiser on D-Day. Before the war the* Prince Robert *was a CNR passenger liner plying the waters of the West Coast for many years. RCN photo

munities and made heroes of the officers and seamen who manned them on that historic, auspicious day in 1944.

Even before D-Day, the Canadian tribal class destroyers gave an heroic account of themselves while on patrol in the English Channel, in preparation for the pending invasion near the coast of France. But the RCN flotilla sustained casualties too.

The Canadian destroyers, part of a naval contingent led by the Royal Navy cruiser *Black Prince*, while on patrol intercepted a German destroyer attempting to escape after being damaged in an earlier engagement. The enemy destroyer was sunk after taking repeated hits from the Canadian navy warships and a British destroyer.

The Canadian naval vessels taking part in the sea battle were HMCS *Haida*, skippered by Commander H.G. DeWolfe, the *Athabaskan*, commanded by Lieutenant-Commander J.H. Stubbs, and *Huron*, commanded by Lieutenant-Commander H.S. Rayner. Another naval operation ensued when the flotilla, commanded by Captain D.M. Less, DSO, RN, in the cruiser *Black Prince*, encountered an enemy force of three or four destroyers of the *Elbing* class. The German warships altered course and tried to escape under a heavy smoke screen. The enemy ships were illuminated with star shells and the Canadian and British ships opened fire, scoring several hits.

HMS *Black Prince* sighted torpedoes approaching and took immediate evasive action, while the accompanying RCN destroyers pressed on with continuing naval bombardment. One German destroyer was intercepted and engaged by HMCS *Haida* and *Athabaskan*, to be joined later by HMS *Ashanti* and HMCS *Huron*.

One German destroyer was hit repeatedly and sank. The rest of the enemy ships managed to escape. The Canadian and British vessels returned safely to harbour, suffering only minor casualties and superficial damage. When the destroyer force again entered the Channel patrol area, the captain and crew did not anticipate anything unusual, having grown accustomed to routine patrol station service.

In the brooding darkness of the English Channel, however, more danger lurked before the mighty invasion armada of D-Day was to arrive.

Sailing through the dark night, the Canadian and British ships observed two navigation lights on the French coast, some twenty-five miles away.

About 2 a.m. a senior officer reported fairly large enemy ships. On being discovered, the German warships changed course and sped away. Immediately HMS *Black Prince* fired star shells to illuminate the enemy ships. Within minutes, the Canadian and British ships found their targets and opened fire. Salvo after salvo shattered the night sky. Busy gunners on the Canadian destroyers were perspiring profusely. The German ships fighting for survival threw everything they had at the British and Canadian warships.

The running battle kept up, with the range gradually closing. Suddenly a large star shell flared high above and, instantly, heavy enemy fire was directed against the Allied destroyers from the enemy ships and from a number of shore batteries. A narrow miss as a shell from one of the German destroyers passed through the *Haida*'s rigging. Tracer shells were arching dangerously from ahead, off the bow and midships.

Concentrating on the enemy targets, all four Canadian tribal destroyers were maintaining ongoing, accurate shelling. Less than a mile separated the RCN destroyers from the rocky shoreline when a star shell lit up an enemy destroyer crossing the Canadians' bows a mere two-and-a-half miles away.

The tribals pounded the German destroyer mercilessly, and clearly visible to the bridge officers of the Canadian ships through night glasses. One accurate salvo struck the enemy vessel amidships. The next one smashed her forward guns and sent flames leaping high above the bridge. Another struck her stern. As the *Haida* and the *Athabaskan* delivered the final *coup de grace*, escaping steam could be seen. Torpedoes and shells smashed into the stricken destroyer as she slowly heeled over. A number of survivors jumped from the sinking ship and swam towards life rafts, while the other German ships fled.

Unfortunately a tragic disaster was to befall a Canadian destroyer with the tribal flotilla on the next sweep of the pre-invasion French coast when the Royal Canadian Navy's destroyer *Athabaskan* was split in two by an enemy torpedo while in action against German naval units. The stricken *Athabaskan* went down, still firing at two German destroyers that attacked her on a calm, clear but ominous night. The enemy vessel, however, did not escape unscathed. One of the attacking German destroyers was driven ashore in flames. No casualties were sustained by *Haida*.

HMCS *Haida* immediately proceeded to where the *Athabaskan* went down, picking up survivors from the chilly waters. Ignoring possible German U-boats lurking in the vicinity waiting for a chance to attack, the destroyer *Haida* nosed its way among the nearby survivors, some injured, and the captain had his men throw overboard all available lifejackets, rafts and boats. The skipper of the sunken *Athabaskan*, Lieutenant-Commander J.H. Stubbs, who was float-

Invasion armada landing at Bernières-Sur-Mer, June 6, 1944. RCN photo

ing on one of the rafts, shouted: "Get away! Get clear!"

Despite the danger of enemy craft, *Haida* spent fifteen minutes in the vicinity picking up survivors until Lieutenant-Commander Stubbs'[2] warning forced her to take reluctant leave rather than risk another attack, another destroyer, and more lives.

The engagement with the two German destroyers took place near Ile de Vierge, near the westerly tip of France, in the early hours of April 29, when the patrolling tribals discovered the two German destroyers sailing along the French coast. When the action began, RCN *Athabaskan* was hit by a direct shot forward of her bridge and flames immediately engulfed her superstructure. She steamed on, bravely firing her after-guns. Among her complement were a number of West Coast sailors.

Another salvo smashed her after-deck and *Athabaskan* slowed but continued to fire with her remaining guns until a torpedo struck her stern, which broke off, and sank immediately, to be followed by the fore part. One surviving sailor later recounted his experience of that horrifying night: "The second torpedo struck us about the second funnel on the leeward side. It was lucky for us the whaler hadn't been lowered. Debris and great blobs of burning oil came showering down. We ducked under the whaler for cover. I put up my hands to cover my face ... The ship heeled over and I rolled under the cutter. A lot more debris came down on top of it ... I fell over the side and struck out to swim clear. The stern went under first and then the bow reared up and stood on end, clear back to the bridge, and then slipped back. I was drifting about when *Haida*'s boats came along, picked us up, and all our troubles were over."

One hundred and thirty-one men survived the *Athabaskan* sinking. Forty-six were picked up by HMCS *Haida*. The Germans took eighty-five prisoners picked up from life rafts which drifted ashore. D-Day had taken its first major toll of a Canadian warship and many of its gallant crew days before the actual invasion got underway. But the tribal destroyers remained on duty after the D-Day landing, and lived to fight the enemy successfully by night and day until German surface fighting ships and U-boats were finally swept away. And the mighty invasion armada was on the shores of France to stay until that great day of liberation of Europe on VE-Day.

A mere shell of its wartime fighting prowess, HMCS *Haida* is on permanent display beside Toronto's Ontario Place and operates as a Canadian naval war museum.

For HMCS *Haida* and her gallant sister fighting ships, World War Two was a time of greatness, as well as for their brave and heroic crews.

HMCS *Haida* was named after that proud and distinguished Indian nation of the same name inhabiting the Queen Charlotte Islands of British Columbia.

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The author served as petty officer in the RCNVR from 1941 to 1946.

FOOTNOTES

1. Figures from *Jane's Fighting Ships*.
2. John Stubbs, a native of Kaslo, B.C., joined the Royal Canadian Navy in 1930. He was lost when the *Athabaskan* sank and was posthumously awarded the Distinguished Service Cross. John Stubbs Elementary School on Zealous Crescent in Victoria was named in his memory.

Lord of Williams Lake

by Randy Poulis and John Roberts

Trying to put together a portrait of a man born 163 years ago is not an easy task. Records and remembrances are few and far between. What you try to do is get a feel for the man by what he was able to achieve; by that measuring stick William Pinchbeck was a very great man. He must have been an honourable man because he held positions of constable and justice of the peace. Also, in the few records written by others, there is never a bad word said about Pinchbeck.

William Pinchbeck was born in Yorkshire, England, in 1831. In 1849 he and his two brothers, Michael and Anderson, emigrated to California and the lure of the gold rush. There is little doubt that the three had a thirst for adventure but it's quite possible they were reacting to social changes in England. At that time the landed gentry were kicking many of their less fortunate brethren off the land as they built massive estates. Under such conditions the young William Pinchbeck may have left England with one valuable lesson tucked under his cap — ownership of land meant power.

In California the three brothers kept busy with mining and operating a hotel. In the late 1850s the three brothers parted company; William heading north to the goldfields of the B.C. interior while his brothers went to Australia and Patagonia (the southern third of what is now Argentina).

Three brothers, three different continents. One can only guess that the three, still infused with the sense of adventure, made a wager over who would become the most wealthy in their new homelands. If such was the case, Michael and Anderson would have to have found great riches to eclipse what William was on the verge of discovering. It is not known what the future did hold for Michael and Anderson.

In 1859, William and a friend from California, William Lyne, left Victoria for the Cariboo goldfields. The adrenaline rush of adventure was to be found in many of the young men arriving in the Cariboo during that period, but what set the likes of Pinchbeck, Lyne, Robert Borland, Sam Yorston, Sam Simrock, Tom Paxton and Charles Eagle apart was that the wealth they saw glistening was the availability of farm and ranch land. After taking pre-emptions on land in the Williams Lake valley, Pinchbeck and Lyne formed a partnership to farm and ranch the properties. The produce, wheat and meat was sold to feed hungry gold miners in their usually vain pursuit of striking it rich.

Between 1860 and 1863 it appears that Pinchbeck and Lyne purchased buildings and property from the oldest settler in the valley, Thomas Davidson. The property located in the Glendale area included a stopping house which became known as Upper House. An advertisement in the *Victoria Colonist* in 1863 beat the drum of Pinchbeck's Hotel and Store as "Accommodation for travellers unsurpassed by any hotel in the country. The table is constantly supplied with every delicacy that money can purchase. A large stock of miner's supplies of every description constantly on hand. The choicest brands of wines, liquors and cigars to be held at the bar."

William Pinchbeck, in an undated photograph.
Photo courtesy of Museum of Cariboo Chilcotin.

Upper House held a rudimentary gaol. During these early years Pinchbeck had been named a constable by gold commissioner Phillip Nind. It was Pinchbeck's job to capture the accused and hold him/them for trial until Judge Begbie, making his circuit through the interior, dispensed with the cases. Later Pinchbeck was named a justice of the peace, a position which enabled him to sentence most of the offenders promptly.

Pinchbeck took Chulminick, daughter of the second Chief Willy'um of the Shuswaps, as his wife about 1866. It is doubtful whether this marriage was ever registered. Chulminick bore two sons, William Jr. in 1867 and James. It is believed that Williams Lake was named for Chulminick's grandfather, the first chief Willy'um.

The Pinchbeck and Lyne partnership prospered throughout the '60s and '70s. They corralled most of the property in the valley. Lower House was developed where Williams Lake Stampede Grounds are today. Vegetables, grain, hogs and cattle were grown on their property. A grist mill, powered by water diverted from Williams Lake Creek, ground local grain. The stopping house prospered in part because a brewery and distillery were built adjacent. The distillery produced a renowned spirit called White Wheat Whiskey.

In the fall of 1883 Pinchbeck journeyed to England. He returned in the spring of 1884 with farm and sawmill equipment, his sister Helen, and a young wife, Alice Elizabeth. With Alice Elizabeth he had three more sons, Cyril, Robert and Frederick, and a daughter, Emma. What happened to Chulminick is

unclear. Perhaps she succumbed to one of the white man's diseases or perhaps she was sent back to her band. Nevertheless, William Sr. appears to have remained devoted to his sons William Jr. and James. William Jr. ran a pack train for his father, supplying goods to the Omineca. On one trip he was deputized by his father to bring in a suspected murderer who lived in a cabin on the pack trail. He found the man in a cellar under the cabin floor. A shot rang out, narrowly missing him. William Jr. leapt into the cellar and overpowered the villain, bringing the man to justice.

In 1887, with all of Williams Lake in the partnership's command, the friendship which dated back to the days of the California gold rush, began to unravel. The reason remains a mystery. In its January 15, 1888, edition, the *Victoria Colonist* recorded the dissolution: "The visit of Messrs. Pinchbeck and Lyne, joint owners of the Williams Lake farm in the Cariboo district, was for the purpose of dissolving the partnership. Mr. Pinchbeck purchased his partner's interest. It is not known how much money changed hands in the transaction, but it must have been considerable, for the property is one of the finest ranches in B.C., five hundred acres being in wheat alone some years. The farm is supplied with the latest improved agricultural machinery including a steam thresher, and has on its broad acres a large flouring mill and sawmill. It is one of the most important suppliers of Barkerville and other points in the Cariboo, and is managed on a scale which is generally a surprise to strangers.

"Mr. Pinchbeck has recently completed a handsome residence facing the lake and commanding a magnificent prospect. It is his intention to continue the extensive cultivation of the ranch.

"Mr. Lyne will probably embark in trading on Quesnelle-mouth.

"Both gentlemen are pioneers of the country, Mr. Pinchbeck having been in the Imperial Service (policeman) in the early days of the Cariboo gold mining. They returned by this morning's steamer to the mainland."

Lyne moved thirteen miles north to Deep Creek where he started a stopping house, became a blacksmith and built a lumber mill. He later moved to Ashcroft where he managed a hotel until his death in 1906.

William Pinchbeck's tombstone.

William Pinchbeck now commanded everything he had seen in 1860 when he arrived in the valley seeking fame and fortune. His power and influence extended throughout the Cariboo wherever pack trains moved his supplies. He sought a seat in the provincial legislature in 1890 but his bid failed. That may well have been the first time he failed to succeed at something he seriously put his head toward achieving. In 1892 his health began to fail. He went to Victoria and underwent surgery in early 1893. On July 30, 1893, he died in 150 Mile House at the age of sixty-two.

His wife Alice sold off the assets, much of these to Robert Borland. She moved to Victoria with the four children and later remarried. Alice and Joseph Ratchford moved the family to Kamloops where they ran an old folks' home.

William Pinchbeck's tombstone stands on a knoll above the Williams Lake Stampede Grounds. Time has not washed away the indelible mark he left on the region.

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Randy Poulis is editor of the* Williams Lake Advocate. *John Roberts is a veterinarian and volunteer archivist for the Cariboo-Chilcotin Archives. This article is adapted from one which appeared in the July 28, 1993,* Advocate *to draw attention to the 100th anniversary of pioneer Pinchbeck's death.

NOTICE

B.C. Historical Federation
Annual Conference
April 28 – May 1, 1994
The Island Hall Beach Resort
Parksville, B.C.

Whether you enjoy listening to captivating speakers address an array of historical topics or getting out and exploring a variety of historic attractions, the 1994 B.C. Historical Federation Conference promises to have something for you.

The BCHF has selected our Vancouver Island communities of Parksville and Qualicum Beach as the venue for the 1994 conference.

Parksville welcomes you to explore Craig Heritage Park, a collection of restored heritage buildings that will take you back to the times of our earliest settlers. Qualicum Beach is proud to show you around their expanding Power House museum project. You can help celebrate the centennial of one of Vancouver Island's first log churches, St. Anne's at French Creek. You'll also have time to discover some of our other treasures like the restored Old School House Gallery and Graham Beard's natural history museum.

A varied conference agenda has been planned for you. We have invited Hugh Taylor, renowned archivist, to give us some professional tips to take home. Kim Recalma Clutesi, a member of the Qualicum Indian Band, will share her insight into some aspects of the history of our First Nations peoples. In addition, representatives from both historical societies will speak on the history of the two communities. You'll have plenty of opportunity to explore our sights and attractions both on guided tours and on your own and then expect to relax with some light entertainment at a dinner and vintage fashion show.

We look forward to hearing you'll attend the 1994 conference and we will be happy to answer any questions you may have about any aspect of your arrangements. A reminder here — the conference is open to non-members as well as delegates from member societies. See you there!

For more information, contact:

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Phone 248-9541

or

Jim Storey, President
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Phone 752-1247

REGISTRATION DEADLINE
APRIL 10

Aviation in the West Kootenay

by Henry E. Stevenson

William Archibald, mines manager for Consolidated Mining and Smelting Company (now Cominco), envisioned the opening of northern Canada using airplanes to explore for minerals. He promoted the idea of teaching their geologists and mining engineers to fly. It all began in 1929 when Archibald's Creston farm was used as a flying school. Two DeHavilland Gypsy Moth biplanes and a Curtiss Robin monoplane were purchased and the school started. The first summer the airplanes were on wheels. When snow fell, skis were installed and the students were checked out. Page MacPhee and Bill Jewett were instructors; Ben Harrop was chief pilot. Flying with skis differs from wheels due to the fact that you are without brakes and the airplanes are more difficult to turn on the snow-covered runway.

In the spring of 1930 the three aircraft were back on wheels and were flown to Kaslo where they landed on the beach near the area where the S.S. *Moyie* now stands. Here the wheels were removed and floats were installed. After a reasonable check-out time, each pilot was sent north to the Northwest Territories and northern Ontario. More pilots were hired and more airplanes purchased to cover the region thoroughly.

Cominco also manufactured chemical fertilizer dispensing machinery at Trail. Each unit that was made would be freighted to farmer customers on the Canadian Prairies. Pilots would fly to the customer to install the machinery on his tractor. The company also had planes flying supplies to their mining projects in northern Ontario and Quebec.

William Archibald had his own personal aircraft that he flew between his Creston ranch and his office at Trail. Often we would see his DeHavilland Puss Moth flying past Nelson when he was commuting. Between 1929 and 1937 the C.M. and S. Company (Cominco) had more than thirty airplanes (not all at one time). When the Kaslo Float School was in operation, the student pilots often flew down Kootenay Lake to Nelson for practice. They would land on the lake near Lakeside Park, then fly back to Kaslo.

Northwest Lockheed Electra crashed at Rosemont, October 30, 1935.
Photo courtesy of Henry Stevenson collection

On October 30, 1935, the citizens of Nelson were surprised to see a twin-engine airplane flying southwest down Kootenay valley. It was the first plane we had seen flying at night. It was a Lockheed Electra 10 passenger plane that had lost its way on a flight from Billings, Montana, to Spokane, Washington. After circling over Nelson, it made a forced landing at Rosemont, near the present site of the vocational school, at 10:15 p.m.

Storm conditions en route had caused static, making radio signals impossible, and the beam control had failed. When Nelson came into view, the pilot thought he was over Wallace, Idaho. By this time the fuel supply was so low a landing was imperative. The searchlight in the nose of the plane picked out the only clear area suitable for landing. The pilot used good judgement in landing with the wheels retracted. Had he not done this the machine would undoubtedly have crashed into a rock wall fence.

Considerable damage was done to the undercarriage, engines and propellers and the right wing was scraped and dented when it came to rest against the rock fence.

A radio report was immediately sent to Spokane advising that the seven occupants were not injured. A Canadian customs officer was alerted to take charge of clearing the plane and all persons aboard.

A repair crew was sent up from Spokane. The engines and wings were removed so that the fuselage could be towed through town to the CPR flats where repairs were carried out and new engines mounted, wings and other parts assembled. On November 14 the pilot, co-pilot and flight engineer took off with only twenty-five gallons of fuel, enough to get as far as Trail airport where they refuelled with full tanks of gas for the flight to Spokane.

On April 6, 1929, Flight Lieut. A.L. Morphee flew into Nelson from Vancouver with a Fairchild monoplane that had the Air Force registration number "XN." He was accompanied by Sgt. Warner, an engineer, and Cpl. Caraway, camerman. They were on a photographic and aerial survey mission. The floor-mounted camera in the airplane took pictures of rivers, lakes and streams, including the areas of Kootenay Flats, Howser and Duncan Rivers, Upper and Lower Arrow Lakes, the valley from Revelstoke to the head of Arrow Lake, West Shore and lower portion of Kootenay Lake.

Clear weather was essential for the work, so all flying was done on sunny days. Flying was done at a given elevation over courses that were clearly marked on the ground with white pyramids. The camera was operated with a continuous film, each frame covered a given distance, so both altitude and airspeed had to be constant. The whole project was

completed in twenty-eight days. Lieut. Morphee and his crew returned to Vancouver on May 5, flying by way of Penticton and Lillooet, then following the PGE Railway to Squamish and arriving at Vancouver after flying four hours, fifty-five minutes non-stop.

During World War II, Stranraer flying boats landed on Kootenay Lake at Nelson. As many as seven of these large airplanes landed here at one time. Other times they would arrive two at a time or singly, using Nelson as a stopover on their way to RCAF bases on the West Coast.

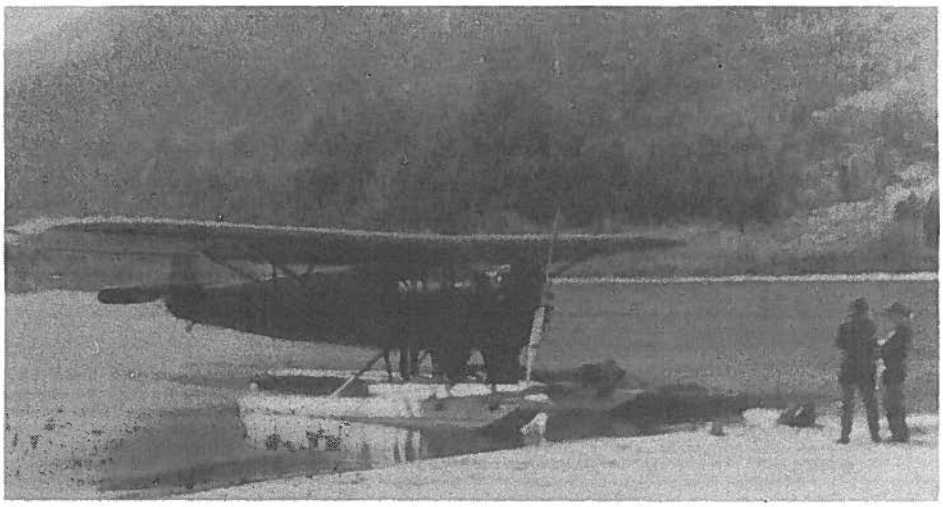
Stranraers were built by the Ottawa Car Mfg. Co., a division of Canadian Vickers in Quebec. They were used for submarine surveillance on Coastal Command. After the war these airplanes were sold to private operators as transport aircraft carrying passengers and freight. Queen Charlotte Airlines used several of these machines for passenger service between Vancouver and Prince Rupert, as well as other communities on the islands and inlets on the B.C. coast.

Stranraers were nicknamed by Air Force personnel "The Flying Forest" or "The Whistling Birdcage" owing to the numerous struts between their biplane wings and the whistling noise caused by their wire-strut braces.

From 1943 to 1945 the Nelson Civic Centre badminton hall became a satellite manufacturing plant operated by Boeing Aircraft of Vancouver. Aluminum hull frames were produced for Canso flying boats. The assembled frames were shipped to Vancouver, where they became bulkhead parts for the Canso fuselage. A large number of local people were employed by Boeing, including a number of women.

Early in 1947, an enthusiastic group of air-minded Salmo and Nelsonites formed a flying club. Up to that time a local airport was non-existent, so they based their airplane at Salmo. It was a DeHavilland Tiger Moth and Jimmy Lougheed was their instructor. Lougheed was employed by Central B.C. Airways flying the forestry patrol with a war surplus Cessna Crane aircraft. Jim Lougheed taught several Salmo and Nelson people to fly. He also instructed refresher courses for pilots who had been flying with the RCAF during the war years.

Later in 1947 our Nelson members approached city council to study the possibility of laying out the foreshore from the foot of Josephine Street toward the southwest for an airstrip. At that time the shoreline included a seldom-used incinerator and a truck road ending at the city dump. We pointed out the fact that the refuse pile, properly structured, could eventually become a usable airstrip. Up to that point it was a rather shameful mess of garbage, rocks and refuse of all types.



"XN," Fairchild photographic plane flown by Lieut. A.L. Morphee, 1928.
Photo courtesy of Henry Stevenson collection

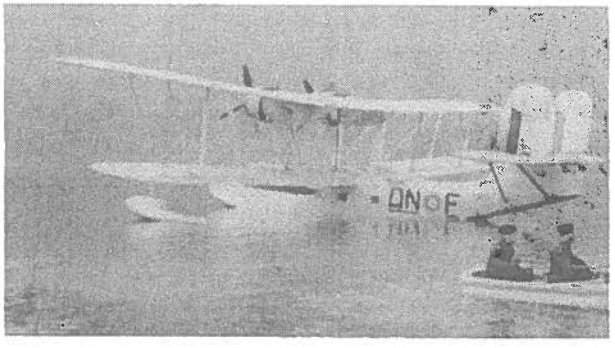
The mayor and council were co-operative. They directed a bulldozer to grade the lumps and bumps and in two days we had a reasonably usable runway totalling about 600 feet in length. Our club members, along with our wives and kids, spent several evenings and weekends clearing rocks and other obstacles from the surface. Our biggest problem from there on was our attempt to keep cars and trucks off the runway. We were very fortunate that no accidents resulted from the mix of traffic. There were a few near misses. I can recall once when a car pulled out in front of me when I was on final approach to land on the airport and had to quickly open my throttle and go around the circuit to land. Others also experienced similar thrills. Sometime later the city built a fence to separate the road from the airstrip.

The Nelson Pilots' Association was formed on September 29, 1960. The object of the organization was to promote aviation in general and to appoint committees within the group to dispense fuel to visiting aircraft and provide manpower to take care of the airport. These people cut the grass around the runway and parking apron, as well as doing many other chores.

In 1983 the club purchased its own truck and snowplow from Crown Assets Corporation so that our members could keep the airport runway clear in winter.

The airport has proven to be an asset. Sometimes when the Castlegar airport is unserviceable due to fog, the scheduled airplanes are able to use Nelson as an alternate.

Upgrading of Nelson airport through the years has been a matter of directing the dumping of refuse in such a pattern as to lengthen the runway. Grants from government sources have brought our airstrip from its original 600 feet to the present paved runway which is 3,000 feet in length by seventy-five feet in width. Hangars have been built to protect the airplanes of local pilots and the City of



RCAF Stranraer flying boat on Kootenay Lake, Nelson, c. 1942. Photo courtesy of Henry Stevenson collection

Nelson collects both rent and taxes from the owners. The city also collects revenue from every litre of fuel dispensed from our fuelling facility.

Nelson has a seaplane dock adjacent to the airport for the exclusive use of float planes. The dock was provided by the federal Department of Transport for itinerant seaplanes, but it is seldom usable for that purpose on account of power boats illegally tied up there. It is a regulation that is seldom enforced.

We are proud of turning our former city dump into an airport that attracts a large number of flying visitors as well as its constant use by the Air Ambulance for medivacs.

The ever-increasing number of landings and take-offs has prompted the Department of Transport to provide grants that built our paved runway, and grants also built the fine terminal building that Nelson is so proud of.

Okanagan Helicopters have had their machines based here since 1959. They have always been excellent corporate citizens, taking part in all civic events. It is a great asset to have helicopters based here for rescue and ambulance work throughout the district.

Henry Stevenson of Nelson was fascinated by airplanes when he was very young. He held a pilot's licence from 1947 till 1978, and now delights in assisting with research of Kootenay history, especially aviation history.

Flowers from Martha's Diary

by Jennifer Iredale

In the B.C. Archives and Records Service Reference Service is a diary of Martha Douglas, youngest daughter of Sir James and Lady Douglas. This diary spans the period 1866 to 1869. It is a fascinating account of daily life in early Victoria; entirely a social history from a child's eye view. She begins the diary with the entry:

> This being the first day of the New Year 1866, I propose to begin a journal recording the little events that I wish to remember, the state of the weather, the progress of vegetation and anything that may interest me. This exercise will be useful in teaching me to express my ideas and to write with ease and facility. I hope I shall not be so busy or so indolent as to neglect this means of improvement.

Besides the weather and vegetation, Martha makes notes about visitors to the house; luncheons and dinners; letters and visits from her sisters and brother, nieces and nephews; notes on births and deaths; and even comments on world events such as the telegraph line connecting Vancouver Island to the world in 1866 or the major earthquake in Havana in 1867.

Her diary is oddly similar to ones kept by her father. It is likely Martha's diary was suggested by her "dear papa" as part of her education. One can imagine them sitting close to each other in the evenings, both writing their daily entries. It seems likely James Douglas reviewed, assisted and corrected Martha's entries as the words and often the tone seem advanced for a girl of eleven or twelve years of age. In some cases the handwriting is actually that of James rather than of young Martha.

Further evidence that Martha wrote her journal for her parent's eyes and ears, not merely as a personal confidante, is seen in her entry for November 30, 1867:

> Miss Douglas has for several months past, been remiss with her journal, for which she is now very sorry and will I hope be more attentive to this duty hereafter and strive to entertain her readers with useful as well as entertaining remarks ...

James Douglas seems to have been keenly interested and observant of the natural world he lived in. It was probably his training that taught Martha to record the daily weather in such detail and to record her first observances of windflower blooms and the last harvest of apples. Martha's record of these things shows us the landscape of Victoria for 1866 — one in which there are many recognizable plants.

The following excerpts are those portions of entries related to plants only. My interest in these particular entries stemmed from research on the flowers, fruits and vegetables that would have grown in the Helmcken garden and at Craigflower Farm where we are attempting to recreate or at least interpret the historic landscape and gardens.

> Thursday, March 7 – Crocus and periwinkle are coming into flower.
>
> Sunday, March 11 – Willow and hazel in flower.
>
> Saturday, March 31 – Papa took James Helmcken out for a ride this afternoon. They found a number of wild flowers on the west side of the Point beyond Capt. MacNeills and brought home a bouquet of yellow 'Daisies' and 'Forget me nots'.
>
> April 18 – A few tulips are coming into flower and one of the cherry trees is coming into blossom.
>
> April 26 – The peach, pear and plum trees are coming into blossom.
>
> May 10 – Apple trees coming into blossom.
>
> Saturday, May 12 – Rode out to Cadboro Bay with sister Agnes and Papa drove out with Mamma. The country is perfectly beautiful being thickly covered with flowers. The buttercup and Camas being the most conspicuous though perhaps not the

prettiest flowers.
May 15 – I wrote to Arthur and sent him some Dahlias.
Friday, May 18 – The Rose Peony and Lilac are in blossom.
June 14 – Different roses coming into blossom.
June 24 – The Sweet Brier and Honey suckle coming into blossom.
June 25 – I drove out into the country with papa and Mamma and picked a quantity of wild strawberries. They were small, but very good and had a finer flavour than the cultivated strawberry.
Sept. 29 – The early apples have all been picked, the late keepers are getting ripe.
Oct. 15 – Began taking in the Apples for winter use.
Nov. 5 – The Roses, Nasturtiums, Heartsease, Stocks, Fuchsias still in bloom. The Gardener (Collins) took up and potted the Geraniums. He set out the tulips, crocus, narcissus and other flowering bulbs.
Nov. 6 – Gardener taking in the late apples.
Nov. 19 – The servants taking in the few apples (Rainbos') which were not gathered before the late rains.
Nov. 20 – Gathered the remainder of the apples, and put them away for winter use.
Nov. 22 – The Gardener dressing the borders.
Nov. 27 – The Rose bushes are still in bloom and fresh buds coming out. There are also a good many late flowers in bloom.
Dec. 25 – Christmas Day. Fine pleasant weather. The Rose trees still partially in blossom and other Rose buds coming. The grass is growing and the country looks fresh and green. Had a family dinner party and spent a pleasant evening.

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Jennifer Iredale is currently curator for the South Coast Region Historic Sites, including Helmcken House, Carr House, Tod and Point Ellice Houses, Craigflower (all in Victoria) and the Haig-Brown House in Campbell River.

Martha Douglas, daughter of Sir James and Lady Douglas, later became Mrs. Dennis Reginald Harris. Photo by S.A. Spenar, Victoria, and courtesy of BCARS #5826 G-9199

The Chinatown Exhibit of the Royal British Columbia Museum

by David Chuenyan Lai

The multi-ethnic culture of Canada is enriched by both the pioneer and recent immigrants of numerous national groups who have brought their cultural traits to Canada. The Chinese, for example, are one of the earliest settlers in British Columbia where traces of their imprints are particularly apparent in Chinatown. They range from the visible features such as Chinese artifacts, decorative motifs and tong buildings to invisible impressions such as aromas from a herb shop and audible chats in Chinese dialects from a tenement house. Today all the old Chinatowns in the province have been either demolished or drastically changed in their streetscape. They may be seen only in old photographs and manuscripts. In 1992 the curators, designers and interpreters of the Royal British Columbia Museum utilized all the available Chinese tangible, invisible and relic imprints to organize a permanent pre–1910s Chinatown Exhibit, focusing on the recreation of Man Yuck Tong, one of the earliest Chinese herbalist shops in Canada.[1] The exhibit was officially opened on 3 November 1992 by the Honourable David C. Lam, Lieutenant Governor of British Columbia.

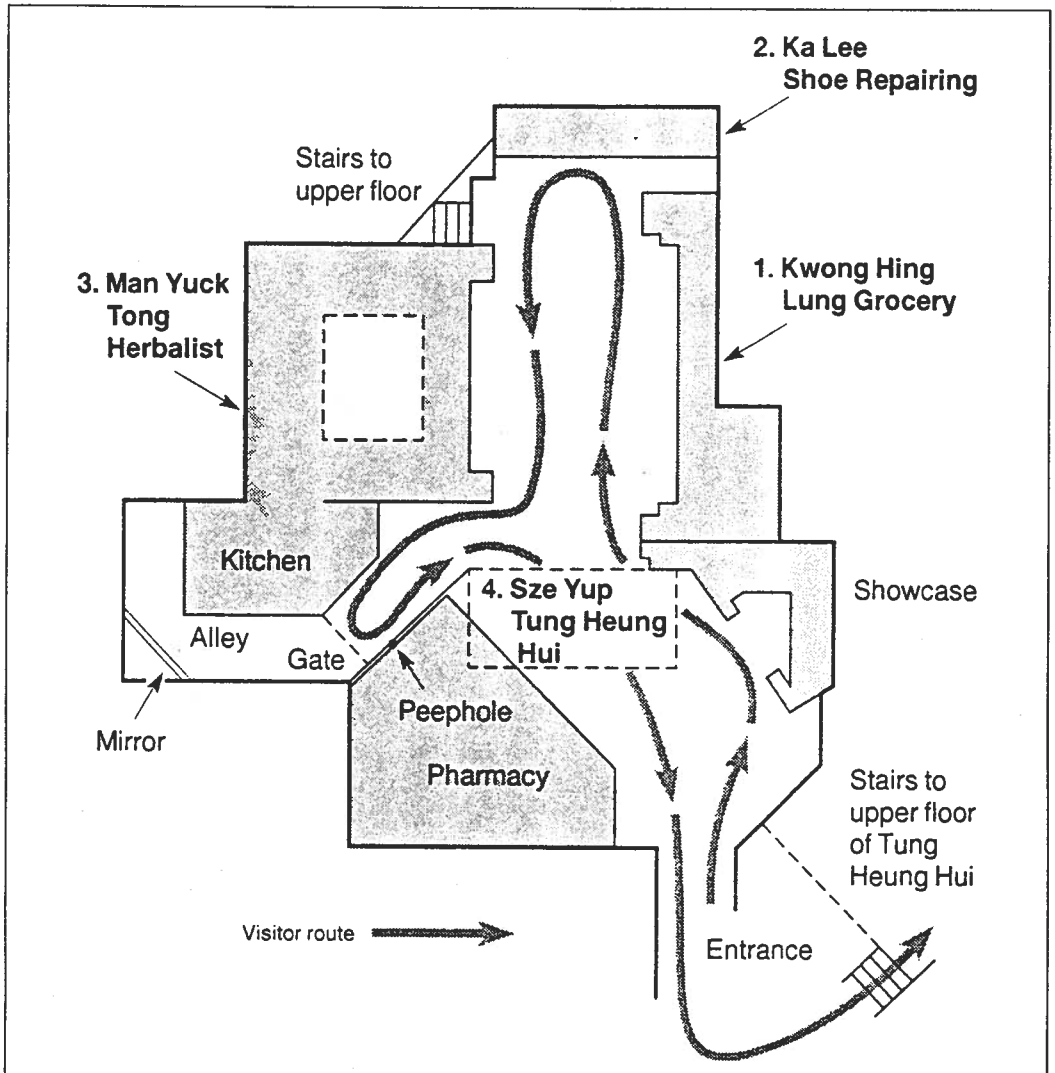

Figure 1. A Sketch of Chinatown Exibit.

The history of the exhibit may be dated as early as 1981 when Quan Yong Foo considered closing Man Yuck Tong. Very soon a few antique merchants and some museum curators showed interest in purchasing all the herbs and equipment of the store. The Friends of the Royal British Columbia Museum also lost no time in raising funds to complete the purchase. In spite of a higher offer by an outsider, Quan decided in January 1982 to sell Man Yuck Tong to the Royal British Columbia Museum for $5,000, mainly because he hoped that the shop would be re-built in the future as a model in the provincial museum in Victoria rather than in other cities.[2]

Eight years later, the Royal British Columbia Museum began to plan a permanent Chinatown Exhibit. In addition to funding the exhibit, the Fannin Foundation, chaired by Greg Evans, and Bill Barkley, Executive Director of the museum, also sought donations from other service organizations. The Victoria Chinatown Lions Club responded to the appeal and made a contribution of $45,000 to the exhibit as its thirty-fifth anniversary celebration in 1992; Ed Chow was named the project chairman to act as a liaison between the club and the museum.

The Chinatown Exhibit consists of four structures and an alley. Entering the exhibit a visitor will see on his or her right-hand side a showcase in which a description of Chinese and Western medicine is on display (Fig. 1). The first structure is Kwong Hing Lung Grocery Store. It is modelled after the exterior facade of the Loo Tai Cho Building (at 55 Fisgard Street), basically an Edwardian

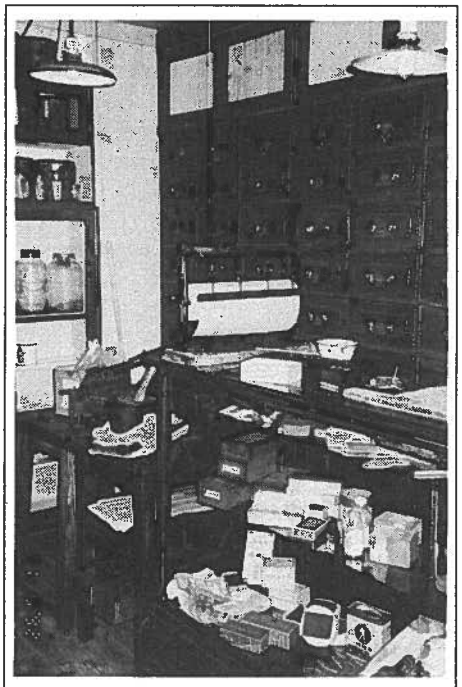

Fig. 2 Man Yuck Tong

building of the 1890s.[3] A "cheater floor," a typical feature of Chinatown buildings, is visible behind the arched store front. The second floor is the tenement. A great variety of Chinese dry goods, such as salted fish and preserved eggs or ginger, is on display. The second structure is Ka Lee Show Repairing cum Employment Agent Building. It is modelled after the Lum Sam Building (at 534 Pandora Avenue), a typical Italianate building of the 1880s.[4] The decorative brickwork and symmetric Italianate windows on the second floor of the building were reproduced. A projected cast-iron balcony reminds visitors that originally the building had a wooden balcony which was later replaced by an iron balcony to accommodate the fire regulations of the City of Victoria in the 1890s. In the early days, small merchants or workers usually had to eke out their income by getting a second job. In this case the shoe-repairer was also a labourer contractor. The third structure, Man Yuck Tong, is the focal point of the exhibit. It is modelled after the On Hing Building (at 544 Fisgard Street) where the herbalist shop was previously housed.[5] The shop was reproduced as close as possible to its original layout (Fig. 2). The "cheater floor," used for storing herbs, was recreated; the kitchen for preparing Chinese medicine was reproduced; and segmental windows and a projected wooden balcony were duplicated on the second floor. Like Ka Lee, Man Yuck Tong could not run with profit if it depended solely on the sale of herbs. In the 1910s Quan Yuen Yen, owner of the herbalist shop, was himself a tailor; hence he sold herbs as well as made, altered or mended clothes, mainly for labourers. On the left-side brick column of the store front, a visitor will notice four vertical Chinese characters, meaning "Lung Kong Association." Owners of Man Yuck Tong were prominent members of the Lung Kong Tin Yee Association; hence Man Yuck Tong was not only a well-known herbalist store in Chinatown but also a popular rendezvous for the association members. When a Chinese organization was first formed, usually it did not have funds to rent or build a tong house; hence the members initially made use of a member's shop for meetings. Next to Man Yuck Tong is an alley closed by a wooden gate. Peeping through it, a visitor will see signboards of gambling clubs, restaurants and a shoe-repairing store. On the brick wall outside the gate is a peephole which was used by the serveillant of a fantan club to give the alert of a police raid. A visitor has to look up to see the last structure in the exhibit, the Sze Yup Tung Heung Hui (Four Counties Association) Building. It is modelled after the third floor of the CERA Building (at 1717 Government Street), built in 1905.[6] This is a typical tong building, featuring a recessed balcony, a pair of arched windows and delicate wrought-iron balusters. Next to the alley is a western pharmacist's store; it is a significant component of the exhibit because it is used as a comparison with the Chinese herbalist shop and functions as a transition link between Chinatown and the western business district of an Old Town. Going through the exhibit, a visitor will hear very faint Chinese music and conversation in the background.

The exhibit covers an area of only 500 square feet where all forms of Chinese imprints are crammed. However, they are vividly and appropriately on display. This reflects the genius of the curators and designers of the project, headed by John Robertson. Virginia Careless, Alan Graves and Kevin Neary prepared the interpretive objectives. Alan Graves also drew and revised many times the working plan, and supervised the building of the exhibit. The actual construction was carried out by the Exhibits and Trades staff. Virginia Careless did background research on Chinese-Canadian history, concentrating on Chinese medicine and herbalism. The Conservation and History Collections staff prepared the artifacts. Bob Griffin assembled the materials for the showcase, Gerald Luxton looked after the signs, and Norman Charbonneau and Mark Dickson recorded the background sound and music. Before the official opening, Margot Briggs and Chris Higgins arranged the media coverage; in addition, Tom Palfrey will write a companion book about the exhibit. It is nearly impossible to list the role of every person since over forty members of the museum staff were involved. From the Chinese community, Quan Yong Foo helped to identify the Chinese herbs and equipment, and place them in their original location inside Man Yuck Tong. John Nipp did the calligraphy and translation. David Lai contributed the conceptual drawing and worked closely with the team in recreating the early twentieth-century Chinatown. Paul Chan and John Joe were involved in the sound and conversation recording. The exhibit is unusual in the history of the museum exhibitions because the local community in Victoria has not only financially supported it but also actively participated in it. The joint efforts of the museum staff and the community have made the exhibit a success.

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David Chuenyan Lai is a professor of geography at the University of Victoria. He has participated in many projects involving the Chinese presence in Western Canada in the pioneer years.

FOOTNOTES

1. Man Yuck Tong was established in c. 1905. For details of its history, see Lai, David Chuenyan, "Man Yuck Tong in Victoria," *B.C. Historical News*, Fall 1992, pp. 34–35.
2. Quan Yong Foo, owner of Man Yuck Tong, private interview, March 1992.
3. Lai, David Chuenyan, *The Forbidden City Within Victoria: Myth, Symbol and Streetscape of Canada's Earliest Chinatown*, Orca Book Publishers, Victoria, 1991, p. 114 and p. 148.
4. Ibid., pp. 102–105.
5. Ibid., pp. 119–121.
6. Ibid., p. 131.

NEWS & NOTES

TURNBULL LIBRARY NOW AT SELKIRK COLLEGE

The collection of several hundred volumes plus a dozen boxes of clippings and documents has now been catalogued for the Canadian Studies and Kootenaiana Collection at Selkirk College in Castlegar. Doug and Elsie Turnbull lived for many years in Trail where Elsie became city historian and Doug, a senior engineer for Cominco, served as MLA from 1949–52. Turnbull's daughter-in-law, Jean, was instrumental in arranging the return of the collection to the Kootenays. Selkirk librarian John Mansbridge says: "We couldn't have purchased a lot of this material for any money" and added on his return from Victoria to supervise the transfer, "Elsie is very pleased that her collection is coming back to benefit scholars in the Kootenays." The B.C. Historical Federation adds its thanks to Elsie Turnbull for this generous donation.

HISTORY TEACHERS GAIN SUPPORT FROM C.H.A.

The Canadian Historical Association recently decided to pay closer attention to "What's Going on in the Classroom?". Following the annual general meeting in Ottawa, an Advisory Committee on History in Schools was struck. Plans were made to have a session (at next year's meeting in Calgary) on a "pan-Canadian curriculum in schools." History in western Canada is taught as part of "Social Studies," frequently cut off from historical discipline. In Quebec, history is taught as a distinct subject with two obligatory and one optional high school courses. In Ontario, history is taught as a separate subject, but is increasingly marginalised with additional, often extraneous, material imposed. Anyone wishing further details on this committee could contact the British Columbia member, Peter Seixas, at the Education Department at UBC.

KELOWNA MAN WINS SCUBA DIVERS' AWARD

Five members of the Professional Association of Diving Instructors (PADI) were honoured on January 14, 1994, in New Orleans for their promotion of safer diving and specific projects undertaken. Vern Johnston of Kelowna, B.C. spearheaded an underwater clean-up of Okanagan Lake; Ross Newton, owner of a Winnipeg dive shop, has organised fund-raising clean-up dives of Lake Winnipeg, donating proceeds to muscular dystrophy; and an Ontario director of the Ontario Underwater Council has promoted many clean-ups in swimming areas in Ontario and initiated a summer program to introduce young people to the sport of snorkelling. For further details, contact Gene Hemsworth at #3 – 10114 McDonald Park Road, R.R. #3, Sidney, B.C. V8L 3X9, phone (604) 656-PADI.

BCHF SCHOLARSHIP REQUIREMENT REVISED

This annual scholarship of $500 is being offered to a student completing the *second year* at a British Columbia university or college. Candidates must submit a letter of application with an essay of 1500–2000 words on some facet of British Columbia history and letters of recommendation from two professors to the Scholarship Chairman, Anne Yandle, 3450 West 20th Avenue, Vancouver, B.C. V6S 1E4. The application date has been advanced to April 30 each year. If you know an eligible student, encourage him/her to fulfil these requirements as soon as possible.

DEDICATED HISTORIANS OF SIDNEY AND NORTH SAANICH HISTORICAL SOCIETY

A small group of dedicated historians, and tea sippers, has produced a one-hour-and-forty-five-minute documentary detailing the history of North Saanich. This is a sequel to the two-hour documentary previously produced, *One Hundred Years of Sidney: The Sidney Story*. Tapes of both of these epic works are available to the public at $24.95 each. The members would be glad to assist other groups with similar projects. Contact President Don Robb, The Sidney and North Saanich Historical Society, Box 2404, Sidney, B.C. V8L 3Y3.

MEDAL FOR CANADIAN BIOGRAPHY 1992

Vancouver author Irene Howard received the Medal for Canadian Biography at a ceremony last summer. The medal has been awarded by the University of British Columbia since 1951, and is cast from a carving by Bill Reid. Howard's winning book *The Struggle for Social Justice in B.C.: Helena Gutteridge — The Unknown Reformer* was reviewed in the Fall 1993 issue of this magazine.

JOHN HOUSTON AT PRINCE RUPERT

John Houston, first mayor of Nelson, colourful member of the Legislature and prolific newspaperman whose editorials attacked the railways and postal service, moved north to Prince Rupert around 1908. Obviously the Grand Trunk Pacific was not pleased with this move and they instructed their agent, James H. Bacon, not to sell or lease any land to Houston. The company also seized his printing press at the dock, but Houston had anticipated this eventuality by having the first four copies of *The Prince Rupert Empire* printed in Vancouver and mailed to him. Houston further outmaneuvered the GTP by filing five-year mining claims in the middle of the future townsite. Later on, after some difficulty, he erected a shack to house his office and plant. Although life was not easy, Houston did manage to publish fifty-two issues in the first year of operation but, with little or no advertising revenue, he sold *The Empire* by mid-1909 and moved on to Fort George. He passed away in 1910.

Submitted by Ron Welwood

HISTORY OF BRITISH COLUMBIA VIA OPEN LEARNING

The Open Learning course package is described as "a treasure trove of information." This course, designed by Jean Barman, is designed for credit or for pleasurable learning. Pick up a brochure or phone 1-800-663-9711.

DAVID CORNWALL GRUBBE 1912–1994

David Grubbe, with his wife Elizabeth, was for years the omnipresence of the North Shore Historical Society at BCHF gatherings. David passed away January 7, 1994, in Lion's Gate Hospital.

HISTORIC TRAILS DESIGNATED

Three trails, or extensions of provincial trails, in the Merritt Forest District are now Heritage Sites. These are the Whatcom Trail between Holding Creek and Wells Lake; the Dewdney Trail in the headwaters of Granite Creek; and the Hope Pass Trail between Whipsaw Forest Service Road and Hope Pass. Also designated by order-in-council in 1993 was the Northwest/ Hudson's Bay Company Trail between Little Fort and Lac des Roches.

Submitted by John Spittle

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

Working in the Woods: A History of Logging on the West Coast
Ken Drushka. Madeira Park, B.C., Harbour Publishing, 1992. 304 p., illus., $39.95

The Logger's Digest: From Horses to Helicopters
Barry Coulson. Victoria, Orca Book Publishers, 1992. 163 p., illus., $18.95

Early on in his *Working in the Woods*, Drushka writes that "the essence of logging involves two basic tasks: knocking 'em down, and dragging 'em out." His intention is "to describe the evolution of logging methods used in the coastal forests of British Columbia, along with the people who created the industry."

The emphasis in the book is on the methods, and in particular on the machinery developed for and introduced into the industry. Drushka's chapter divisions reflect this emphasis. He uses a limited number of chapters — nine in total — one of which, for example, deals with "The Railway Era," the following one with "The Birth of Truck Logging." The book, as a consequence, has an easy-flowing natural tempo paced by the evolution of the industry's machinery.

The industry, however, was not a scientific business. Outfits — logging shows — large and small were obliged to work with the equipment on hand under the conditions of a particular place and, equally significant, that place's weather. Making do, often with beaten-up equipment, was the order of the day. The measuring stick was the volume of wood brought out. Moreover, as Drushka points out, the transition from stage to stage was not strictly sequential: in the early 1920s, for example, oxen and horses, ground-lead steam donkeys, and high-lead and skyline yarding systems were all in use. Generally, however, the economies of the more efficient brought about the replacement of the less efficient. Here he is on the introduction of power saws:

> They shattered the quiet rhythm of axes chopping and saws cutting wood, broken only by the occasional crash of a falling tree. They were noisy, smelly, cantankerous machines, demanding entirely different skills and personalities. They shook and vibrated, turning old fallers' fingers into gangrenous stumps. They were a horrible intrusion on the last remnant of the good old days.
>
> But they could cut; God, they could cut. As they improved and the skills required to master them were painfully acquired, a new elite emerged with its own rituals and protocols. By the 1960s, the one-man falling and bucking saw was a refined instrument, an artist's tool, almost.

There is a lot of history in Drushka's book. He has synthesized a mountain of information and any person interested in the development of this province would do well to study it. Too often we have been inundated with matters of, presumably, more national import — for example, the history of the Canadian Pacific Railway — at the expense of the history of our own region. "The history of coastal logging," Drushka comments, "is, in the end, the story of how a regional culture came to be."

Working in the Woods is accomplished with the competence we have come to expect from Harbour Publishing. The text has been edited well, the photographs reproduced clearly, and all brought together in handsome format. An annotated recapitulation of the major sources, divided chapter by chapter, is most useful, as is a listing of "Oral History Sources" which includes, despite the title, items other than oral history sources. The index is good, though it is printed in annoyingly small type. Throughout, Drushka keeps to his essential plan. "There is nothing here," he notes, "about the sawmills, pulp mills and other conversion plants ... nor is this a book about the social life of loggers."

The Logger's Digest is about the social life of loggers. It is primarily a collection of loggers' stories which Coulson believes are worth recording in the permanency of print. As he explains it:

> Over the last twenty years, I've been gathering these stories, keeping them alive in bars, or retelling them at parties, and it finally hit me — this is my culture, my heritage, my goddam roots!

As is so often the case in collections, the writing is uneven. Moreover, the reader is presented with some poetry, some explanations of logger language, and some examples of Workers' Compensation Board accident reports. Unfortunately Coulson does not identify the sources for much of the material used, and he points out that "various names and places have been disguised to let me keep what remaining friends I have." He hopes to publish more of the same and invites contributions for future issues of the *Digest*.

In this Volume One, there is a lively spontaneity. There is a sense that these are the loggers telling their own stories in their own words. Clearly, in spite of a vocabulary a bit raunchy and rough at times, Coulson is an articulate man. He quotes the likes of Bob Dylan and Kurt Vonnegut with effect. I like his adjectives ("the snarly end of a one-inch choker"). The result is a very human and, on occasion, emotional view of the business of "knocking 'em down and dragging 'em out."

The differences between *Working in the Woods* and *The Logger's Digest* are extensive. Where Drushka has the cool matter-of-fact narrative and analysis of a laboriously researched and carefully written history of an industry, Coulson has the everyday details of the workers in the bunkhouse, the crummy, in the woods and, above all, details about how they feel about their work. The very means of presentation reflect these differences — Drushka systematic and precise, Coulson somewhat hit and miss. Their use of photographs is instructive. In each book the photographs are essential. They are numerous and clearly reproduced. Drushka provides a caption for each of his photos; Coulson does not (with a few, unfortunate exceptions). Each approach is effective in its own setting.

BOOK SHELF

And it may be the differences in approach and content which make each book complement the other; read together they provide something more than the sum of the two.

George Newell
George Newell is a member of the Victoria Historical Society.

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French Presence in Victoria B.C. 1943–1991.* English version of *Présence Francophone à Victoria
John Greene, et al. L'Association Historique Francophone de Victoria, C.B., 1991.

This is a remarkable book. It will enlighten future authors of histories of British Columbia communities. The authors, a group of French professional and cultural men in Victoria, tell the story of their community as part of the general regional community, and do not neglect the important role of women nor links with other cultures.

In 1991 John Greene, Marc Lapprand, Gérald Moreau and Gerald Richard did British Columbia historians a valuable service by translating and adding to an earlier French-language publication on the French presence in Victoria 1843 to 1987. They tell the history of Victoria's French-speaking peoples in chapters on the fur trade and gold rush era, religion and culture, education, arts and health. Greene and his colleagues give general British Columbia background to the story of French-speaking people in Victoria, from Canadiens and Métis to Quebeçois and Français. They detail the origins of French health-care societies of the late nineteenth century and French immersion classes of the late twentieth century.

As francophone men, Greene and his fellows write ethnic history that surprises and delights readers by emphasizing the work of women such as the Sisters of Saint Ann, parish wardens, university instructors and secretaries. They note too the efforts French-Canadian sisters of Notre Dame des Anges made at Loretto Hall in mission to Chinese Canadians. Yet they do not neglect male leaders and clerics of the pioneer years of French and French-Canadian groups in Victoria, and of the recent generation's grouping as "francophone."

The authors of *French Presence in Victoria B.C.* raise questions and hopes for the writing of multicultural history of this province. Was Victoria historically as much a centre for its French-speaking peoples as it was for the English and the Chinese? Did not the "More English than the English" of Victoria develop their character because of the French and Chinese presences? Or, as the academic historians might say, were not the French, like the Chinese and the First Nations, part of the "Others" against which the Victorian English identity was constructed? Did Emily Carr's parents cherish their British cultural heritage more because of the presence of the others, of defence as much as of desire? If the Victoria French community members of today are collecting and writing history in cooperation with the provincial archives, including the relations of French-Canadians, French and other ethnic groups, then may we expect ongoing search for records and interviews?

Such ongoing heritage activity, not just writing and donating of "the book" to the library shelves, is needed by all the communities of British Columbia. This is especially so for those peoples whose younger generations may no longer speak or write the ancestral languages, and for whom federal language programs have not been widely available.

My wish for the future of British Columbia history is that Greene, Lapprand, Moreau and Richard, blessed with skills and experience in multilingual research and writing, in accessing grants and getting published, will continue in these directions. One project they might initiate would be a biographical dictionary of Victorians using the *Dictionary of Canadian Biography* volumes and the research of the University of Victoria Public History Group as well as that of other ethnic and religious communities.

Jacqueline Gresko
Jacqueline Gresko, a member of the Vancouver Historical Society, is a member of the History Department at Douglas College.

Silk Trains: The Romance of Canadian Silk Trains or "The Silks"
Bernard Webber. Kelowna, The Word Works Publications, 1993. 123 p., illus., $18.95

Canada's fabulous silk trains raced across the country from the Pacific coast towards New York and other eastern points for nearly fifty years. Cargoes could value the then unimaginable value of $1,000,000 a trainload! Today the silk trains are unknown or forgotten by almost all but those who tell the story of these freights, so important that every other train, from crack express to Prince of Wales' special, was sidetracked until they had passed. A book-length treatment on the "silks" is more than welcome, and with that in mind I looked forward to reading Bernard Webber's book, *Silk Trains*.

Webber focuses mainly on two main aspects of the silk traffic. The first, the early trans-Pacific silk trade by the Canadian Pacific Railway's shipping line, has already been well documented by W. Kaye Lamb and others. The post-1920 silk train service provided by Canadian National Railways is the author's second area of interest, and is much more welcome, even if somewhat less than comprehensive. Also of interest are the various original documents (correspondence, telegrams, tables, etc.) reproduced alongside the text. But many of the illustrations, such as the several pages of early passenger timetables, do not pertain directly to the topic. And, apart from the cover, there is only one photograph of a silk train.

Unfortunately, the overall outcome of reading was disappointment. Much of the silk train story remains to be told, especially that of the CPR, which had the lion's share of the traffic for many years. At times it even took silk business away from the Great Northern and other American railroads. Owning its own shipping line permitted the CPR to transport silk from Yokohama to New York by ship and train in just thirteen days — a speed the competition could rarely match! Other omissions are apparent: for instance, no mention is made of the disastrous CPR silk train wreck near Yale, B.C. in September 1927, from which a few remnants of the lost silk (much was recovered) now reside in the little

museum at Hope, B.C. Very little is said about, and no photographs or plans are shown of, the special rolling stock that was developed to haul the delicate cargo.

Already a slim book, the publisher's choice of a larger-than-usual font makes one realize it would be even shorter in normal-size print, although those with weaker vision will no doubt appreciate the greater ease of reading. Despite its promise, this is only an introductory look at the subject. The "definitive" book on Canadian silk trains has still to be written.

Ron Meyer

Ron Meyer is a member of both the Vancouver Historical Society and the Pacific Coast Division of the Canadian Railroad Historical Association. He is an instructor at Vancouver Community College.

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Cork Lines and Canning Lines: The Glory Years of Fishing on the West Coast
Geoff Meggs and Duncan Stacey. Vancouver, Douglas & McIntyre, 1992. 166 p., illus., $35

Homer Stevens: A Life in Fishing
Homer Stevens and Rolf Knight. Madeira Park, Harbour Publishing, 1992. 260 p., illus., $29.95

For anyone interested in the history of the west coast fishing industry, I would highly recommend both *Cork Lines and Canning Lines* and *Homer Stevens*. Using different approaches, both volumes provide informative insights, particularly into the lives of the people who have toiled in it.

Meggs and Stacey have produced a very readable and amply illustrated volume, clearly intended to provide an overview of the history of commercial fishing and processing on the British Columbia coast. The well-crafted informative text, dealing with key periods and issues in the history of the industry, is complemented by sections of related archival photographs, many never previously seen by such a wide audience.

Yet to state that this is an overview is not to suggest that it is superficial. Despite the boosterish title, "The Glory Years of Fishing on the West Coast," this book addresses serious issues, including the almost mindless rush to exploit the rich fisheries of the Fraser River and the high cost aboriginals and others paid in that process. Both authors have brought many years of practical, related experience and knowledge to their task: Stacey, a blend of experience as a fisherman, tenderman, seaman, student of the history of the industry, writer, and museum researcher and curator in related projects, and Meggs, with years of experience as editor of *The Fisherman*, the publication of the United Fishermen and Allied Workers Union. He, of course, recently produced the award-winning book *Salmon: The Decline of the British Columbia Fishery*.

Meggs and Stacey offer detailed pictures of the rush by early owners to exploit the fisheries, the turbulent history of the early canneries, the normally appalling working conditions encountered by both fishermen and shoreworkers, and the almost mindless despoilation of a priceless resource. There are also useful summaries of the evolving technology, something that will no doubt be appreciated by many readers. The book also gives valuable impressions of the lives and work of native fishermen and shoreworkers, and Japanese fishermen.

I was particularly interested in chapter six, which offered an outline of the horrific story of the 1913 Hell's Gate rock slide and its impact, an event described by the authors as "the greatest single environmental catastrophe in the history of the province."

Other sections of the book look at other equally significant issues. The sections of photographs are more than interesting visual interludes; they are a means for conveying to readers additional information about many topics and complement what the authors have said in the text.

I have only one criticism of this book. A publication such as *Cork Lines and Canning Lines*, intended to convey the rich story of this industry to many uninitiated readers, should have footnotes or endnotes and a short bibliography where the reader can locate the sources on which much of the text is based. The absence of such basic information diminishes the value of the book. A wide range of individuals will read this volume and those who may want to pursue an interest in a specific topic will not have an easily accessible reference to check. From high school teachers and their students to the general reader, the task of gaining a further understanding of the history of the industry will not be easy. That criticism aside, *Cork Lines and Canning Lines* is an eminently readable volume.

Homer Stevens: A Life in Fishing is an excellent companion volume to Meggs' and Stacey's since it focuses on the career of an important labour leader during recent decades.

While the book includes some useful sections of snapshot photographs of Homer, his family and colleagues, as well as some of the individuals who have been involved in the industry and UFAWU over four recent decades, it is primarily a textual presentation. It is, in fact, really the autobiography or a rich personal oral history of Stevens, as related to writer Rolf Knight.

Stevens was, of course, known on the west coast for many years as the outspoken and very committed leader of one of British Columbia's most important and militant unions, the UFAWU. He has also been known for his strong political beliefs and affiliation with the Communist Party of Canada throughout the many difficult years of the Cold War. While these firm beliefs often brought widespread antagonism to him, they were a measure of the serious dedication he felt to his cause. This political commitment underpinned his profound commitment to serving the union, and working people in general. Clearly, the members of his union retained a long-term confidence in his work for their cause, since he remained the union's secretary-treasurer, representing them in negotiations, for many years. For someone used to reading reports in the popular press that were invariably antagonistic to Stevens, this book brought new insights into an important part of the history of the fishing industry and organized labour in British Columbia in recent decades.

It is a very personal book, intended to summarize Homer Stevens' impressions of his long career and of the history of his union, but is not the official history of the union. There is, of course, little need for footnotes in this case since most of the text is obviously based on the personal memory

of the subject.

Homer Stevens: A Life in Fishing is a good read for anyone interested in the history of the coast and of the people who have worked in one of its main industries. It also provides a good fresh perspective on the life and work of one of British Columbia's most important labour leaders in the last forty years.

William McKee
William McKee is a curator at the Canadian Museum of Civilization.

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Vancouver: A Visual History
Bruce Macdonald. Talon Books, 1992.
84 p., $45

Though quite young in comparison to Asian and European cities, Vancouver, British Columbia, offers the public an intriguing and entertaining history, which is evident in Bruce Macdonald's book *Vancouver: A Visual History*. The idea for the book started in 1984, with the completion in 1992. The purpose of the atlas is to provide the reader with a "bird's eye view to the ground" using maps to display the development and growth of Vancouver describing the "economy, the regional context, the politics, and the people." The atlas is divided into three sections.

The first section consists of reference maps and information that refers to: 1) how glaciation affected Vancouver's and the surrounding area's landscape some 11,000 years ago; 2) Vancouver's present-day mean temperature and rainfall; 3) names of the different neighbourhoods found in Vancouver and; 4) a street reference map.

The second section describes the history of the city, which is divided up into decades starting with the 1850s and ending in the 1980s. This segment (comprising almost seventy per cent of the book) has four pages per decade, which includes one very comprehensive map presented in a two-page layout describing some of the most significant events of that period. Intriguing pictures and anecdotes of important Vancouverites from each decade, as well as charts describing population, politics and economics, and a small map of Greater Vancouver create the remaining two pages. The author has eloquently used city skylines from each decade, starting in the 1880s with a picture of Granville, to highlight some of the transformation of Vancouver that has taken place up to the present. Each decade provides an overview of the population growth of Vancouver and Greater Vancouver region, the development of B.C.'s economy and the political representatives from each level of government from the province. The format of the book allows the reader to easily examine the changes that occurred in the industrial, commercial, residential, institutional, recreational and undeveloped areas of the city through the well-detailed and intricate maps and descriptions. One of the many interesting features of the maps is the wildlife symbols which Bruce Macdonald uses to show some of the first and last sightings of bears, cougars, deer, beaver and whales in the Vancouver area.

The third section considers the changes of social facets of the city using maps and charts to describe elections, gender, ethnic heritage, religion and consumer culture.

In my opinion there are a number of minor flaws with the book. I would have liked to see more information in either graph/chart form and/or in written form provided on the working class using such variables as years, number of workers, gender, ethnic background and type of work (industry, service and government sectors). As well, more information on the education system and the educated people of Vancouver could have been incorporated. Although this task would have been time consuming, the end results would have been both interesting and valuable for cross-referencing information. Additional charts and more information depicting some of the imported and exported commodities or resources could have been summarized and appended to the economical section of the book. Perhaps a few picture inserts of old Vancouver's bird's-eye views or city plans could have been incorporated, to add more nostalgia to the book. Two typing errors were found. One was on page seventeen where "Altantic" should read *Atlantic* and the second error was found on page twenty-nine. "Siver made Greenwood" should read *silver* made Greenwood. Finally, according to a few sources, the date for Vancouver Island becoming a colony was January 1849 and not the date of 1850 mentioned in the book on page thirteen.

The author should be commended for the book's remarkable cartography. The information found on the maps is easy to read as a result of the effective use of colours and because the facts on the maps are not overcrowded. Readers can spend hours studying the maps looking at the infra-structure and building changes that have occurred between the decades since Vancouver's inception as a city.

Vancouver: A Visual History provides a concise overview of Vancouver's history up until the 1980s. This atlas can be used as a supplement to those books already published on Vancouver or it can be an independent resource for teachers, researchers or the general public. Bruce Macdonald has done a marvellous job completing his objective of allowing the reader to visualize the social, political, economical and building changes that have taken place within Vancouver's relatively young history.

Werner Kaschel
Werner Kaschel, a member of the Vancouver Historical Society, is a school teacher for the Surrey School District.

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Grey Fox: The True Story of Bill Miner, Last of the Old-Time Bandits
Mark Dugan and John Boessenecker.
Norman, OK, University of Oklahoma Press, 1992. 260 p., illus., $24.95

Bill Miner was a tough old cuss, addicted to robbing trains when robbing trains was no longer a "safe" crime in the Wild West. Time was when the likes of Jesse James, the Dalton Gang or Black Bart could plunder a stagecoach or solitary eastbound and live comfortably for weeks on the proceeds of their ill-gotten booty. Back then, lawmen were as rare as clean sheets in the bunkhouse, and train robbers could (and did) get away with it. But long after the Wild West was less wild, Bill Miner, a contemporary of the aforementioned thieves, was still sticking up hapless train

conductors and filching as much loot as a train then could carry. He became a social and criminal anachronism, the last of a lionized breed of mythological crooks that stole from the rich and gave to the poor.

Ezra Allen Miner was called, at times, Allen by his family and Bill by his friends, associates and pursuers (though, in fact, he had a younger brother named William). Born on the fourth last day of 1843 in Michigan of farming parents, Miner suffered the ravages of juvenile emotional trauma when his father died of a brain disease when Bill was a month short of his tenth birthday. Miner senior left no will nor an estate, and Miner's mother Harriet was forced to sell the family farm; she and thousands of others were caught up in western fever and the fatherless clan moved to California. Bill joined the Union Army during the Civil War in 1860 at Sacramento but lasted only four months — he deserted, claiming military life was not for him. When he was eighteen (around 1862) a woman of bawdy reputation seems to have corrupted young Bill and initiated him into a life of crime. He must have relished aspects of this lifestyle as he stayed with it for the rest of his life. By the time he was thirty-seven he'd spent thirteen years in prison, including three trips to San Quentin. By the time he was fifty-five he'd spent thirty-three years in prison or awaiting jail. After stints in and out of prison in Colorado, Michigan and California, he headed to the Pacific Northwest and continued his illicit profession, stealing from stores, trains and stages.

Early in the new century Miner and a few professional associates wandered into Canada, probably to avoid arrest in Washington State. Miner and his pals came north to the Okanagan Valley, where they hired themselves out as ranch help. They drove cattle between Princeton and Kelowna and noticed that the Canadian Pacific Railway's eastbound Transcontinental chugged through the Okanagan hills on a regular schedule. The old urges returned, the lessons of prison either totally forgotten or completely remembered, and on the night of 10 September 1904 three masked and armed men forced the train to stop just outside fog-shrouded Mission Junction (now Mission City), ninety-five kilometres east of Vancouver. The desperadoes cracked two safes, cleaned out bags of gold dust plus $50,000 in U.S. bonds and nearly a quarter of a million dollars in Australian securities. Thus was accomplished Canada's first armed train robbery. This heist so angered the railroad and the securities' owners that they posted a large reward for Miner's capture. Bounty hunters from the western U.S. and Canada converged on the lower mainland in a feverish but futile search for Miner. The wily Miner eluded arrest and robbed another train eighteen months later near Kamloops. So outraged were the good burghers of the southern Interior that they called in Mounties from as far away as Banff and Morley, Alberta, to track down the thieving villains. In a perverse coincidence, the Mounties happened to be camped near where Miner and company also were camped, and in a brief shoot-out with the red-coats Miner sustained a slight wound. Unable to flee he was arrested and the two Mounties responsible for the capture of Canadian Public Enemy Number One split an $11,500 reward. Sentenced to New Westminster Prison, Miner subsequently escaped. Dugan and Bossenecker claim the CPR helped Miner slip the surly bonds of enforced confinement in exchange for information on the whereabouts of the missing Australian securities. He left Canada and made his way to Georgia where he was arrested yet again for robbery. He died in the Midgeville State Prison in 1913 at the age of seventy.

The authors wish to portray Miner as a do-good bandit, stealing only from large corporations and sharing his loot with the socially and economically disadvantaged; his charity to the indigent was seemingly limitless. This also may be one of the motivations for his crimes. But Miner was an incorrigible habitual criminal, satisfied with honest work only for short periods of time. As a young man, the dark side of his life took over and never let go. Somewhere he became addicted to opium (perhaps in San Francisco, where he was known to frequent its many opium dens and its derivative, heroin, not yet being illegal) and his hunt for opium pills was constant. But what perhaps infuriated lawmen more than his thieving was his confused sexual orientation. Indeed, posters with large "Wanted" headlines and illustrated with his photo dotted the Northwest and warned readers to beware of Miner, wanted as much for sodomy as for bank robbery. Though modern social taxonomists might classify him as bisexual (he lived with a woman in Washington State for eight years), his homosexuality would be as much a grounds for arrest and prosecution as would his larceny.

Dugan and Bossenecker have researched Miner's life as thoroughly as can be done and have documented the sorry life of a repeat offender. That he was the last of the big bank and train robbers, stealing only from large corporations or businesses, never wounding a soul in all the stick-ups (though expert with a pistol) is to gilt a shabby life of social and economic parasitism. Though the fellow paupers with whom he shared his booty hailed him a folk hero on the scale of Robin Hood, there is nothing in this biography to warrant that much sympathy. He trusted no one, had few minutes of peace of mind, and suffered miserably from the effects of his opium dependence. In the end it is a truly sad story, not a thriller on the glamourous life of the big-time crook. Miner is a hollow and depressing subject, and though the authors have toiled expertly, one feels slightly dingy for having read this book. It is suitable for academic and large public library collections on the old west or the history of crime, and for the locales where Miner's robberies occurred.

Brian Champion

Brian Champion is American History Librarian, University of Alberta Library.

BOOK SHELF

Hourglass
Written and published by Diane (Deforest) Dobson, 4380 Victoria Drive, Port Alberni, B.C. V9Y 7L1, 1992. 125 p., illus., $20

The Milk Lady: Memories of a Farmer's Wife
Patricia Lines, typesetting and graphics by Rae L. Whitesell. Island Desktop Solutions, Box 418, Shawnigan Lake, B.C. V0R 2W0, 1992. 66 p., illus., $9.95

Not Without Hope: The Story of Dr. H.A. McLean and The Esperanza General Hospital
Louise Johnson. Matsqui, B.C., Maple Lane Publishing, 1992. 173 p., illus., $11.95

I am grateful to Diane Dobson, Patricia Lines and Louise Johnson for recognizing that their stories are part of our story, and for making them available to us and to future historians.

Diane Dobson traces the route of two branches of her own family over three centuries. Both starting from France, the Roman Catholic Carpentiers immigrated to New France and the Hugeunot deForests to New England, meeting in Saskatchewan this century, and during the 1940s moving westward again to Vancouver Island. The narrative rings with the names of tiny communities: Zenon Park, Burntout Creek, Tisdale, in Saskatchewan; Kildonan, Oyster Bay, Fort Rupert, in British Columbia.

Esperanza is situated on Nootka Sound, approximately seventy-five miles northwest of Tofino, and accessible only by boat or float plane. Louise Johnson tells the story of the missionary doctor Herman Alexander McLean, who built his hospital in 1937 and, with his family and staff, spent the rest of his life ministering to the bodies and souls of the people of Nootka Sound. The author's own missionary vocation is evident, and she makes it clear not only how people lived and coped at Esperanza, but why they went and persisted.

Patricia Lines tells us what it was like to farm at Genoa Bay on the southwest coast of Vancouver Island in the years after World War II. Her anecdotes are a lively and loving evocation of time and place.

These are intensely personal narratives, the raw material of history rather than history itself, but with contributions to make to our understanding of current issues and future needs. Dobson tells us about small sawmills on the Prairies and the Coast. Johnson comments on the interaction of missionaries and native peoples. Lines gives us an insight into the economics of farming.

All three books would have benefited from the services of an objective editor. They are attractively printed and illustrated, but demonstrate that desktop publishing has not eliminated the need for a red pencil.

Phyllis Reeve
Gabriola Island

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The Sculpture of Elek Imredy
Terry Noble. Vancouver, The Author, 1993. 80 p., illus., $20. Available from Terry Noble, 802 – 1875 Robson Street, Vancouver, B.C. V6G 1E5

A book on Canadian sculpture is a rarity; therefore this biography of one of Canada's leading sculptors is welcome. Elek Imredy was born in Budapest, Hungary, and left in 1956 to come to Canada shortly afterwards. He has made Vancouver his home ever since his arrival in the country.

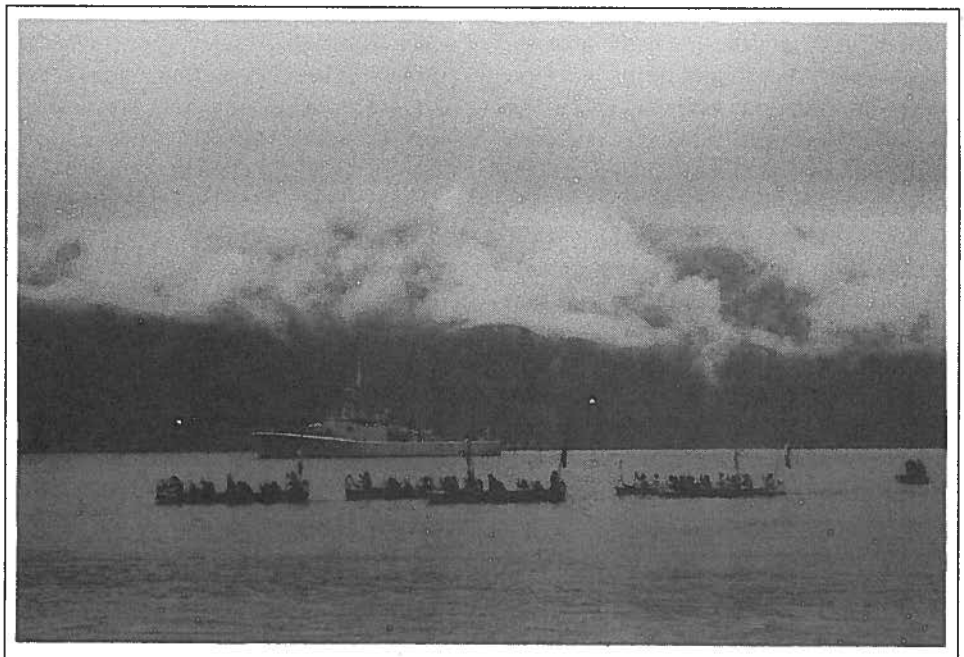
Terry Noble, a personal friend of the artist, has produced a work of merit. He was determined that the quality of paper and reproduction would do justice to the works being illustrated. In consequence, the black and white reproductions are sharp, with the sculptural details showing to advantage. Each work is identified by title, size, material and owner.

There is an introductory section in which the artist talks of his life, and some of the works are given more detailed description than appears with the reproductions. This section occupies sixty-one pages of the total of eighty. The works are arranged chronologically, ending with a listing of the commissions undertaken by the artist.

The coloured, stiff card cover reproduces Imredy's best known work, *The Girl in a Wet Suit*, which sits on a rock on the beach in Stanley Park overlooking the entrance to Vancouver's harbour.

This is an excellent addition to the literature on and about an important aspect of British Columbia life.

Melva J. Dwyer
Melva Dwyer, former head of the Fine Arts Library at UBC, is a member of the Vancouver Historical Society.



HMCS Mackenzie ***added its imposing presence to the final hours of the reenactment of Alexander Mackenzie's trek to the Pacific. This picture, taken near Bella Coola on July 22, 1993, shows the voyageur canoes, manned by students from Lakehead University, passing in front of the Canadian destroyer.*** Photo courtesy of Alberta Woodworth.

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BC HISTORICAL FEDERATION

WRITING COMPETITION

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

Any book presenting any facet of B.C. history, published in 1994, 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 quality presentations, especially if fresh material is included, with appropriate illustrations, careful proof reading, an adequate index, table of contents and bibliography, from first-time writers as well as established authors.

Note: Reprints or revisions of books are not eligible.

The Lieutenant-Governor's Medal for Historical Writing will be awarded to an individual writer whose book contributes significantly to the recorded history of British Columbia. Other awards will be made as recommended by the judges to valuable books prepared by groups or individuals.

All entries receive considerable publicity. Winners will receive a Certificate of Merit, a monetary award and an invitation to the B.C.H.F. annual conference to be held in Chilliwack in May 1995.

Submission Requirements: All books must have been published in 1994, and should be submitted as soon as possible after publication. **Two copies** of each book should be submitted. Please state name, address and telephone number of sender, the selling price of all editions of the book, and the address from which it 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: December 15, 1994. LATE ENTRIES: THREE COPIES OF EACH BOOK MUST BE SUBMITTED AND MUST ARRIVE BEFORE JANUARY 31, 1995. Please phone (604) 758-2828 to clarify shipping arrangements for late entries.

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There is also an award for the Best Article published each year in the *B.C. Historical News* magazine. This is directed to amateur historians or students. Articles should be no more than 2,500 words, typed double spaced, accompanied by photographs if available, and substantiated with footnotes where applicable. (Photos will be returned.)

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