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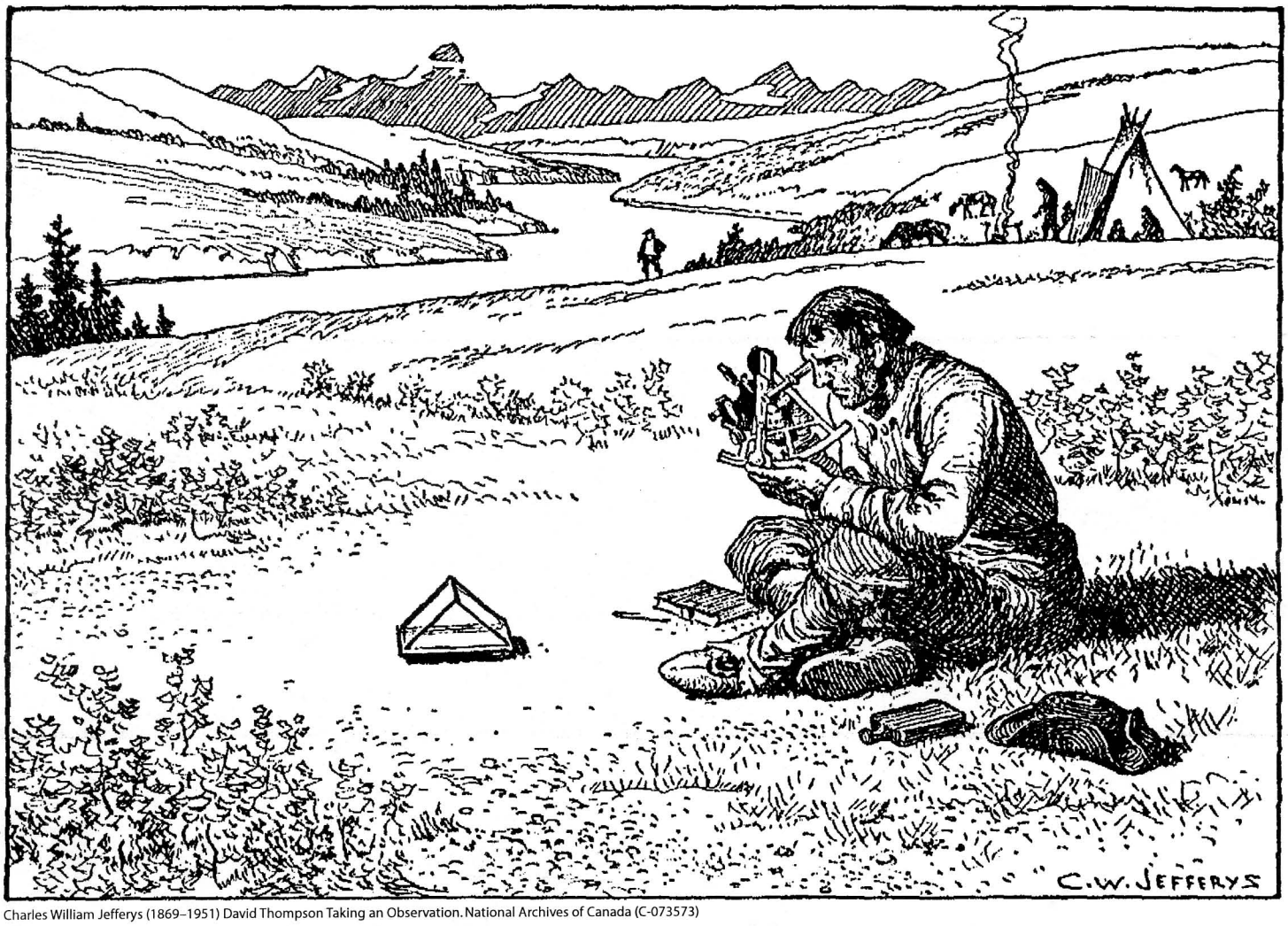

Charles William Jefferys (1869–1951) David Thompson Taking an Observation. National Archives of Canada (C-073573)

Measuring the altitude of the sun using a sextant and an artificial horizon. This drawing from Charles Jefferys shows David Thompson, but, given more trees and no horses, it could equally well be a drawing of Fraser's clerk, John Stuart. Artificial horizons came in two styles. One was a tray of liquid, usually mercury (quicksilver) or water, often sheltered from the wind with an A-frame of glass. The other was a "parallel" glass plate or a mirror, adjusted to be horizontal using a spirit level. The position of the true horizon, which can not be seen except at sea, is exactly halfway between the sun in the sky and its reflection in the artificial horizon. Unfortunately for the surveyors, artificial horizons made good "collectors' items" for the Natives.

Nick Doe: "Simon Fraser's Latitudes, 1808." Page 2–5

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Any country worthy of a future should be interested in its past.
W. Kaye Lamb, 1937

REMEMBER that I wondered last summer if postage stamps were ever issued relating to BC history? Georgie Sutherland of Sidney kindly compiled for us a list of about thirty stamps, relating to this province, covering art, artists and a few other people, artifacts, buildings, locations, rivers, ships. Some "heritage" but little British Columbia history.
New stamps are issued frequently and thirty-odd BC stamps issued in half a century is not a great number. In that timespan not more than half a dozen stamps honouring events and persons from British Columbia's history were issued—five in the 1970s. Three of the six historical stamps commemorate the centenaries of BC's entry into confederation, the city of Vancouver, and the founding of the province. The three others commemorate Alexander Mackenzie, David Thompson, and Captain Cook. Given this track record it is not surprising that efforts to convince Ottawa to commemorate your favourite person or event in the history of BC with a stamp have not been successful. Canada Post is clearly not interested in our past.

Lest we forget—On Remembrance Day we commemorate those who fell in the terrible wars of our time, starting with the Great War 1914–1918. The result of Keith Wood's exemplary research on those who left Walhachin to serve in the Great War is a reminder that most of the soldiers we commemorate today have become "unknown soldiers." Perhaps we could do something about that in the communities where we live.

the editor

Simon Fraser's Latitudes, 1808:
Where was the Chief's village?

by Nick Doe

Nick Doe lives on Gabriola Island. His interests include archaeo-astronomy in the Alexander Thom tradition, old tide tables, 18th-century navigation and surveying techniques, and the pre-1850 history of the BC coast. Nick enjoys using mathematics to tease out historical details from numerical data overlooked by earlier researchers. He's also very kind to animals.

ACKNOWLEDGEMENTS
I want to thank TOMÁS BARTROLI of Floresta, Spain, and BARBARA ROGERS of Vancouver, BC, for generating my interest in Simon Fraser's voyage.
It was Barbara Rogers who astutely pointed out to me that, hitherto, historians appear to have neglected the astronomical observations of John Stuart recorded in Fraser's journal.

In the summer of 1808, Simon Fraser, fur trader and employee of the North West Company based in Montreal, travelled with twenty-three companions from Fort George (later Prince George) to the mouth of the Fraser River and back. So far as is known, this was the first time that people of mainly European extraction had visited the Greater Vancouver area since the visits of the Spanish and British royal navies in 1792.

Unfortunately, the only record we have of Fraser's epic journey is a narrative summary of his journal composed from field notes some time after the journey was over. All that is left of the original notes, which contained details of the courses followed and the distances travelled, is a transcript covering the ten days from 30 May to 10 June 1808.[1] Although at least one of the two expedition's clerks, John Stuart (Stewart), also kept navigational and other notes, almost all of these too have now been lost.[2] All that we have of Stuart's work is a few scattered details contained in Fraser's surviving notes and journal, and what second-hand evidence can be gleaned from David Thompson's "Map of the Northwest Territory of the Province of Canada," completed in 1814. Thompson for sure must have had access to Stuart's notes for Stuart's name appears in the map's title inscription, and, so far as is known, no other European-led expedition visited the lower Fraser River before December 1824.

Unfortunately, as Tomás Bartroli has noted in his recently published review of the Fraser expedition,[3] Fraser's descriptions of some of the events are tantalizingly bereft of detail. One such omission is evidence that would enable us to identify with certainty the site of the Native village where the party overnighted July 1–2, 1808, somewhere between Mission and Barnston Island. Fraser describes a large plank house 640-ft. long, carvings of beasts and birds, several tombs, and the custom of the inhabitants of using white paint as a cosmetic.[4]

I have recently taken another look at Fraser's journal and Thompson's map to see what can be learned about the site of what Fraser himself called "the Chief's village".

The first thing of interest was a note in Fraser's journal to the effect that Mr. Stuart had a meridian altitude O.L.L. 127°13' while staying at the village; that is, Stuart had measured, with his what-I-will-call-a sextant,[5] the height of the sun above the horizon at noon.[6] This information is sufficient for us to calculate the latitude of the village, a fact that appears to have been ignored by previous commentators on Fraser's expedition. Determinations of latitudes in the late-18th and early-19th century were commonly good to one or two miles. Because the lower Fraser River flows generally in an east-west direction, determinations of latitude in this area are not usually sufficient to fix locations unequivocally; however, they are far from being useless. They are sufficient, for example, to distinguish between say Matsqui at 49°06.5' N, and Haney, which at 49°12.8' N is seven miles farther north.[7]

Before we can reduce Stuart's altitude to latitude, we have to see what can be learned from the surviving data about the calibration of Stuart's sextant. Sextants are precision instruments, and always come with a small residual error, known as the index error, and this has to be accounted for in any very precise calculation of latitude.

Looking through Fraser's journal, I found a total of six meridian altitude measurements, some, very fortunately, at locations that can be fairly precisely located from Fraser's descriptive narrative. In order to have the highest possible degree of confidence in the determination of the latitude of the Chief's village, I analyzed all six of these observations. The results are as follows.

The first observation was made on 28 May.[8] After their usual early start at dawn, the party travelled from Fort George down through the Fort George Canyon, where, after "running down several considerable rapids", they stopped for breakfast at 11 o'clock. Stuart then made his first observation which is recorded as meridian altitude O.L.L. 115°09'45" by artificial horizon; error of the sextant 7'30"+.[9] By my reckoning, the corresponding latitude is 53°38.5' N, just below the community of Stoner.[10] This is a good result.

[1] Both Simon Fraser's journal and the surviving fragment of notes are printed in full in *The Letters and Journals of Simon Fraser 1806–1808*, edited by W. Kaye Lamb, McMillan Company, Canada 1960.

We cannot be sure exactly where they were, but they were certainly below the Fort George Canyon, and they had adequate time, given the strong current, to cover the 30 miles of rapids-free river from Stoner to the West Road River, which they reached at 4 o'clock that afternoon.[11]

The second observation was made on 9 June when the expedition had, by their own admission rather recklessly, just run through the rapids at French Bar Canyon (Le Rapide Couvert). The observation is recorded as "mer[idian] alt[itude] O.L.L. 112°58'30" by art[ificial] hor[izo]n." Somewhere down the line there has been a simple typographical error, because Stuart undoubtedly meant 122°58'30". The corresponding latitude is 51°10.7' N, which is at Big Bar Creek, about two miles below French Bar Canyon, and only about a mile south of exactly where Fraser says they were.[12] We can be especially confident of this location, a fine sandy beach (*grève*) on the east side of the river, because a surviving fragment of Fraser's field notes gives the compass courses taken through the French Bar Canyon.[13]

The third observation was made on 16 June. At noon, Stuart had a "Mer[idian] Alt[itude]. O.L.L. 124°59' Art[ificial] Horiz[on]." The corresponding latitude is 50°34.4' N, ten miles downstream of Lillooet which Fraser had left on foot the previous day.[14] This position is exactly according to Fraser's narrative.

The next observation, the fourth, is the only one of the six to present a problem. Fraser records that on 24 June, Stuart had a meridian altitude of 126°57'. This corresponds to a latitude of 49°38.2' N, which, by my reckoning, is as much as twenty-five (statute) miles south of where they really were (approximately 50° N).[15] Maybe this was wishful thinking on Stuart's part, for Fraser was, as Lamb notes, now approaching the most difficult and dangerous part of the Fraser Canyon at Hell's Gate. Stuart's position, if correct, would have put them comfortably past the worst, three miles below Spuzzum. I have looked very diligently to see what mistake might have been made, assuming that Stuart actually set the sextant correctly, and the best I could come up with, other than there being a typographical error, is that Stuart inadvertently forgot to add 40' to his reading.[16] An observation of 126°17' would have put them at 49°58.2' N close to the Nahatlatch River which is about where they were at noon that day.[17] This is however, I hasten to add, conjecture.

[2] So far as I know, there is no evidence that the second clerk, Jules Quesnel, also kept a journal, although it would not be surprising if it were discovered that he had. In any event, all trace of it has been lost.

[3] Tomás Bartroli, *Genesis of Vancouver City–Explorations of its site 1791, 1792 & 1808.* (Vancouver: Marco Polo Books, 1997).

[4] Lamb, pp102–104. Although recorded use of white paint is rare in British Columbia, Aboriginal people in other parts of the world use it in ceremonial dances to ward off evil spirits, in imitation of a skeleton.

[5] Conventionally sextants are capable of measuring angles up to 120°, though their scales are frequently extended to 125°. Fraser himself calls the instrument Stuart used a sextant, (Lamb p 62), yet, on July 1, Stuart measured an angle greater than 127°. I really do not know how he did this, but the most likely explanation is that his instrument had a back-horizon mirror rotated 90°, which would have changed the scale from 0–120° to 60–180°. That Stuart had such an instrument is possible, as David Thompson, who also worked for the North West Company, had a sextant made by Peter Dollond of London, and Dollond is known to have experimented with rotated back-horizon mirrors. See Philosophical Transactions of the Royal Society, Vol. LXII, pp 95–122, 1772. The other possibility is that Stuart had a quintant with a range of 0–144°, but I have found no evidence that these were used in the first decade of the 19th century.

[6] The letter printed as "O" is a symbol for the sun, usually handwritten with a dot in the middle. L.L. stands for "lower limb", not as Lamb says, "lower left". Navigational tables always print the position of the sun as measured at the centre of its disk; however, unfortunately, the sun does not come marked with a black dot at its centre, so the navigator must measure the height of either the upper or lower limb (edge) and subtract or add the semi-diameter of the sun's disk respectively. Note that Stuart's measurement is actually that of twice the height of the sun. This is because he was using an artificial horizon and measuring the angle between the sun as seen in the sky and its reflection in the artificial horizon.

[7] Locations are taken from Canada 1:50 000 topographical maps 92 G/1 "Mission", and 92 G/2 "New Westminster."

[8] Actually recorded by Fraser as May 22, but this is identified by Lamb as most probably being a mistake. The astronomical data discussed in this paper shows that Lamb was right.

[9] Initially I did not know whether the "+" sign indicated that the error was positive, or the correction to be applied was positive. Clearing several of the observations both ways quickly showed that Stuart intended the "error" to be added.

[10] The calculation is as follows. Add index correction 115°17'15"; divide by 2 to get 57°38'38"; correct for refraction 57°38'00"; correct for LL 57°53'48"; zenith distance 32°06'12"; add sun's declination 53°38'28". Canada 1:50 000 topographical map 93 G/10 "Red Rock."

[11] At this early point in the journey, the group were still using the four birch bark canoes (*canots du nord*). These were paddled at an average rate of five to six miles an hour on still and calm water, faster of course downstream.

[12] The calculation is as follows. Add index correction 123°06'00"; divide by 2 to get 61°33'00"; correct for refraction 61°32'27"; correct for LL 61°48'13"; zenith distance 28°11'47"; add sun's declination 51°10'41". Canada 1:50 000 topographical map 92 O/1 "Big Bar Creek."

[13] Lamb, p 157. The compass course at the lower end, S 30 E (169° true) 1 [mile], ends at latitude 51°11.6' N. Fraser's subsequent estimate of distance travelled to Big Bar Creek is, as is often the case with him, a little on the high side (Lamb, pp 33–34).

[14] The calculation is as follows. Add index correction 124°06'30"; divide by 2 to get 62°33'15"; correct for refraction 62°32'44"; correct for LL 62°48'30"; zenith distance 27°11'30"; add sun's declination 50°34'25". Canada 1:50 000 topographical map 92 I/2 "Lillooet."

[15] The calculation is as follows. Add index correction 127°04'30"; divide by 2 to get 63°32'15"; correct for refraction 63°31'45"; correct for LL 63°47'30"; zenith distance 26°12'30"; add sun's declination 49°38'09". Canada 1:50 000 topographical maps 92 H/13 "Scuzzy Mountain", and 92 H/14 "Boston Bar."

[16] Nineteenth-century sextants, and modern ones too, commonly have three components to their readings. The number of degrees, plus a coarse-scale reading of 0', 20', or 40', plus a fine-scale vernier reading in the range 0–20'. Using a swivelled back-horizon mirror, 126°57' would have been read originally as 180° – 126°57' = 53° + 00' + 03'. If Stuart had forgotten to add the coarse-scale reading, the correct reading might have been 53° + 40' + 03' = 53°43', and the correct angle would then have been 180° – 53°43' = 126°17'.

[17] Briefly, the evidence for the location is that they were below the rapids at Kanaka Bar (June 24); and they were "a considerable distance" of rapids-free river and, on the way back, several hours walking distance above the Scuzzy Rapids below Boston Bar (June 25 and July 11). The rapids-free section must have included, if not comprised, the 10-mile stretch of river between Ainslie Creek and Scuzzy Rapids.

The fifth observation too initially caused me some problems, until I discovered that Lamb has probably made what for him is a very rare error in transcribing the journal manuscript.[18] On 30 June, Stuart observed a meridian altitude O.L.L. 127°02' (Lamb has 127°23') which translates to a latitude of 49°20.4' N.[19] The location corresponds exactly to the Ohamil Indian Reserve IR1 (Shxw'whámel) on the southeast bank of the river. A substantial village at this site is shown in the 1859 sketch "Upper Part of the Fraser River– From Langley to Yale" by Lieutenant Mayne R.N., Captain Richards, and Judge Begbie. It is also interesting to note that one of the very few Indian villages marked on Thompson's 1814 map is also on the southeast bank of this stretch of the river, although, as near as one can tell, several miles further downstream.

Here again we can be fairly sure of the actual location. Fraser notes that the site was a camp of "400 souls," nine miles above a point where the river expands into a lake. Thompson's map clearly indicates the "lake," presumably formed by extensive flooding, along with an unidentifiable river mentioned by Fraser. By using a computer to scale Thompson's map independently in the latitude and longitude directions until it fits a modern map,[20] it is possible to show that this was probably a mile or so downstream of Sea Bird Island near Agassiz, where indeed the river finally emerges from the confines of the Coast and Cascade Mountains into the central Fraser Valley.[21]

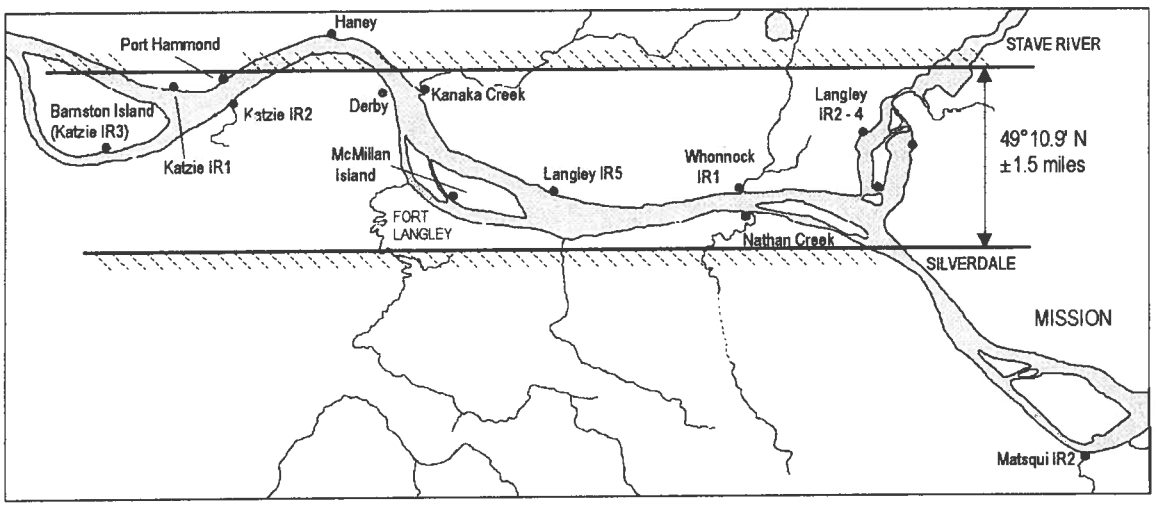
This is not the only evidence that Stuart's latitude determination might be right. Some have suggested that it was at Ruby Creek the party overnighted 29-30 June 1808, but I disagree. Fraser left Hope at 4 o'clock having been entertained by the Native people for "a couple of hours". He reached the overnight camp of "170 souls", a place where the river was very wide (two miles he says) with islands, possibly near the present-day Hope Airfield,[22] only one hour later. To have reached Ruby Creek that evening, the speed of the canoes would have had to have been more than double their average speed between Yale and Hope. I think it more likely that it took the party another hour or so the next morning to reach the vicinity of Ruby Creek and the present-day Ohamil Reserve.[23]

The sixth and final observation was made at the Chief's village on 1 July when Stuart had a meridian altitude O.L.L. 127°13'. The corresponding latitude is 49°10.9' N.[24]

The Indian Reserves and archaeological sites in this area are shown in Table 1. Distances are miles north (+) or south (–) of latitude 49°10.9' N. The spelling of Native names may not always reflect official spellings.

Mr. Stuart was in my view a very skilled and competent observer, as evidenced by the four of the five previous observations that were "right on the money". I think therefore that there is no reason for not accepting this last latitude determination at face value, and to anticipate that any error might be ±1.5 miles, and certainly not more than ±2.5 miles. This would firmly rule out in my mind the possibility that the Chief's village was at Matsqui, or anywhere else further upstream than say Silverdale.

Although this is the end of this paper, it is by no means the end of the story. Further clues as to the location of the Chief's village are contained in the tidal observations of Fraser and, in 1824, François-Noël Annance; and in the timetable of events, particularly on 2 July 1808. ≈



[18] The original is held by the Toronto Public Library.

[19] The calculation is as follows. Add index correction 127°09'30"; divide by 2 to get 63°34'45"; correct for refraction 63°34'15"; correct for LL 63°50'00"; zenith distance 26°10'0"; add sun's declination 49°20'24". Canada 1:50 000 topographical maps 92 H/5 "Harrison Lake", and 92 H/6 "Hope."

[20] Bartroli's book, Plate 21. For a discussion of the technique see Doe, N.A., "Some Anomalies in a Spanish Chart of Vancouver Island 1791", Lighthouse, *Journal of the Canadian Hydrographic Association*, 56, Fall 1997. See also remarks on p 292 of Stewart, W.M., "David Thompson's Surveys in the North-West", *Canadian Historical Review*, XVII, 3, Sept. 1936.

[21] Canada 1:50 000 topographical map 92 H/4 "Chilliwack". My arbitrary "check-point" was 930530.

[22] According to this theory, the "islands" would include Croft, Greenwood, and Bristol Islands. Perhaps the island where Fraser was entertained that afternoon was near, or part of, the present-day Aywawwis Indian Reserve (Iwówes).

[23] The time that Fraser left the overnight camp was blank in the initial writing of the manuscript, although someone has later inserted 7 o'clock. This time is not printed in Lamb's edition. I suspect that the inserted time is wrong. Fraser had to negotiate the purchase of canoes and hints at a delay in his text. My guess is that he left between 9 and 10 o'clock that morning.

[24] The calculation is as follows. Add index correction 127°20'30"; divide by 2 to get 63°40'15"; correct for refraction 63°39'45"; correct for LL 63°55'30"; zenith distance 26°04'30"; add sun's declination 49°10'56."

Previous page Figure 1 and below Table 1

The horizontal lines in the figure indicate Stuart's latitude measurement at the Chief's village, and the likely error margin of ±1.5 miles. Error is due to instrument inaccuracy and uncertainties generated by atmospheric refraction. No significance should be attached to the position of sites within the ±1.5 mile error band; similarly, sites outside this band, although unlikely, are not absolutely excluded by Stuart's measurement. All sites are listed, but probably only three or four in the list are good candidates. Native usage of sites was drastically changed by devastating smallpox epidemics in 1782–1783 and possibly again in 1801–1802, which left many sites with no survivors. Other changes are associated with the foundation of Fort Langley in 1827 and its relocation in 1839; and the post-1864 reduction and elimination of many Indian Reserves.

PITT RIVER–WEST *(too far west to be shown on map)*	xwtí'tas (?)	Old fishing-site on the west bank of the Pitt where it joins the Fraser below Mary Hill, now destroyed. Early HBC records (1827–1830) refer to a Kwantlen village on the Pitt (Quoitle), but its exact location is uncertain. This archaeological-site is an unlikely candidate because it is seasonally flooded and it is over three miles north of Stuart's latitude.
PITT RIVER–EAST *(not shown)*	kll'ekwas (?) pipkwátsan (?)	Two small sites, both too far north, one at the mouth of the Pitt, and one between the Pitt and Katzie IR1. I know nothing about their archaeology, history, nature, or precise location.
BARNSTON ISLAND IR3	Qelesíhp (?)	Fishing-site on south side of Barnston Island. It is unlikely Fraser would have taken the Parsons Channel to get to it.
KATZIE IR1	q'éyst'í	North side of river, level with the eastern tip of Barnston Island. Although this village-site is old, its present importance is probably due to the influx of people in the latter half of the 19th century from Port Hammond a mile or so to the east, and from traditional Katzie territory along the Pitt River. A good candidate nevertheless.
KATZIE IR2	kwthèxth'exem	Mouth of Yorkson Creek on south side of river. Now a Katzie village, but described in early HBC records as an important Nanaimo summer camp. The HBC descriptions of the village do not match Fraser's. A good candidate nonetheless.
PORT HAMMOND	ts'í:xwt	Site now occupied by the Interfor Cedar Mill. Old village-site, once extensive, with burial grounds. People moved from here to Katzie IR1. Once accessible from the Pitt via Katzie Slough and so possibly the Kwantlen village in HBC records. Perhaps the best candidate of all.
HANEY	shxwleqwén'e (?)	Old village-site which has now been destroyed. Probably depopulated by smallpox. The site is also more than two miles too far north. A possible candidate though.
DERBY	Snálomelh (?)	Site of the first Fort Langley founded in 1827. No mention of a village in early HBC records. Probably unoccupied in Fraser's time. An unlikely site.
KANAKA CREEK	tsilhxwéy'en (?)	Shown in the early HBC maps as Berry Creek. No mention of anyone living there when the HBC people arrived. Probably unoccupied in Fraser's time. An unlikely site.
MCMILLAN ISLAND IR6 *(and, prior to 1932, Brae Island)*	squàlets	On McMillan Island across from the HBC fort. Either founded, or greatly increased in size, as a result of the construction of the second Fort Langley in the spring of 1839. The McMillan expedition was here in 1824 and makes no mention of any village. An unlikely site.
LANGLEY IR5	(?)	On the north shore. Not mentioned in early HBC records. Probably only of any size after the foundation of the second Fort Langley. Early HBC records refer to a Kwantlen village "a few miles" upstream of the old fort at Derby, but where this village was exactly is not known.
WHONNOCK IR1	xwèwenaqw	On the north shore and formerly much larger than it is today. Not mentioned in early HBC records. Probably still too unoccupied in Fraser's time to be a good candidate.
NATHAN CREEK	smõ:qwe'	Across the river from Whonnock IR1. Very small and without IR status since the 1860s. Nothing else known. A very unlikely site.
LANGLEY IR2–4	Sxwòyeqs (?)	Sites on the Stave River. These seem unlikely because Fraser does not mention a river, and he would have had to divert into it to reach the sites. McMillan's expedition visited a lodge in a bay at the confluence of the Stave and Fraser Rivers in 1824, but it had only 22 inhabitants.
MATSQUI MAIN IR2	máthekwi	About five miles too far south of Stuart's latitude and therefore a very unlikely site.

Victoria Interlude:
a troubled time in the lives of Nessie and Norman Lee

By Donald F. Harris

The studies of Donald F. Harris—he had a first-class degree in History from Cambridge—were interrupted by the war and service in the RAF. His good fortune gave him a posting in Comox for advanced training, flying long distances over our then partly still un-surveyed province. In 1947 He emigrated to Canada and proudly took up citizenship. He lived in Ontario where he taught history for thirty years before returning to England. After retiring in 1988 he was persuaded to work for a PhD, promoting on a thesis on emigration to Canada in a 1998. During his research for his PhD thesis Donald Harris found in Shrewsbury, England a large packet of letters by Mrs. Nash, written to a son in England during a visit to BC between 1912 and 1914. She stayed most of that time with her daughter, Nessie, and her legendary son-in-law, Norman Lee from the Chilcotin. In 1993 Dr. Harris deposited copies of his edited version of the letters in the BC Archives and he is more than willing to contribute what he knows about the Lees "to anyone who would write the book that cries out to be written." We are grateful to the BC Heritage Trust who referred Dr. Harris to *BC Historical News.*

LATE in January 1913, Mrs. Agnes Nash, from the English market town of Whitchurch, in Shropshire, arrived at St. John on board the Canadian Pacific *Empress of Ireland*. She was to visit four children of her first marriage who had emigrated to western Canada, three of them to British Columbia. The first-class passage, during which Mrs. Nash, sitting at the Captain's table, never missed a meal, had been paid for by Norman Lee, the already famous "Old Lee" of the Chilcotin, husband of her daughter Nessie. During her twenty-two months in Canada she wrote almost weekly to her bachelor son, Hugh, a Whitchurch solicitor with whom she had lived since the death of her second husband. She was a woman of determined stamina and lively mind, and her letters contain shrewd, but never malicious, comments on what she observed. The principal aim of this article is to show how Mrs. Nash saw the circumstances of Norman and Nessie Lee during an atypical, and in some respects unfortunate, period of their lives.[1]

She had been born Agnes Lillian Tulloch in 1849, daughter of a Scottish army officer who had transferred to the Customs Service. Her family were what the British would have termed gentlefolk. An uncle was Principal of St. Andrew's University, and a first cousin was Principal of Aberdeen University and a Chaplain to the Queen in Scotland.

At seventeen Agnes Tulloch married William Henry Lee, a land agent living at Oak Bank, Iscoyd, in the Welsh county of Flintshire, some four miles from Whitchurch.[2] There were many Lees in the area, most of them, including the family into which Agnes married, people of substance. The house, Oak Bank (now called Whitewell Lodge), was set in a small estate of forty-four acres. The 1871 census showed four servants living there. A land agent, who was often trained as a solicitor, was responsible for the management of one or more large rural estates. He would have to have a thorough knowledge of land law and agricultural practice, but he would not be in charge of the day-to-day farm operations. Agnes's husband was a partner with an older cousin in a prosperous agency.

In 1881, her husband decided to set up his own agency, and moved to the village of Ash, very near Whitchurch. No reason for the break has been discovered, but there cannot have been serious disagreement, since his cousin was prepared to recommend the new agency to potential clients. However, William did not have time to build a large practice. He died in 1888, aged forty-five, leaving a large family in straitened circumstances. Soon afterwards Agnes and those of her children who had not already left home moved to Whitchurch, into a house which would have been far more acceptable then than its present condition suggests, but nevertheless a sad decline from Oak Bank. Her second marriage to Frederic Nash of Stafford brought her no lasting financial improvement. However, as her letters show, Agnes was a woman who made the best of things. One of her daughters, in a letter to Hugh, wrote of their mother as "The old darling, so good and generous on so little."[3]

Her sons had to make their own way in life. Only Hugh seemed motivated towards a profes-

[1] Letters from British Columbia, C., Shropshire Records & Research Centre, Shrewsbury (SRR) 2794/42/3.

[2] The name Henry, borne by several of the Lees, was derived from two ancestors: Philip Henry (d.1696) and his son Matthew, noted biblical scholars. See *Dictionary of National Biography*; Sarah Lawrence, *The Descendants of Philip Henry, M.A.* (London & Leamington, 1844) (SRR); Matthew Henry Lee (Ed.)—Norman's father—The Diaries and Letters of Philip Henry (London, 1887) (SRR).

[3] Lee Family Papers, SRR 2794/46; Shropshire newspapers and census returns, and other local sources.

sional career. From their father's work they would all be familiar with various types of farming, and they had been brought up to enjoy outdoor pursuits; but they had no direct experience of farm work and insufficient capital to make much of a start as tenant farmers in England, where, moreover, it was a time of agricultural depression, particularly for arable farming. The colonies would offer them opportunity. They chose Canada probably because they had relatives or friends already out there who recommended its attractions and might help them get established.[4]

Photo by Donald F. Harris, 1991

Left: *Oak Bank, now called Whitewell Lodge, some four miles from Whitchurch. When the Lees lived there, none of the extensive addition in lighter brick (here enhanced) had been made. Theirs was the part to the left, in the rather Italianate style, including the ground-floor living room with the climbing plant around the window. The Lees had obviously lived in comfort and some style.*

William Henry Tulloch Lee was the first of Agnes's sons to emigrate. He followed a Whitchurch friend to Boissevain, Manitoba, in 1892. He had little success growing wheat, and, with a wife and four children to support, put himself through veterinary training in Toronto and Chicago. He returned to Manitoba, and developed a successful practice in the Minto area.

Tom, the youngest, was the next to go, c.1896, following his brother to Boissevain. He soon moved further west, to the District of Assiniboine, and served briefly in the Royal North West Mounted Police. Perhaps because he had heard of opportunities from his cousin, Norman Lee, he hit up the Cariboo Trail, and went to work in a store at 150 Mile House. When his mother arrived in 1913, he was preparing to open a store at Alexis Creek, in partnership with Alec McCulloch. At that time, aged thirty-five, he was still unmarried.

After service in the Royal Navy, the eldest son, Alfred Wood Lee, emigrated to the Chilcotin in 1900, his wife and daughter following the next year. He may have worked on his cousin Norman's ranch at Hanceville; he may have had a small property of his own. However, not long before a second daughter was born in 1907, their log cabin burned down, and Alfred began working for the provincial government. When his mother visited him he was at Nicola, where, among other duties, he was deputy-registrar of the Yale County Court.

Nessie (she had been christened Agnes) was the last of the family to emigrate. In December 1902, at Whitchurch, she married Norman Lee. Norman was the second son of the late Canon Matthew Henry Lee, who had been Vicar of Hanmer, Flintshire, not seven miles from Whitchurch. Norman's career included an attempt to drive two hundred cattle from Hanceville to the Klondike during the gold rush. It had made him something of a legend in British Columbia and has been amply recorded by local historians.[5] How Norman and Nessie came to be married is not clear. Their families would have been in close touch: their fathers were first

Photo by Donald F. Harris

Left: *9 Bronlow Street, Whitchurch, where Mrs. Lee (later Mrs. Nash) went when she was first widowed. The complex was newly built when she moved there, and the area by no means run down, but it was a come-down from Oak Bank.*

[4] They would know of their cousins, Norman and Penrose Lee, in British Columbia. They would also know of the career of Frederick Godsal, son of the owner of Iscoyd Park (a client of the Lee land-agency partnership). He went to Canada in 1882 with £2,000, and soon became a successful rancher in the Fort McLeod district of Alberta. He wrote long letters to his father which he asked to be circulated among friends and relatives. Iscoyd Park MSS, Clwyd County Record Office, Hawarden.

[5] E.g., G.R. Elliott (Ed.), *The Journal of Norman Lee, 1898* (Vancouver, 1959), and J.W. Grant, "Norman Lee, Chilcotin Pioneer", in G. McEwan, *Sodbusters* (publication details not known).

Right: *Lee Ranch, Hanceville, 1929.*

Courtesy BC Archives - H-4041

cousins. Norman was ten years older than Nessie: she was only ten when he emigrated in 1882. It is known that Norman made a visit home in 1891, but there is no record of another. They cannot have known much of each other before their marriage, but, through testing times, it proved to be a strong partnership. They sailed for Canada shortly after the wedding, arriving at Halifax in January 1903. They stayed for a while with William and his family at Boissevain; from there Norman went on ahead to make arrangements for a team and sleigh to take them from Ashcroft—a CPR stop—to Hanceville. Nessie later recorded her memories of that seven-day journey, and her first impressions of her new home.

"There was a house of logs in the midst of a wilderness, with a trading post just across the road. This was my home in the New World. Having come straight from an English drawing room, I was soon very homesick, especially when Norman talked pidgin-English to the Chinese cook and various dialects with the Indians. But I never let him know I was unhappy in the home he had provided for me. Riding was one of my greatest joys, and I often rode out to the old Indian cemetery nearby. There I'd sit on the rail fence and cry my heart out. Had there been cars or planes at that time I probably wouldn't be writing this! But now I wouldn't change my life for anything in the world. Gradually I settled into my new life and learned how to deal with its many problems. Norman Lee was a wonderful husband, whose knowledge of the country and never-failing sense of humour soon changed me from a hot-house flower into a sturdy pioneer wife."[6]

It is unlikely that Nessie was ever a "hot-house flower." A newspaper account of her wedding stated that "...her good work in the Church Sunday School and her amiability and kindness to all, has gained the respect of all classes of the community." It is not surprising, therefore, that the sacred edifice was crowded by the numerous relatives of the two families and the townspeople generally.

Mrs. Nash had brought a grand-daughter, Kittie, out with her. When they arrived at Hanceville, Norman and Nessie had recently completed arrangements for the sale of the Beaver Ranch and the store, but they were not sure what to do next. One idea was that Kittie should exercise her right to pre-empt land, on which Norman would build a house and raise the 200 cattle which he still owned. "The man who has bought this place bought 300 head @ £11 each but didn't want any more....This is an odd life but has its attractions, and I can quite see Norman could never be happy in any other country, though this place is too much for him now." He was 51.

Norman wasted no time taking up land across the river in Kittie's name, he having already claimed all the land to which he was entitled. He "staked it and put a notice in her name on a tree. ... I think this means Kittie will have to be in this country for two years." Norman and Nessie were now planning to build a house there in which they would spend the summer, living in Victoria during the winter, "if they do not alter

[6] From the foreword by Eileen Laurie to G.R.Elliot (Ed.), *Klondike Cattle Drive, the Journal of Norman Lee* (Vancouver, 1960).

their minds again" (7 March). However, a week later Mrs. Nash reported that the land claimed in Kittie's name had already been taken by someone else, so Norman and Nessie had to change their plans again. 4 April: Norman was having liver attacks, and was irritable. "He is now sorry he has sold this place, but will not decide anywhere to go. Nessie has a bad time with him sometimes."

11 April: "I drove yesterday a pair of horses in a buggy to a ranche [sic] to buy some beef. Agnes [Alfred's oldest daughter] went with me. We got 74 lbs which we hope will last till we leave here in about three weeks' time. The snow has gone but there is not a blade of green grass to be seen, all dry, scorched up stuff and the roads all dry mud so the dust is awful. Still, the country is beautiful with the fir trees and river." Norman's brother Penrose ("Young Lee"), who had two ranches in the Chilcotin, had come for a short visit. "He is nice looking and clever, but doesn't take much pride in his clothes, in fact he is a very rough diamond, but I like him much."

Courtesy BC Archives - B-9455

Mrs. Nash had previously observed that "This is a place where people are continually coming and going and beds always have to be ready." On 18 April she wrote, "The house is full tonight to overflowing. Agnes had to go up to the Hances at the Post Office to sleep. Mr. Temple, the man who bought this place and who is such a bounder is here with a Mr. Marryat who is to help in the store. Mr. Marryat knows the Rector of Malpas [the parish in which Oak Bank was then situated], he is a gentleman but Temple has no pretensions to being one."

Mrs. Nash saw no reason to change her opinion of Temple, who was from England. On 19 May she reported that he had still not paid the first instalment on his purchase. "I don't like Mr. Temple, cannot trust him." Norman and Nessie had to postpone their plans for a long holiday in California, and Mrs. Nash worried about their health. "Nessie has gone to nothing, thin as Belle [Kittie's mother], worried and worn out, but working with Marryat stocktaking at the store." Norman, despite toothache and influenza, was helping Temple rebrand the cattle.

Later in May, Mrs. Nash and Agnes, Alfred's daughter, stayed with Penrose at his Chilancoe River Ranch: "He is all alone, has not even a China man [sic] and was so longing for me to go and stay with him but was afraid I would not like being without a servant of any kind, however as I tell him if he will get the breakfast ready Agnes and I can cook anything else and I should like to see his house, he leads a lonely life." On the day she arrived she "made a curry and open tart for dinner." The next day, she wrote, "Penrose is away all today branding horses. Agnes and I have had a huge wash, then I cooked a brace of willow grouse and made a pudding for dinner. This house has just a kitchen and a sitting and dining room combined, with two bedrooms leading out of it, and is very comfortable. It is a lovely place, the river just in front and such lovely pine woods all around, absolutely isolated." 29 May: "I have been busy doing up lots of things, curtains &c for this house."

After leaving Penrose, Mrs. Nash stayed awhile with Tom, in his newly-built house at Alexis Creek. Then she went to Nicola for a long stay with Alfred and Amy, taking Agnes back to her parents. The journey cost $40, "but Norman pays everything. He is very kind to me." At Nicola she must have been a tremendous help to the family. 27 June: "I have been here a fortnight but have not been out of the house. I have been busy helping Amy with the children's summer clothes, teaching Agnes, doing a little in the garden, and there has been no time to go out." She worried that her son was working too hard: as well as having a government job he was busy improving the house and working on a tract of land he owned. "Amy has no servant so her work never seems done, and I can see Alf worries continually how he can make ends meet. I am spending $15 a month on the house while I am here. I just buy things I see they want when I'm in Nicola so that Alf may not think I am giving him a board, he is so glad to have me here." 15 August: "Amy is going away for a week, she is just worn out and I can see to things whilst she has a holiday away from the children." (There were three besides Agnes).

Centre: *Nessie Lee, Mrs. Nash's daughter, wife of Norman Lee. Her forceful personality shines through in this detail of a family photo shown on page 13.*

Short family tree

MATHEW HENRY LEE + LOUISA WARDEN

- *Norman Lee*
- Helen Warden Lee
- Eduard Penrose
- Grace Lee
- Robert Warden Lee
- Capt. Henry Lee

WILLIAM HENRY LEE + *Agnes Tulloch*

- *Agnes "Nessie" Lee*
- Alfred Wood Lee
- Isabel (Eccles) Lee
- Hugh Booth Lee
- Lillian (Ormisten) Lee
- William Henry T. Lee
- Thomas Campbell Lee

Mathew Lee and William Henry Lee were first cousins. Children are not listed in correct order.
After William Henry Lee died, Agnes (Tulloch) Lee married Frederic Nash

[7] Mrs. Nash wrote of Tom and Alec McCulloch both having to have expensive false teeth. "They couldn't attend properly to business they were having such toothache." In another letter she told of Nessie and Norman "both in the hands of the dentist. So is Penrose. We are a great source of income to the dentist at present."

13 October: Mrs. Nash was in Victoria, staying with Norman and Nessie, who, after a holiday in California, had rented a house at 871 Collinson Street. It was not large enough, and they were to move to a bigger house at the end of the month. First impressions of Victoria pleased her: "This is a lovely city. Nessie and I went to the Cathedral for Service Sunday morning. The Bishop preached and the place was packed."

21 October: Alf, as his mother always called him, had been moved to a new post at Port Alberni which offered better prospects. Kittie went there to help Amy, who had had a carriage accident. "She had an offer of marriage from a man up at Alexis Creek ten days ago, he is a gentleman but a fool and I hope she refused him, but you never know what unexpected thing she will do." Kittie did refuse the offer.

"I've been feeling very sorry for myself the last week. I've had a great deal of toothache all summer, and I had three teeth taken out without gas or anything else last Tuesday and it quite unnerved me." She then had six more extracted with gas, and this left her with very sore gums and an upset stomach. She was in bed for two days, and could take only slops. The work was going to cost Norman $100, "But he says whatever it costs I am to have my mouth made absolutely comfortable." [7]

"Norman is most kind to me. Yesterday he took me by train to Oak Bay two miles from here, such a lovely little shore and view. We had tea at the hotel then took another train to Esquimalt where the Navy are. Tonight he is taking us all to the theatre to see 'The Girl from Vancouver', we hear it is good. On Saturday Norman was at a smoking concert given by the naval officers, so Launcelot [Gurney, Confederation Life Association district manager for Vancouver Island, who had been a close friend of the family in Whitchurch] took us to a Picture Show. There was a splendid organ played beautifully by a man in the orchestra which was better than the pictures....Sunday was Thanksgiving Day and Monday a holiday all over Canada. All who can afford dine off turkey. We dined at Launcelot's. I only had the gravy and bread sauce."

The letter written on 4 November was from 640 Rupert Street. "We are settled very comfortably here and people are beginning to call." Norman was wondering if he should buy a car or a horse and buggy. "Norman went to see about a motor car 10 days ago and I should think all the people who have a car to sell in Victoria must have heard about it as one or two come daily begging him to try their cars, so they are getting plenty of free trips."

12 November: "Last Saturday Miss Connell and I [they had been at school together] went by [street] car to Foul Bay, went down to the shore and walked to Oak Bay where we got tea and after that walked home, about five miles altogether and we are both 65!"

19 November: "We are asked to tea at the Dean's next week and on Friday we are going to have tea at Mrs. Wm. Barton's, her husband is one of the minor canons. A Mr. Willshaw is coming to lunch on Friday to overhaul a motor car Norman rather thinks of buying, and as he knows nothing about them and it is a 2nd hand one, he is having this young fellow who was in motor works to look at it. He now breeds fox-terriers for sale, he is an Eton man, we seem to meet so many out here. Now I must go and dress for dinner."

2 December: "Everything here is fearfully dear. Nessie and Norman are giving me a new coat and skirt for Christmas, but have asked Belle [Kittie's mother, in England] to get them. Here the very plainest would cost £10 and shoes are 30 shillings a pair to be any good at all. We are going to a bazaar this afternoon in aid of the Victoria Club for Gentlewomen who are badly off." Norman continued to be very kind to her, "but [he] is a queer-tempered man and sometimes says pretty rude things to people." Tom, writing to Hugh from Alexis Creek about this time, thought that Norman and Nessie would be happier if they bought another store such as they had at Hanceville: "They do not seem to be able to accustom themselves to doing nothing."

9 December: "Norman must be living at the rate of £1,000 a year. Everything in Victoria is very dear. Fancy, the one servant has £60 a year and I do the cooking."

16 December: "Norman and Nessie went to have tea at Sir Richard McBride's, the Premier. Then Norman had to go to see the [Lieutenant] Governor, and most of the rich swells of the neighbourhood have called on us, he having known their parents." Norman bought a five-seater Cadillac, but did not drive it himself yet. He borrowed a car for a twelve-mile drive out of the city, on rough roads, to look at property for possible purchase. Coming home the front tyres burst. "Nessie and I had to get into a passing oyster laurie [sic] and drove over a mile to the street

cars, the roads being so muddy and our having fur coats we could not walk."

Nessie and Norman had no children of their own, but on a visit to England had adopted a son, Dan. Mrs. Nash had mixed feelings about him: "A tall, good looking lad but has not much brain, he learns quickly enough, but forgets it all in a week which is rather a pity as both Nessie and Norman are both so clever. I sometimes can't get to care much for him." A few weeks later she was worried about his health: "Poor Dan is growing so fast, he looks so white. The doctor says he ought to run wild for six months, however Norman won't hear of that but says he can stay at home for a half term. He is very jolly and full of fun but soon gets tired. He is only 11 and is taller than any of the boys of 13 in the school" – a boarding school in Victoria to which he had been sent from Hanceville. 16 December: "Norman decided quite suddenly to go to Vancouver as Dan is to be circumcised tomorrow and as it is to be done in the house he just cleared out. His temper lately has been terrible so I am glad he has gone for a few days. Dan has been far from well for a long time and Dr. Walker and another Dr. decided this must be done." 23 December: "An upsetting week with a nurse in the house. Dan still has not had his clothes on." They had planned to spend Christmas with Alf's family at Port Alberni. "The Dr. says that if he goes in a closed motor to the station he can go with us tomorrow. Unfortunately it is a 7½ hour journey."

1 January 1914: They were back in Victoria. Mrs. Nash had taken flowers to a funeral home. "Poor George Gellings, he wanted to marry Lillian [her daughter] but she wouldn't have him and he married a Miss Harris of Douglas [Isle of Man] and came out to Alberta, but died at 36 of Bright's disease in a private hospital here. I got a great shock, the coffin had a glass lid and there lay the poor lad dressed in his dress suit with white shirt, collar and black tie, it was too horrible. I can't think how English people can conform to such a horrid custom.... Norman is going to call on the Governor and Bishop this afternoon. It is the custom here for any man who is anyone to call on these people on New Year's Day. Nessie is off to the Empress for tea."

6 January: "Nessie and Dan are gone to a Christmas tree, and Norman and I have a quiet little dinner alone, as we generally have company or go out it is quite a change. There were ten to dinner on New Year's Eve and about eight came in after for games, bridge in the dining room and round games in the drawing."

13 January: "Norman is going into the motor car business. He went to Vancouver last Friday with a man who buys and sells motor cars and with whom Norman is going in. They bought eleven new motor cars from a firm that is being sold up and expect to sell them for about three times what they gave for them." Mrs. Nash wrote of having seen a "splendid" "Gondoliers" at the New Theatre, which had opened on the 1st of January, "the largest I have ever been in."

Courtesy BC Archives B-4362.

Above: *Norman Lee, very much looking the confident, prosperous gentleman. Photo perhaps taken at the time when Mrs. Nash, his mother-in, law, visited British Columbia.*

21 January: Mrs. Nash had gone with Norman and Nessie to the Premier's reception at the Empress. She found him "a very charming man, entirely self-made." She had also gone with a friend to see Anna Pavlova: "$4 for a ticket and the house was packed. I have never seen anything like this, she and all her party, about 20 men and girls, were quite wonderful. Then on Monday night we went to the opera. The New Theatre is packed every night.... Norman cannot decide whether to take another house in a better locality or to take a trip to Honolulu. He hates this house, there are so many doors in every room."

28 January: "I've just got my teeth, they are not very comfortable yet, but I must grin and bear them till they are. Norman has paid £20 for them, they are all right till I begin to eat and then they hurt. ... This house is taken only until 1 March and it is not very convenient. All the rooms lead into each other and Norman wants a room where he can sit and write and read without people continually disturbing him." The three of them had gone to look for a suitable house, and the car got stuck in the mud. Guests were

[8]The house was demolished c.1969, and an apartment block built on the site.

coming to dinner that evening: "We had the two Vicars of Alberni staying here, and were expecting Archdeacon Pugh, Father Reis and Miss Jones to dine with us to meet them, and we were 18 miles from home and no chance of getting there in time for dinner. Norman managed to telephone Launcelot [Gurney], asking him to go in and act as host. They got a team to pull the car out, but it was 8.30 before we reached home."

23 March: They were to move into a house at 2086 Granite Street on the first of April.[8] "We have had possession since the 17th and I have gone up daily from 10 a.m. to 5 P.M. superintending the garden and receiving and having put in their places the furniture which Norman and Nessie keep buying and sending up from sales. Yesterday a party went up to the new house. We had a great picnic tea (15 of us) in the dining room. Launcelot and I walked home (2 ½ miles), the rest went on the street car.... It is a sweet house. The drawing room is 36' by 17', with a large bay window at one end looking into the verandah and a window seat all around it. At the other end the window goes right across the room and on each side of the fireplace high up are little windows. Then very large doors draw open into a very nice dining room, at the other end of which is a door leading into the kitchen. Norman's den is by itself the other side of the hall. Upstairs are five bedrooms, bathroom, linen cupboard &c. Then there is a large basement with big furnace to heat all the house, and down there are the wash house, men's lavatory, coal and wood places &c and a big door into the back garden. There is a small verandah also outside the kitchen door where the maid can sit, and lovely housemaid's pantries, but out here no one hardly ever has more than one servant or one China Man in the house. It is quite wonderful to me the amount of work just one does, but the wages are huge, our young Scotch maid, Elsie, 21, gets £5 a month (25 dollars) Isn't it awful?" Mrs. Nash had forgotten her complaints of the high prices in Victoria.

31 March: "I haven't been in town for three weeks, I have been so busy up here. We bought the chickens with the house and there are 13 laying hens to look after. I had a man in the garden seven days before the others came up to live and have got it beautifully neat, we want some ramblers. Major Pottinger says it is not too late for them." On the Sunday eighteen people had come to tea. "I spent the day in bed, I was so tired, and I could see them coming up the garden. I thought they would never cease."

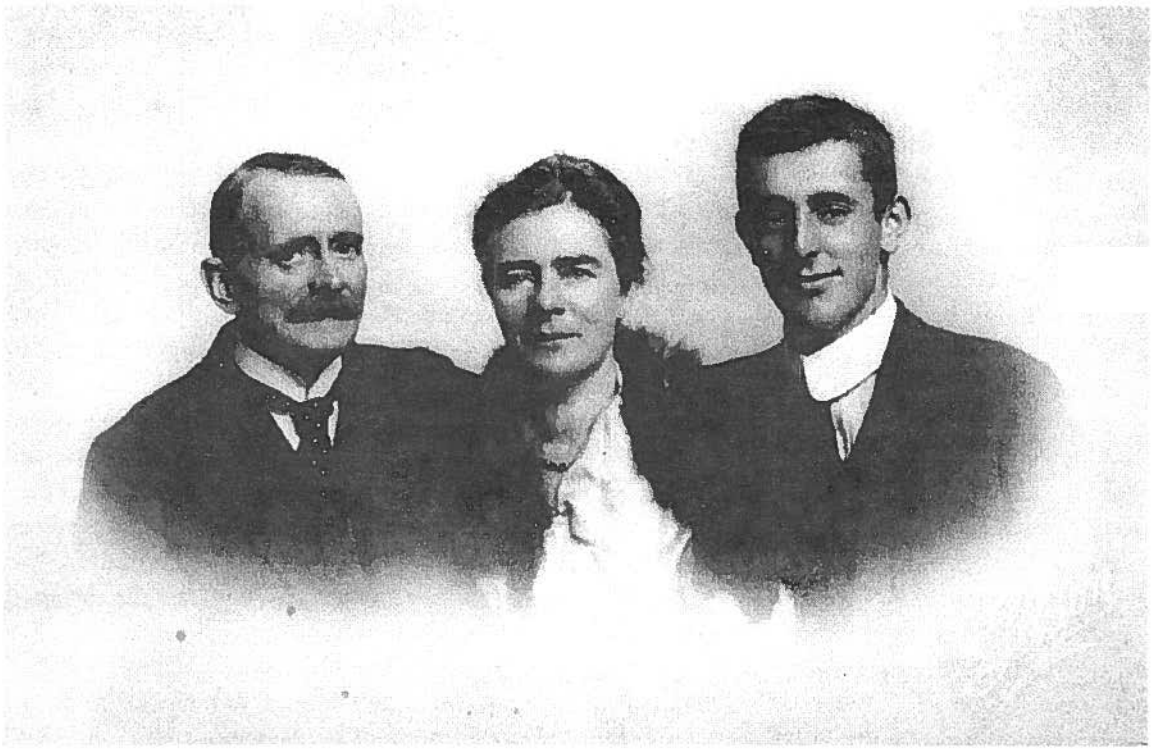
Early April, undated: "Everyone seems to like to walk out here in time for tea on Sunday....Norman is sleeping in a chair in his den (sleeping off too much whisky)."

23 April: "It is just 26 years today since dear Father [her first husband] died. It seems to me a lifetime.... We've had a week of bother. Norman went with some men to Duncan on business for a few nights, and directly he went we heard that the man who Norman had financed to buy motor cars was going into liquidation." Mrs. Nash described the events of a fraught day, but they were more vividly described by Nessie in a letter to Hugh:

"We have been having a terrible time lately. Norman like an idiot handed $5000 to a man to put into a motor car deal, the cars were to be sold at the end of a fortnight, huge profits to be made, etc. Instead of their selling, the men whose charge they were in hired them out, sent incompetent drivers and the cars got smashed up, so whilst Norman was away this week I heard the company was going into liquidation and Norman was to be involved so I flew to a lawyer and he told me to go down to the garage and take three cars out and call it a go against our account. So away I went with Major Pottinger and three chauffeurs. We found parts of each motor had been taken off so that they couldn't work, and none of the heads of the firm to be found, but at least we got each car removed to another garage. The lawyer complimented me on my actually securing the cars, he never thought I would, and Norman was quite pleased when he got home that we were free of the beastly garage people, though it may take a long time to sell the cars. Still, it is better having them than nothing. One we traded for a house, getting $2,000 for the car and leaving a balance of $4,000 to be paid on the house, the seller guaranteeing six months rent." A letter from Mrs. Nash told of Nessie and Norman going "all over the country lately looking at 'lots' of land which people want to trade for Norman's motor cars. No one wants to give money, all want to trade lots or houses for them."

Nessie told Hugh, "We gave $10,500 for [our] house. We could easily sell it again should we wish to do so. House property here is very high and this is two lots, one being entirely garden, which if we were very hard up we could sell separately for building purposes."

Mrs. Nash writes on 28 April: "There is a ru-



Courtesy BC Archives B-9455

Left: *Norman, Nessie and Dan Lee, perhaps taken some time in the 1920s.*

mour that Temple may not be able to pay the second instalment on the Beaver Ranche, due next week, and that they may have it back on their hands which would be rather terrible as we hear he has lost most of the custom at the store and has hardly any cattle on the ranche. Of course this may be all gossip. I cannot fix a date to leave until Norman gets his money from Temple."

10 May: "The Miss Duponts leave shortly for England. They are great people for bridge parties and we have been to several at their house. [Mrs. Nash greatly enjoyed bridge, but it had to be contract bridge; she did not like auction.] They are old-timers here and have asked so many of the best people to call upon us. People come here by dozens to tea on Sunday and we make it a kind of picnic as Elsie always has Sunday out after she has washed up the dinner things." As Mrs. Nash said in another letter, Nessie, despite all her worries at this time, "is not happy unless she is entertaining."

27 May: "I've been out to Esquimalt to look at the Rainbow (the Canadian Navy which has only one ship) this afternoon.... The 24th May is a great day here. It was kept on Monday. We had our car at 9 A.M. and drove for three hours all about the Town, Park, &c looking at the procession which I hear was a mile long. I never saw anything equal to the flowers on the cars, carts, &c. It was a wonderful show. After a hasty lunch we went down to the Empress landing stage where the two Miss Sheffields had their motor launch and two row boats waiting for us. A large party of us all went up to the gorge to see the Indian canoe races. We had tea and dinner in the boats, then as it began to rain we all came back here for games instead of going to see the fireworks in the Park....Norman is learning to drive his car, he would not try before. I am so glad, it will give him something to do. We had our first new potatoes out of the garden yesterday, such beauties."

Mrs. Nash's visit was coming to an end. Early in June Nessie and Norman took her for a final visit to Alf and his family at Port Alberni. They went by car: "Norman motored part way and a Mr. Hall who is with us took over the worst roads." On the way they stayed at Qualicum Inn, the notepaper of which boasted "Excellent Bathing Beach, Golf Links, Fishing, Shooting."

20 June: Mrs. Nash was to leave Victoria the next day. She would spend a few days with friends in Vancouver, visit the two step-sons of her second marriage near Calgary, and then stay with her eldest son, William, and his family at Minto, near Brandon, Manitoba. Kittie stayed in Victoria. [9]

24 June, Nessie to Hugh: "We are missing mother. Everyone here loved her and thought her so bright and handsome with such an excellent figure."

26 July, Nessie to Hugh: "Everyone loved her,

[9] Kittie had failed to find suitable work as a mother's help. When her grandmother left she was virtually a domestic servant at the small private school which Dan attended. She was paid $30 a month. "Mrs. Ward [the schoolmaster's wife] and Kittie are going to do everything between them. Fortunately there are only two boarders, but there is the big schoolroom to clean daily. She says Kittie can come up here (it is only three minutes walk) every evening, and every Sunday for the afternoon and evening, so it will not be a hard post." (Letters, 23 & 28 April 1914) Kittie's career in British Columbia at this time illustrates the difficulties faced by young English women of her class, untrained for any work, yet trying to find suitable employment. I do not know if, or for how long, Kittie stayed in Canada. She married: a newspaper report of Hugh's funeral mentions a niece, Kittie Borneman, but does not state where she was living.

they had seldom seen such an aristocratic old lady in these parts and with such wonderful energy.... We got about $60,000 for the ranche, the balance is to be paid in two years more each May, it bears interest @ 7%. We also have a good deal of side property, but it is difficult to sell anything down here or in Vancouver, times are so bad and land held at too high a valuation. [Norman had bought some CPR land on the mainland shortly before going to live in Victoria.] We have a meadow in Chilcotin still which has seven miles of fence round it. There is a trout stream running through it where one can catch from 20 to 30 trout an hour and excellent shooting too, grouse, teal, mallard, geese, snipe, deer, etc. I want to hold on to it if we can as we might be able to sell it to some wealthy potentate, but Norman thinks he could do more with the money now than later on. ... Living is fierce here. Try as we will we can't get our grocer's bill under $50 a month and our water comes to over $4 a month. We have second payments to meet on property next month so we have to go easy." This was in reply to her brother's suggestion that she make a visit to England soon.

Mrs. Nash's return to England was delayed by the outbreak of war. In mid-November 1914 she sailed on the Canadian Pacific *Missanabie*. She had a safe voyage, and after nearly two years away she was back with her son Hugh at Whitchurch, where she lived for the rest of her life. There is no record that she made another visit to Canada. She died in March 1932.

Tom ran his store at Alexis Creek until his death in 1946. His partner, McCulloch, had gone overseas with the Canadian Army, after which Tom seems to have been in sole possession. He married an Irish girl, and their son, Tommy, carried on the business until the store was demolished to make way for a wider road.

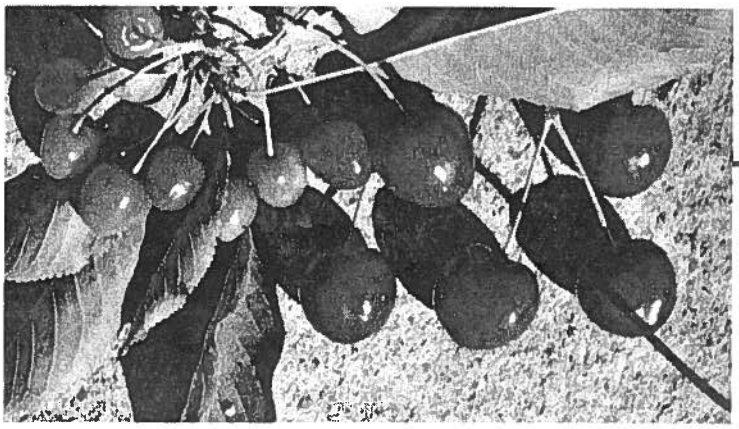
Alf remained at Port Alberni until his death in 1942. After retirement from his post of County Court Registrar he engaged in real estate development. At Port Alberni he used his second name to avoid confusion with another Lee, the road superintendent, and was known as Wood Lee.

Penrose stayed on his Redstone ranch until his death in 1960, living in the sod-roofed house erected in 1895. He loved the Chilcotin country, which in his memoirs he called "the land of my heart." He never married, but his sister, Helen Warden Lee, after some twenty years in San Francisco, where for some time she worked for the Pinkerton detective agency, came to keep house for him, remaining at Redstone until shortly before her death in 1954 in her 93rd year.

In 1919, Nessie and Norman regained possession of the Beaver Ranch. Temple—whom Mrs. Nash had so disliked—had been unable to make a go of it, and could not keep up the payments. With young Dan they set to work. There was much to do. Temple had sold the cattle to pay off debts, and there was not even a milk cow on the property; the fences were down, and the house and buildings in poor shape for want of maintenance; the store had been closed, and the fur-trading business badly neglected. Reconstruction was a long and hard task, especially as they had gone back with little money after the financial disasters of the previous six years—and by 1919 Norman was fifty-seven. But together they gradually restored ranch, store, and trade. Dan—for all his grandmother's worries about him as a boy—proved to have a shrewd head for business, first in fur trading and then in cattle: indeed, it was one of his venturesome cattle drives that earned enough to pay off his father's debts, with enough left over to establish the herd of purebred herefords for which the ranch became famous. In 1927, Nessie opened a women's wear store in Williams Lake, keeping a small apartment at the back of the store for her frequent visits to keep an eye on the business, which had a reputation for clothes of good quality.

Norman died in March 1939, aged 76; Nessie in December 1958, aged 86. Like her mother, she was almost blind in her last years, but until her final, brief illness she was still the strong personality that she had been throughout her long life. Many Natives were among the mourners at her funeral at Hanceville, for she had earned their respect and affection, and become fluent in their language. Dan carried on the business, expanding the ranch and building up the quality herds. He and his sons also built, at what came to be called Lee's Corner, a restaurant and motel, just steps from his father's original trading post, to serve not only the local ranchers, but also the growing number of tourists, hunters and fishermen – for the beautiful Chilcotin was being opened up in a way that Norman and Penrose could never have imagined when they first arrived.[10]

[10] For details of William's career in Manitoba I am grateful for material supplied by the Manitoba Provincial Archives, and for the generous help of Mrs. Dolly Anderson, his youngest child. The Alberni District Historical Society kindly gave me information about Alfred and his family. The British Columbia Provincial Archives gave me information about Tom, and were very and generously helpful with details of Norman, Nessie and Penrose. I am also indebted to Norman Paddock of Victoria, a friend and former Air Force colleague, Pat Kelly, also of Victoria, whom I met in Shrewsbury while he was searching for his old-country ancestors, and Mrs. Anne Lee, Dan's daughter-in-law, of Hanceville. They have all shared my interest, and been very generous with their help.



Courtesy Ministry of Agriculture & Food, Victoria, BC

Big Little Cherry

By Ron Welwood

Then, in your opinion, an orchard is not exactly a Garden of Eden?
Not in England at any rate.
Is it so anywhere—in any part of the world?
Yes: in Canada. At least, so I am told. I mean in British Columbia.
(Bealby 1911, viii)

AT THE turn of the century, fruit ranching in British Columbia was considered an ideal colonial alternative for many disenchanted Englishmen who sought independence as well as prosperity. Advertisements extolling the virtues of this gentleman's occupation abounded in the contemporary literature, and, consequently, many came west to seek their fortune. Often these pioneers purchased land from unscrupulous land brokers who extolled the virtues of fruit ranching in both the Okanagan and the Kootenay.

In 1906 Earl Grey, governor-general of Canada, purchased fifty-four acres of fruit land on the east side of Kootenay Lake after a personal inspection of the region. This convinced many that, indeed, there was a great future in Kootenay fruit growing. Testimonials such as one from James Johnstone, a pioneer Nelson fruit-grower, also promoted the Kootenay region as a possible Garden of Eden:

> I consider the conditions here [Kootenay Lake District] the most perfect for fruit-culture.... The quality and size here are far superior, and the yield per acre is at least double that of anything I have ever seen or succeeded in producing during my ten years' residence in the States....I have not found irrigation necessary, and this adds much to the superior quality of all our fruit. The fruit-grower will find here an ideal home. The climate is perfect; the soil is very rich and productive, and the market the best. He will be surrounded by beautiful scenery; and the shooting and fishing are the best to be found anywhere" (Bealby 1911, 13-14).

Among the fruit crops, cherries from the Kootenay region became famous. Although there was considerable labour involved in picking and packing the crop, this soft, sweet fruit commanded a ready market and a good price. Picking was slow because of the cherry's size, and packing cherries into cartons (eight into a small, shallow wooden box) required considerable skill to avoid shaking and bruising during transit. However, such careful attention to detail paid handsomely and in 1909, Mr. Johnstone reported that his average gross return was $1,050 per acre (Bealby 1911, 205).

In describing a cherry orchard, J.T. Bealby, a Nelson fruit rancher and promoter, exuded that

> One of the most wonderful sights in a British Columbia orchard, and more especially a Kootenay orchard, is the cherry-trees when laden with their snow-white blossoms. Every branch, from its divergence from a large limb or the main trunk, right away to the outermost twig, is thickly feathered with clusters of blossom, and tufts of bloom cling even to the main trunk and large limbs. This is true of every variety of cherry alike, sour as well as sweet. The crops are, as a rule, enormously heavy— so much so that the trees, and this applies to apples, pears, and plums, as well as to cherries—have to be well supported with props to prevent them from breaking down under the loads they carry, and even then it is no unusual thing for one or more branches to split off before the fruit can be gathered (Bealby 1911, 114).

Such was the euphoric hype relating to fruit ranching in the Kootenays at the turn of the century. However, underlying this supposed idyllic vocation was the reality of the hard back-breaking work required to clear treed and rock strewn land before planting, constructing buildings, and doing the many other mundane activities required to eke out a living while waiting for the fruit trees to mature. In fact, it took a great deal of intestinal fortitude, physical stamina and patience to become a successful fruit rancher.

After patiently waiting for the trees to mature, euphoria changed to disillusionment as competition increased and the markets became more saturated. It was not unusual at the end of the season for a rancher, after tallying the additional

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Above: *Little Cherry disease. The large fruit on the right are healthy. The others show severe disease symptoms.*

costs of freight and packing expenses, to end up in debt (Dawson 1997, 62-65). In addition to these hardships was the abandonment of many developed lands when the call to arms and patriotic duty beckoned during the First Great War.

Fruit ranching encompassed orchards containing apples, pears, plums, etc., but during these halcyon years the Kootenay region became famous for its cherries. In fact, cherry production surpassed apples in many orchards. Bing and Lambert varieties were considered the best commercial producers because of their big, firm-skinned, and dark-coloured fruit that commanded good prices.

In October 1905, the Kaslo Fruit Growers' Association was formed and sponsored the first Kootenay Lake Fruit Fair in the fall of 1906. Kaslo cherries were renowned across Canada. The industry prospered and Kaslo's First Canadian Cherry Fair was held at the end of July 1912. By this time cherry cultivation was the most lucrative fruit crop in the Kaslo region. In August 1924, a Cherry Carnival was held at the Kaslo Drill Hall where five hundred cases were displayed and, according to the reports, some of the cherries were so large they resembled small plums ("average three and a quarter inches in circumference") (McCuaig 1993). In 1929 the Pacific Fruit and Produce Company of Portland, Oregon, received a four-carton box of Lambert cherries and reported:

> ...the finest looking piece of merchandise we have ever seen in our lives....the best we can say is that you have the world beat....Since we are used to common, ordinary cherries it is hard for us to get an idea of the values of this kind of merchandise (*Kootenaian* 1929).

The pride and popularity of this Kaslo fruit was touted by the city fathers who had the boulevards planted with cherry trees in 1932 (McCuaig 1993).

Unfortunately a mysterious cherry disease suddenly and inexplicably destroyed this thriving sweet cherry industry. When the symptoms were first noticed in 1933 at Mr. Heddle's orchard[1] on a bench above Willow Point on the West Arm of Kootenay Lake approximately ten kilometres (six miles) east of Nelson, this aberration completely baffled provincial and Dominion plant pathologists. Its most striking feature provided the name, Little Cherry disease.

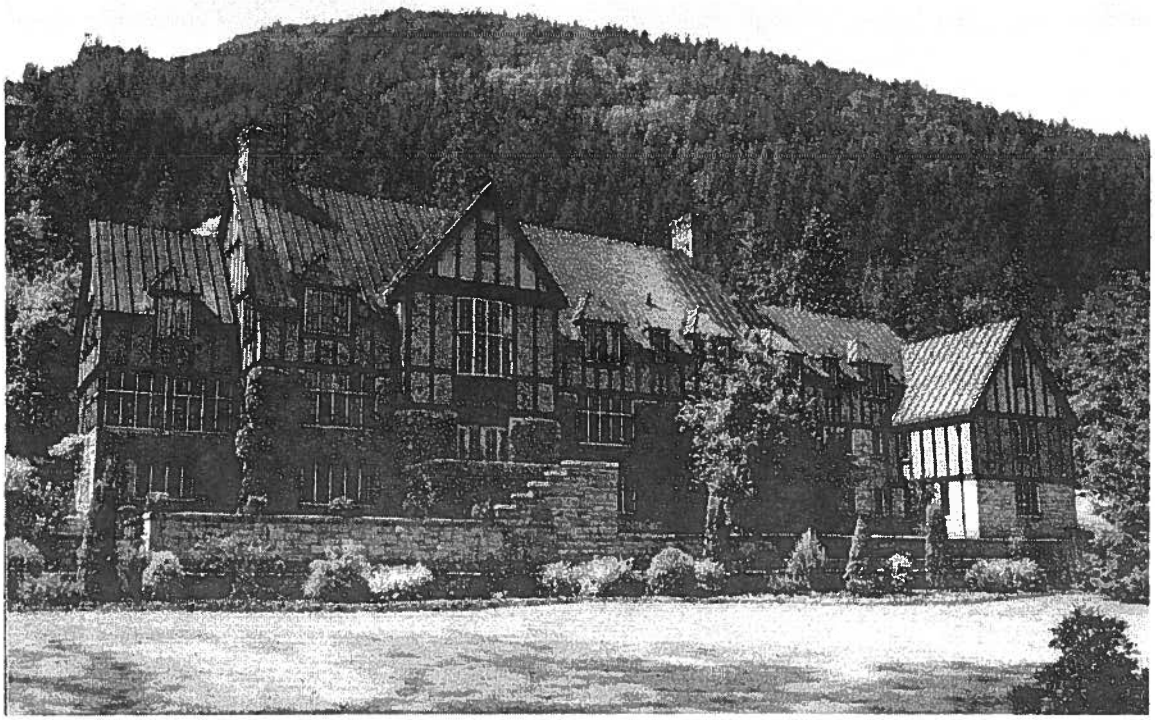
Cherries affected by the Little Cherry disease were unsuitable for the fresh fruit market not only because they were small, but also because they lacked taste, sweetness, and appearance (angular pointed with three flat sides). The fruit had a brick-red hue with a dull lustre. Most disheartening to the fruit rancher was that disease-infected trees only became obvious about two weeks before harvest. Nowhere was the impact on cherry production more dramatic than in the central Kootenay valley.

> *And life is like a cherry tree,*
> *With branches all around;*
> *And up upon the topmost twig*
> *The finest fruit is found.*
> *Sometimes the picking's difficult,*
> *Sometimes it's bloody tough —*
> *But a good cherry picker*
> *Can always do his stuff. (The Cherry Picker)*

Until this time Little Cherry had not been recorded in any contemporary literature. This was "the first report in the world of the new disease of sweet cherry called Little Cherry" (Mealing 1989), and the first official description of the disease appeared in the British Columbia Department of Agriculture's Annual Report for 1936. For over a decade the Department's horticulturists and plant pathologists reported their frustration in trying to determine the cause and find a cure.

W.R. Foster, assistant plant pathologist for the British Columbia Department of Agriculture, was assigned to study the disease. Although a virus was suspected, the symptoms appeared entirely in the fruit of healthy bearing trees. Naturally, growers were reluctant to have their healthy orchards used for testing purposes, so with the cooperation of the Consolidated Mining and Smelting Company an experimental cherry orchard was established at Columbia Gardens near Trail around 1940. This experimental orchard was immature and could not be used immediately; so infected trees were sprayed with concoctions such as the juice of cherry leaves and fruit, yeast extract (vitamin B), boric acid, magnesium or zinc. Fertilizer tests and soil analysis were also conducted. Buds from severely affected trees were taken and put into fruiting Lambert trees at the Dominion Experimental Station on Vancouver Island in Saanichton where the resultant fruit seemed identical to those of the disease, Little

[1] Malcolm Heddle pre-empted 40 acres (16 hectares) at Willow Point on 12 April 1901 (Lang 1996, 146).



Courtesy Ron Welwood

Left: *The Lakewood or Blaylock Estate, constructed in 1935, is located approximately five kilometres (three miles) east of Nelson.*

Cherry. This suggested a virus and, if so, the plant pathologists were determined to learn whether the abundant native wild cherries were also susceptible to the disease.

By 1942, Little Cherry symptoms appeared in every fruit section of the Kootenay District except Kaslo. Finding a cure for this rapidly spreading infestation was critical. Communications and travel between the Saanichton experimental station and the Kootenays was awkward enough without the added difficulty of Canada at war. Therefore, the research station at Summerland was made responsible for tackling the problem. In 1943, it was decided to abandon the young orchard at Columbia Gardens and lease an isolated, healthy, mature orchard on approximately five acres in the Kootenay Bay area.[2] By now it was almost certain that infected insects were the transmission agents. Insects could be carried by the wind, automobiles or other means and this would explain the rapid expansion of the infested area.

Meanwhile a large number of Little Cherry and wild cherry buds were grafted to trees in the leased Kootenay Bay orchard. This was done to ascertain whether or not the disease was truly a transmissible virus and also whether or not wild cherries were carriers. By 1944, the plant pathologists concluded that, indeed, Little Cherry was caused by a virus; and the next year the Department of Agriculture reported:

> At this time the sweet-cherry growing industry here in the Kootenays, does not look very bright, and unless something can be done to prevent the spread of the 'little cherry' trouble one of the most profitable fruit-crops of this district will be eliminated (BC Sessional Papers 1945, V55).

The disease had spread throughout the entire Kootenay valley (including Kaslo), the Upper Arrow Lakes region and parts of the State of Washington by 1946.

While the source of Little Cherry disease outbreak near Nelson in 1933 was not then known, subsequent research by plant pathologists proved that Japanese ornamental flowering cherries (principally, *Prunus serrulata*) were carrying the Little Cherry Disease in symptomless or masked form. Apparently, three specimens of *P. serrulata* Lindl were growing not far from the Heddle orchard.

Less than five kilometres (three miles) west, at Roberts Bay on Kootenay Lake, was the property of Selwyn Gwillym Blaylock, Vice-President and General Manager of Consolidated Mining and Smelting Company (later Cominco). The property, purchased in 1927, contained a modest residence and a small orchard, but it was Blaylock's intention to have this summer retreat replaced with a stately manor. Since one of his passions was gardening, he developed an exotic garden oasis around his newly constructed mansion known as Lakewood. The land sloping up from

[2] In 1927, William Fraser planted a cherry orchard on his land just north of Kootenay Bay. Fifty-five trees were planted on 1.5 acres (0.6 hectares) of cleared land. This isolated orchard was leased to the Department of Agriculture for seven years (Fraser 1982, 19-20).

the lake included terraced lawns and rock gardens. The grounds purportedly featured one of every species of tree native to Canada as well as countless other ornamental trees and fragrant flowering shrubs.

It is rumoured that Blaylock encouraged his frequent weekend guests, including foreign dignitaries, to bring gifts of trees and shrubs from their native lands to add to his garden collection and give it an international appearance. Although it would be simple to conclude that the Japanese ornamental flowering cherry tree was introduced to the Kootenay Lake region in this manner, it is more likely that Blaylock was directly responsible.

> The ornamental Japanese Flowering Cherry trees were on the "Lakewood" estate. They were imported clandestinely in the 1930's by the owner, Blaylock, who was aware of the Ministry of Agriculture ban but went ahead anyway (Mealing 1989).
>
> Mr. Foster stated that Cominco's Blaylock while developing the Lakewood estate in the late 1920's inquired officially about importation of Japanese Ornamental Cherries. He was told that the trees were diseased & might not be imported. He decided to smuggle some in anyway & did so; they were established & the disease likewise (Mealing 1994).[3]

Although the ornamental flowering cherry was identified to be the viral source, the manner in which Little Cherry spread was unknown. An insect vector was suspected because of the rapidity with which the disease infected an orchard and spread from one orchard to another. The culprit was eventually identified as the apple mealy bug (*Phenacoccus aceris* Sig.). In 1936 when the first description of Little Cherry was published, the Department of Agriculture's Horticulturalist Report for the same year also stated this "very troublesome insect pest" was widely distributed in the Kootenays, particularly in the Willow Point area. Unfortunately, at that time it was felt that the mealy bug caused damage "chiefly to the apple crop" (BC Sessional Papers 1936, P35).

To control this infestation two tactics were eventually employed. Sprays and biocontrol[4] were used to reduce the mealy bug population. In addition, infected trees were removed and destroyed. The removal of infected cherry trees was devastating to the fruit ranchers, but such action was necessary. By 1958, removal became mandatory under the British Columbia Plant Protection Act through the Little Cherry Control Regulation.

In 1920, 65% of British Columbia's sweet cherry trees were planted in the Kootenay-Arrow Lakes district, but by 1950 this figure had dropped to 11% and by 1955 it had been dramatically reduced to a mere 2% (MacPhee 1985, 217). Geographic isolation, transportation difficulties, marketing and war were contributing factors to the decline of this once thriving Kootenay fruit crop; but the biggest blow came from the Little Cherry. The famous and bountiful cherry crops of the Kootenays were no more.

[3] As Blaylock was president and general manager of Cominco at the time, it makes one wonder why Cominco was so willing to provide Columbia Gardens for an experimental cherry orchard in 1940.

[4] A parasitic wasp (*Allotropa utilis* Mues.) was released in the Kootenays between 1938 and 1943. "The establishment of *A. utilis* population coincided with a dramatic decline in the rate at which little cherry disease spread through orchards of the Kootenay Valley" (Eastwell 1997, 147). This proved that the rate at which Little Cherry disease spread was directly correlated with the population densities of the apple mealy bug.

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A Walhachin Index

by Keith R. Wood

Thirty-five miles west of Kamloops lie the remnants of the tiny orchard community of Walhachin. Conceived by an ambitious land company and born into boom times, it suffered a short span on the Canadian agricultural frontier. The many reasons given for Walhachin's demise are, for the most part, well documented. They include poor soil, a hostile climate, inadequate acreage for return, an inconsistent water supply and, as an accelerator, the effects of World War I.

Walhachin's claim to have sent, without conscription, more men into the war in proportion to population than any community in Canada received wide coverage by a wartime press and would be difficult to challenge. However, other towns have placed the same claim. An accounting of the men who served overseas during the Great War has barely been touched. The legend that most fruit growers died or never returned has long ago been refuted; however, it has never been adequately measured.

When war was declared in August 1914, Walhachin possessed a well-established cavalry militia unit. Since 1911, C Squadron, 31st British Columbia Horse, under Captain Rowland Paget, had trained every Wednesday, attended the Vernon Militia Camp each summer, and sent men to Winnipeg in the winter for senior N.C.O. courses. Every man was an accomplished equestrian from years of polo, fox hunts, and racing. Drawn from a population base of less than two hundred, the unit numbered thirty in 1912 and fourteen at the beginning of hostilities.

Throughout that August, Capt. Paget recruited men for the British Columbia Horse in Walhachin, Ashcroft, and Savona. Meanwhile, on parade, during inspections, and on the rifle range, the young men trained and waited in restless anticipation for the call. In these early days of war their greatest fear was to miss the "Great Adventure."

Finally, on 21 August, orders arrived and C Squadron entrained from the Walhachin station for Kamloops, where it joined the main body, and hence to the mobilization camp at Valcartier, Quebec.

Here the 31st was broken into drafts, the main body going to the 5th Canadian Infantry Battalion also known as the Western Cavalry. Despite this nickname it fought as infantry for the duration. Over half of the Walhachin contingent went to the Lord Strathcona's Horse, including Captain Paget. Even at this stage of the war it was realized the need for cavalry would be limited. So, the Strathcona's was converted to infantry after a 30-day course and went into the line as a composite Battalion with the Royal Canadian Dragoons in May 1915. By February 1916 the regiment was once again cavalry; however, as part of the Canadian Cavalry Brigade, it was still subject to stints in the trenches and even carried supplies to the front lines, dug trenches and strung barbed wire as a Pioneer Battalion.

In the fall of 1915, communities across Canada were encouraged by Ottawa to compile lists of those who had enrolled from their town and send them to the Militia Office. These honour rolls were framed as a permanent record and given a special place in local churches or town halls. Walhachin's honour roll was unveiled on 1 July 1916. It was created by Alfred John Pugh and funded by Ralph Chetwynd, and it hung over the fireplace in the Walhachin Hotel until the early 1920s. The honour roll was then moved to the town hall, but sadly went missing sometime in the 1970s. The Walhachin honour roll showed the names of 44 men who enlisted from Walhachin up to 1 July 1916, including the names of the 22 men of the British Columbia Horse (C Squadron) who left in August 1914. The others named left after August 1914 to join their regiments in Britain during the course of the war or enlisted in local Canadian battalions. Also included are two men who, in 1915, joined Britain's Munitions Supply Force.

Throughout 1914 a Walhachin column had appeared weekly in the *Ashcroft Journal*. Perhaps the regular correspondent had left in the August rush because for four to five weeks, between the middle of August until the middle of September, no Walhachin column was published. This creates a lack of information at a time when a lot of things were happening in Walhachin. The Walhachin column resumed in the *Ashcroft Journal* on 19 September 1914. It is clear that also some families left in this time frame. With more

Keith Wood has lived in Kamloops since 1975. He has an unabating interest in the military heritage of the south-central interior of BC and particular in the fate of the individual man.

A photograph of Walhachin's Honour Roll propelled Keith Wood into research of those from Walachin who went to serve in the Great War.

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Flowerdew, John and family (re Eric and Gordon).

Maynard, Kay (re Halliday family).

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Calder, G.
Callender, J.
Clarke, J.C.
Clarke, M.H.
De Jongh, K.G.
Fellowes, C.A.
Flowerdew, E.
Flowerdew, G.M.
Fortescue, W.A.
Green, A.
Green, M.L.
Halliday, R.
Holberton, T.E.
Jefferies, W.H.
Kinch, A.T.
Knatchbull, W.P.
Langley. W.
Loyd, E.B.K.
MacMahon, E.E.
Martin, J.
Melhuish, J.L.
Munro, A.
Paget, L.
Paget, R.E.
Parker-Jervis, H.
Parkin, B.
Parkin, H.
Pearce, P.C.
Penketh, H.J.
Pole, R.
Prior, A.P.
Roberts, R.
Salaman, E.S.
Shaw, W.T.
Soames. C.T.
Tennant, W.G.
Turing. J.L.
Wallington, J.
Wilkinson, E.R.
Willan, A.R.
Pike, James
Goggin, V.P.

Names to be added:

Bertram, E.
Burnett, J.
Chetwynd, W.R.T.
Fitzgerald, Dermot
Halliday, Duncan
Johnson, L.L.
Kitson, J.F.B.
Loyd, A.K.

than a little acrimony the correspondent relates the closure of the Walhachin school for inadequate enrolment in spite of their community's contribution of *almost forty young men* to the war effort. There were 22 men in the British Columbia Horse contingent, who left in August 1914. Only one other man shown on the honour roll (H. Parker-Jervis) has been traced as enlisting before 19 September 1914. Still, the "almost forty young men" mentioned in the newspaper suggest that in addition to the 23 men there were another 16 or 17 men who left prior to the middle of September 1914, the publication date of the article. The honour roll shows 11 names whose departure date is unknown. If every one of those 11 left before the middle of September date, the total would still be around 34 and short of the almost 40 mentioned by the correspondent. Either some of the early enlistments were lost in the rush or the correspondent's count was incorrect.

The labour force of the Anglesey Estate and other orchards could perhaps account for the missing enlistments. Most men mentioned on the honour roll who gave their calling as labourer were employed by the Anglesey Estates, owned by the Marquis, located downriver from Walhachin. In 1914 there were 110 workmen in Walhachin, most of whom were non-permanent residents and therefore not considered in the overall calculations here or in other communities. However, amongst the many separate orchards using hired labour, surely there were some who qualified as permanently employed.

After July 1916, when the honour roll was presented, the number of enlistments increased substantially. For almost two more years conscription culled the population at an unknown rate. Information on eight men, not listed on the honour roll, was compiled from data found in Walhachin's column published in the *Ashcroft Journal*, the 1916 Voters' list, and from interviews with descendants. Those 8 brings the total from the 44 men listed on the honour roll to 52. The listing of these 52 men on the following pages is not meant to be a definitive count for Walhachin enlistments. The information has been compiled primarily to shed light on the military records of Walhachin's soldiers and to clarify this aspect of their community's history.

Of the 52 enlisted men, at least 25 became commissioned officers, a total far above the average, reflecting the residents' class origin. From C Squadron, those with the notation "Auth: War Office Letter" after their commission date were rewarded for family connections. Others who transferred to Imperial forces at their own request were, in fact, rejoining prewar regiments. The rest were either Canadian Militia officers at the onset of hostilities, or were in time promoted through the ranks. For direct enlistments into the British Army, there is still limited access to service papers.

Walhachin lost at least 7 men during the conflict—not a large sum at first glance, but severe enough for a population of under 200. However, other small rural communities suffered a similar fate in a terrible war. Walhachin's closest neighbour, Savona, sent 33 men to the front and lost 8; Lavington, a community similar to Walhachin, had 13 of 33 men killed; and the experience of multiple losses from one family was shared by all. Veterans of this conflict knew from personal experience the equalizing effects of war, for it honoured no boundaries nor class. The concept that one community might have contributed more than another is purely a civilian extension of civic pride.

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Walhachin Index 1914–1918

* those who lost their live in the war.

C SQUADRON (Count: 22)

Blair, Robert: Arrived in Walhachin: Unknown. On 1911 voters list. Born: Londonderry, Ireland. Age 32. Single. Calling: Teamster. Service with 5th Battalion as a sergeant. Warrant Officer First Class. Awards: Distinguished Conduct Medal; mentioned three times in dispatches; Belgian *Croix de Guerre*. Discharged: 1919 with Walhachin as intended residence.

* Calder, George: Arrived in Walhachin: Unknown. On 1913 voters list. Born: Aberdeenshire, Scotland. Age 31. Single. Calling: Carpenter. Service with 5th Btn. as a sergeant. Died of wounds incurred at Pozieres Ridge on the Somme on 12 September 1916. Note: Buried at Contay British Cemetery, France.

Clarke, John Coulson: Arrived in Walhachin: March 1911. Born: Lichfield, Staffordshire, England. Age 34. Single. Calling: Farmer. Service with L.S.H. as lieutenant, wounded 1917. Discharged as a Major with Walhachin as intended residence.

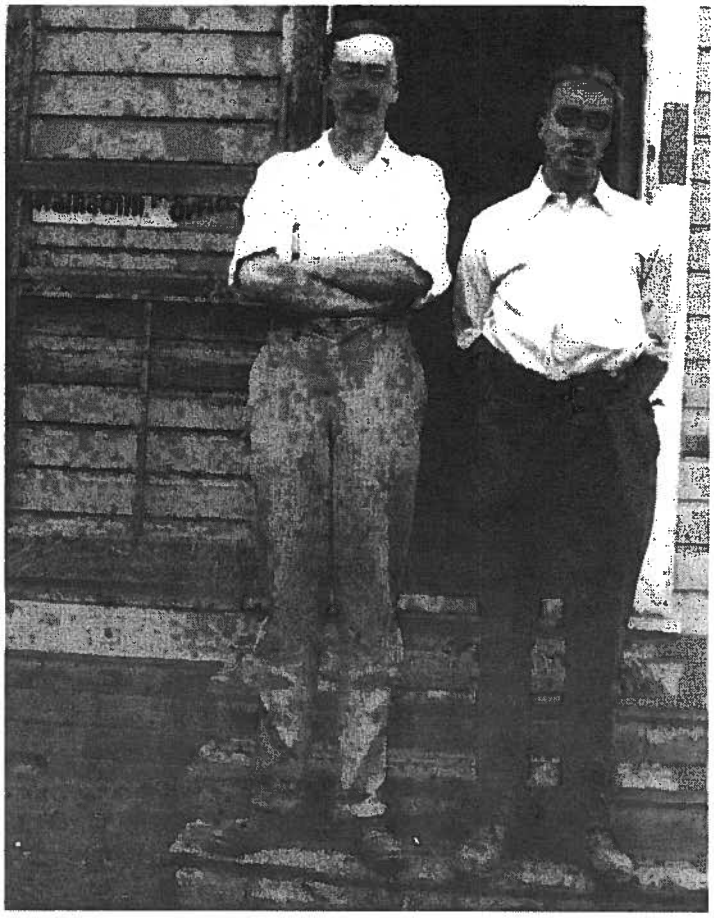
Clarke, Miles Harwood: Arrived in Walhachin: April 1914. Born: Ceylon. Age 23. Single. Calling: Farmer. Service with L.S.H. as a private. Commissioned into British Army 27 February 1915. (Auth: W.O. letter)

Flowerdew, Eric Symonds: Arrived in Walhachin: April 1914. Born: Norfolk, England. Age 18. Single. Calling: Farmer. Service with L.S.H. as a private. Commissioned lieutenant in Royal Field Artillery in 1918, wounded. Discharged in 1919 settled in Langley with his new bride. Calling: Poultry farmer. At the same time began many years of public service including as one of the founders of the Otter Farmer's Institute and the local Legion branch; a founder of Langley Memorial Hospital and served as a director: served on Langley Municipal Council 1944–1964 and was instrumental in obtaining the initial budget appropriation for Municipal Parks and Recreation. The Eric Flowerdew "Volunteer of the Year" trophy is still awarded at the Langley Museum. Brother to Gordon.

* Flowerdew, Gordon Muriel: Arrived in Walhachin: 1910. Born: Norfolk, England. Age 29. Single. Calling: Storekeeper. Service with L.S.H. as a L/Cpl. Commissioned 1916 with L.S.H. Award: The Victoria Cross. On 30 March 1918 he led a mounted charge of 75 men against 300 of the enemy and took a vital position in Moreuil Wood. Lt. Flowerdew died of wounds the next day. Note: Buried at Roclincourt Military Cemetery, France.

* Green, Arthur Adelbert Lingard: Arrived in Walhachin: Spring 1911. Born: Fort Que Appelle, Saskatchewan. Age 24. Calling: Teamster. Service with L.S.H as a L/sergeant. Wounded by shellfire 22 June 1915 and died of wounds 16 July. Note: Buried Letreport Military Cemetery, France and commemorated on the Kamloops Memorial.

Green, Michale Lingard: Arrived in Walhachin: Unknown. On 1913 voters list. Born: Devonshire, England. Age 29. Single. Calling: Seaman. Service with L.S.H. as a private sergeant. Wounded 1 April 1918. Discharged to U.K. Possibly a cousin to A. Green.



Courtesy John Edward, son.

Above: Guy H. T. Edwards, left, and Gordon M. Flowerdew in front of the Walhachin Post Office. Gordon Flowerdew died in France in 1918. Edwards, who arrived in Walhachin September 1910, was a farmer, storekeeper, and orchardist. He was deemed unfit for military service. In 1918 he was secretary to the Marquis of Anglesey's Estate and after the war he owned stores in Savona and Notch Hill.

Holberton, Thomas Edmund: Arrived in Walhachin: 1912. Born: Middlesex, England. Age 31. Single. Calling: Civil engineer. Service with L.S.H. as a private. Commissioned New Army at Canterbury 4 May 1915. Served with Royal Horse Artillery in Mesopotamia. Decorations: Military Cross and Bar for second award. Note: An older brother was killed as an officer in the British Army 1918.

Jeffries, William Henry: Arrived in Walhachin: January 1911. Born: Hampshire, England. Age 30. Single. Calling: Fitter and mechanic. Service with Canadian Army Service Corps–Motor Transport as a private sergeant. Decorations: Meritorious Service Medal as a chauffeur. Discharged 1921; intended residence Victoria.

Kinch, Albert T.: Arrived in Walhachin: Unknown. On 1913 Voters list. Born: London, England. Age 29. Single. Calling: Teamster. Service with 5th Btn. as a private sergeant. Wounded twice. Discharged with Walhachin as intended residence. Note: His calling was in fact the very popular bartender at the Walhachin Hotel. This sudden vocational change might have arisen from a desire to escape service as a base wallah for the duration.

LOYD, EDWARD BASIL KIRKMAN: Arrived in Walhachin: September 1910. Born: Hertfordshire, England. Age 21. Single. Calling: Orchardist. Service with L.S.H. as a sergeant Commissioned into 2nd Btn. Royal Irish Rifles 20 July 1915. Award: Mentioned in dispatches 1917. Residence on discharge: Kelowna. Note: Brother to Arthur.

MACMAHON, ERNEST EDWARD: Arrived in Walhachin: 1911. Born: Kent, England. Age 22. Single. Calling: Clerk. Service with 5 Btn. as a private. Commissioned into 12th Essex Regiment 10 March 1915 (Auth: War Office Letter.) Note: The 12th Essex were a Pioneer Battalion.

MELHUISH, JOHN LEON: Arrived in Walhachin: November 1910. Born: Surrey, England. Age 31. Single. Calling: Fruit Farmer. Service with L.S.H. Machine Gun Squadron as a L/Cpl. lieutenant. Discharged with intended residence Walhachin. Note: Received two months leave in Canada without pay in late 1917 due to a serious labour shortage in Walhachin to assist his civilian partner Frank Ivan.

PAGET, LOUIS GEORGE: Arrived in Walhachin: Unknown. Born: Fife, Scotland. Age 23. Single. Calling: Fruit grower. Service with L.S.H. as a private, Commissioned into Royal Horse Guards 6 November 1914 at his own request. Note: Comments on discharge: A thoroughly reliable steady man.

PAGET, ROWLAND EDWARD: Arrived in Walhachin: Fall 1910. Born: Lichfield, Staffordshire, England. Age 35. Married. Calling: Rancher. Service with L.S.H. as lieutenant. Transferred to Kings Royal Rifle Corps at own request as major. Severely wounded 1916. Returned to Walhachin disabled with an artificial left leg. Note: Cousin to Marquis. Captain in charge of C Squadron. Adjutant to BCH Regiment. One of a few from Walhachin who took a Canadian bride, Maud Cran, whose family had resided in Canada since the 1840s. She was a daughter to the manager of the Bank of British North America in Ashcroft. On his service papers Paget listed his next of kin as "The Lady Berkeley Paget." This has been neatly crossed out and replaced with Mrs. R.E. Paget.

PARKIN, BENNET: Arrived in Walhachin: Unknown. Born: England. Age 23. Single. Calling: Teamster. Service with 5 Btn. Regimental Staff as a private. Discharged in England.

SALAMAN, ERIC JOHN SEYMOUR: Arrived in Walhachin: April 1914. Born: London, England. Age 18. Single. Calling: Fruit farmer. Service with Royal Canadian Horse Artillery as a gunner. Discharged as medically unfit 20 September 1915 in U.K. and returned to Canada.

SHAW, WILFRED THOMAS: Arrived in Walhachin: Unknown. Born: Derby, England. Age 25. Single. Calling: Shoeing-smith. Service with L.S.H. as a farrier-sergeant. Wounded 1915 and multiple wounds in 1917. Discharged to Canada for convalescence December 1917 and discharged medically unfit March 1918, residence to be Walhachin.

* TENNANT, WILLIAM GALBRAITH: Arrived in Walhachin: July 1911. Born: London, England. Age 32. Widower. Calling: Farmer. Service with L.S.H. as lieutenant. Killed in Action 25 May 1915, Battle of Festubert. Was the Lord Strathcona's first officer casualty of the war. A younger brother was killed at Gallipoli in August. Note: Buried: Choques Military Cemetery, France.

* WILKINSON, ERIC RUSSEL: Arrived in Walhachin: March 1911. Born: Hertfordshire, England. Age 20. Single. Calling: Fruit rancher. Service with L.S.H. as a sergeant. Commissioned into Middlesex Regiment (Auth: War Office Letter) October 1915. Royal Flying Corps as a pilot in 1916 with 47th Squadron in Macedonia and Salonika. Award: Military Cross June 1917. Died of wounds received while strafing enemy trenches 7 October 1917. Note: Buried: Sarigol Military Cemetery, Greece. Youngest son of the late Charles Henry Wilkinson London director of the B.C.D.A.

WILLAN, ARTHUR REGINALD: Arrived in Walhachin: Summer 1910. Born: Warwickshire, England. Age 25. Single. Calling: Farmer. Service with L.S.H. as a L/Cpl. Commissioned into 1st Derbyshire Yeomanry 2 April 1915. (Auth: War Office Letter). By August 1915 this regiment was heavily involved in fighting at Gallipoli as infantry. Note: Shown on 1925 Militia List as a captain in the British Columbia Mounted Rifles (Kelowna). Struck off strength British Columbia Dragoons 1914, overage. Major.

OTHER ENLISTMENTS 1914-1916 (Count: 20)

ASKEW, EDWARD JOCELYN P.: Arrived in Walhachin: July 1911. Married. Calling: Orchardist. British military service but untraced. Returned to Walhachin in 1919 as a Captain.

CALLENDER, JOHN SLIMMIN: Arrived in Walhachin: Unknown. Born: Glasgow, Scotland. Age 29. Single. Calling: Farmer. Service with 172nd Btn. (Rocky Mountain Rangers) as a private from 5 November 1915,. In France with 29th Btn. and 2nd Machine Gun Company. Wounded twice. Discharged 1919, intended residence Kamloops.

DEJONGH, K.G.: Arrived in Walhachin: April 1914. Calling: Orchardist. Left to join his regiment in Britain October 1914; otherwise untraced.

FELLOWES, HON. CAROL ARTHUR: Arrived in Walhachin: July 1914. Age 18. Single. Calling: Fruit Grower. Left November 1915. Service with 3rd Btn. Norfolk Regiment as a lieutenant. Returned: 1919. Note: Third son of First Baron Ailwyn (1921). An older brother killed in action as an officer with the British Army 1917.

* FORTESCUE, WILLIAM AUBREY: Arrived in Walhachin: August 1911. Married. Calling: Fruit grower. Killed in Action as a lieutenant with 2nd Btn. Lancashire Fusiliers 12 October 1916, Battle of the Somme. Buried: London Cemetery and Extension, Highwood, Longueval, France.

HALLIDAY, ROBERT: Arrived in Walhachin: Unknown. Born: Scotland. Widower. Calling: Labourer. Left December 1915 to join The Argyll and Sutherland Regiment in Scotland. Returned: 1919. Note: Brother to Duncan.

KNATCHBULL, WYNDHAM PERSEE: Arrived in Walhachin: 1911. Married. Calling: Secretary/accountant for the British Columbia Development Association. Left sometime after October 1915 and joined the Royal Field Artillery as a major.

LANGLEY, WALTER: Untraced.

MARTIN, J.: Untraced.

MUNRO, A: Untraced.

PARKER-JERVIS, HUMPHREY: Arrived in Walhachin: July 1914. Age 25. Single. Calling: Orchardist. Left August 1914 and joined The Rifle Brigade as a lieutenant then to the Royal Air Force. Award: Mentioned in dispatches.

PARKIN, HARRY: Arrived in Walhachin: Unknown. Born: England. Age 19. Calling: Labourer. Left November 1915 and joined 172nd Btn. (Rocky Mountain Rangers) as a private. To 72nd Btn. (Seaforth Highlanders of Canada). Wounded 26 June 1917. Struck off strength and returned January 1918. Note: Brother to Bennett.

* PEARCE, PERCY CHARLES: Arrived in Walhachin: April 1914. Born: Cornwall, England. Age 21. Single. Calling: Orchardist. Left March 1916. Joined 172nd Btn. (Rocky Mountain Rangers) as a private. To 47th Btn. Missing and presumed killed 13 April 1917 Battle of Vimy Ridge. Note: Has no known grave and is commemorated on the Vimy Memorial and the Kamloops Cenotaph.

PENKETH, HARRY JAMES: Arrived in Walhachin: May 1912. Born: Staffordshire, England. Age 23. Single. Calling: Rancher. Left August 1915. Joined 54th (Kootenay) Btn. as a private corporal. Wounded 1916 Battle of the Somme. Returned for convalescence as quarter master sergeant with intended residence Vancouver. Award: Military medal. Note: Two older brothers killed in action as officers with the British Army.

POLE, REGINALD ALEXANDER CHARLES: Arrived in Walhachin: October 1910. Born: England. Age 27. Single. Calling: Accountant. Left November 1915 to seek a commission in the Army Service Corps. Note: Walhachin's first postmaster.

PRIOR, ARTHUR PATRICK: Arrived in Walhachin: May 1911. Service with British Army Service Corps. as a lieutenant. Wounded 1915.

ROBERTS, K: Untraced.

SOAMES, C.T.: Untraced.

TURING, JOHN LESLIE: Arrived in Walhachin: July 1914. Age 19. Single. Calling: Orchardist. Left January 1916 to join 3 Btn. Seaforth Highlanders in England as a lieutenant. Award: Military Cross. Returned to Walhachin in 1919. Note: A younger brother to his twin, heir to the family title. Educated at Wellington College—brother at Eton and R.M.C. Attributed longevity to many hours in the hot sun tilling Walhachin soil. Succeeded twin in 1970 as 11th Baronet of Aberdeenshire.

WALLINGTON J.: Arrived in Walhachin: Nov. 1911. Further history untraced.

CIVILIAN ENLISTMENTS. (COUNT: 2)

GOGGIN V.P.: Arrived in Walhachin: Unknown. Left July 1915 to join the British Munitions Supply Force following his faith as a Quaker.

PIKE, JAMES: Arrived in Walhachin: Unknown. Left July 1915 to join the British Munitions Supply Force.

HONOUR ROLL ADDENDA (COUNT: 8)

BERTRAM, EDWARD ETHELBERT NELSON: Arrived in Walhachin: 1909. Born: London, England. Age 36. Married. Calling: Mining engineer. Left June 1916 and joined 211th Battalion in Vancouver as a private to 28 Inf. Battalion. Discharged December 1918 as medically unfit; residence Vancouver. Note: Assisted in surveying of flumes and orchards.

BURNETT, JAMES: Arrived in Walhachin: Unknown. On 1916 Voters List. Born: Kincardinshire, Scotland. Age 40. Widower. Calling: Butler. Joined 172 Btn. March 1916 in Savona. Served 1st Res. Btn. H.Q. in England. Discharged with intended residence Glasgow.

CHETWYND, WILLIAM RALPH TALBOT: Arrived in Walhachin: 1910. Born: Lichfield, Staffordshire. Age 27. Married. Calling: Manager. Joined Royal Field Artillery in 1917 as a lieutenant. Award: Military Cross for saving a wounded soldier under fire. Note: A cousin to the Marquis of Anglesey. Postwar manager of Anglesey Estates replacing Charles E. Barnes who was elected president of the British Columbia Fruitgrowers Association in 1918. Entered politics as Social Credit MLA for Cariboo in 1952. Held appointments as Minister of Trade and Industry; Minister of Fisheries, Railroads and Agriculture. Town of Chetwynd is named after him.

FITZGERALD, DERMOT: Arrived in Walhachin: May 1912. Born: England. Age 24. Single. Calling: Gentleman (from 1913 voters list). Service with British Army Remount Service 1915–1918 as a captain. Returned in 1919.

HALLIDAY, DUNCAN: Arrived in Walhachin: 1912. Born: Morven, Scotland. Age 29. Married. Calling: Labourer. Left Janunary 1918 and joined 72nd Battalion Seaforth Highlanders of Canada. Returned: 1919. Note: Brother to Robert.

JOHNSON, LANCELOT LLEWELLYN: Arrived in Walhachin: Unknown. On 1916 voters List. Born: England. Age 33. Married. Calling: Civil Engineer. Left June 1916. Commissioned into Canadian Engineers severely wounded at Vimy. Discharged to employment with Invalided Soldiers Commission. Award: Military Cross.

KITSON, JOHN FRANCIS BULLER: Arrived in Walhachin: March 1911. Married. Calling: Rancher. Left June 1916 to join Royal Naval Volunteer Reserve as a lieutenant. Service in motor torpedo boats. Awards: Distinguished Service Cross: While protecting a convoy in the English Channel he attacked and rammed a U-boat thus driving it away. Also awarded the Order of the British Empire (Civil) in 1945. Returned: 1919. Note: Married to Dorothy, sister of Eric Wilkinson. An older brother killed as an officer with the British Army 1917.

LOYD, ARTHUR KESTEVAN: Arrived in Walhachin: Sept. 1910. Born: Hertfordshire, England. Age 27. Married. Calling: Rancher.
Left June 1918 and joined #5 Coy. Royal Canadian Gatson Artillery as gunner. Service in Canada only. Discharged December 1918 with intended residence Walhachin. Note: By 1919 he was in Kelowna employed as a tree pruner, purchased an orchard and expanded his holdings. By 1935 president of the British Columbia Fruit Growers Association until 1940; president and general manager of British Columbia Tree Fruits Ltd. Led the industry through its most prosperous times. Upon retirement became involved in the formative years of the Kelowna Museum. Award: Member of the British Empire(Civil) 1946 For excellence in agriculture.

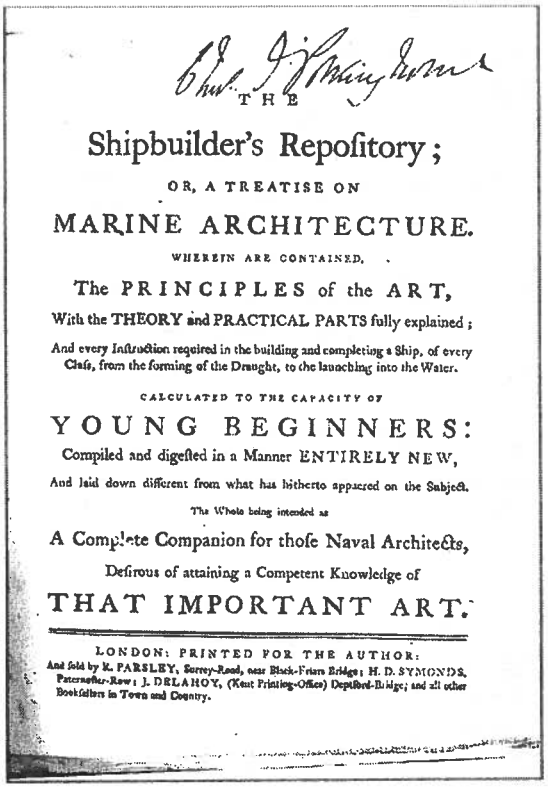
The Blunt End of the *Discovery*

by John E. Roberts

Between 1969 and 1972 John E. (Ted) Roberts assisted in the design and construction of the *Discovery* display in what is now the Royal British Columbia Museum. The writing of this article brought back many happy memories of the days he spent at the museum with some remarkable people.
Ted Roberts' unflagging interest in Captain Vancouver and his exploration of the coast have recently been rewarded by the establishment of a Captain Vancouver day in BC.

It wasn't that long ago that the suggestion the family visit a museum would have elicited prolonged groans, especially from its younger members. Fortunately, for those of us living in soutern British Columbia, this all changed with the opening of the new British Columbia Museum in 1972 following four years of preparation after the new structure was completed on Belleville Street in Victoria.

Many of our society's members will remember the old museum quarters in the basement of the east wing of the Parliament Buildings, with its boring exhibits of stuffed animals which were hardly epitomes of the taxidermist's art, and the insects in glass frames, poorly lit, with almost unreadable labels and the constant hovering of the attendant with his admonition of "Don't Touch."



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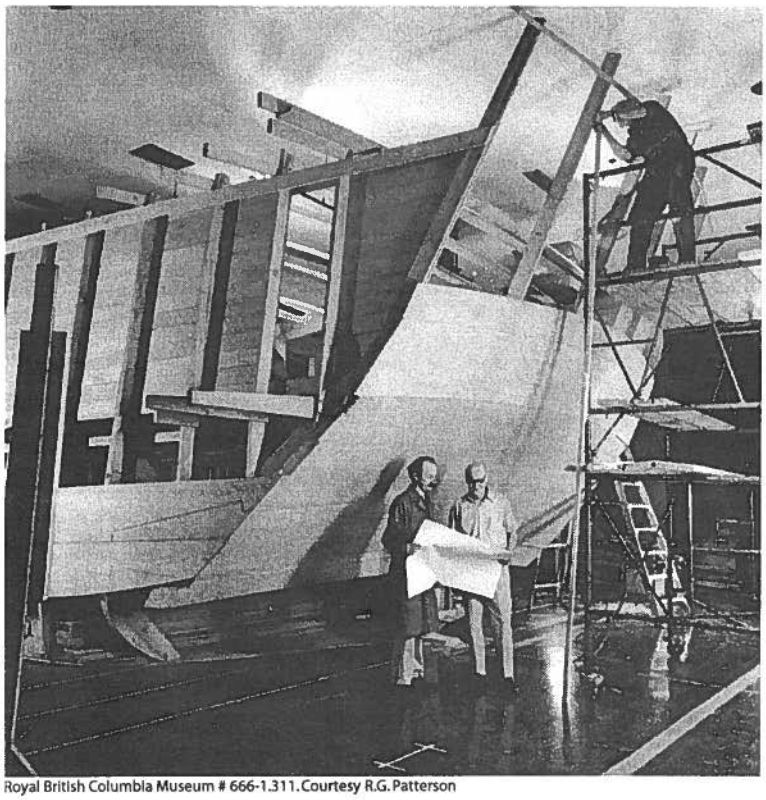
In the new quarters, everything became alive with innovative lighting and sound systems, and a visitor could literally enter right into the scene. Mind you, the admonition of No Touching still remained and if young hands strayed, an elaborate alarm system would sound and it didn't take long for visitors to remember the limits. However, even today, nearly thirty years later, there are still those who want to test the system and the occasional alarm and security's attention will make everyone jump.

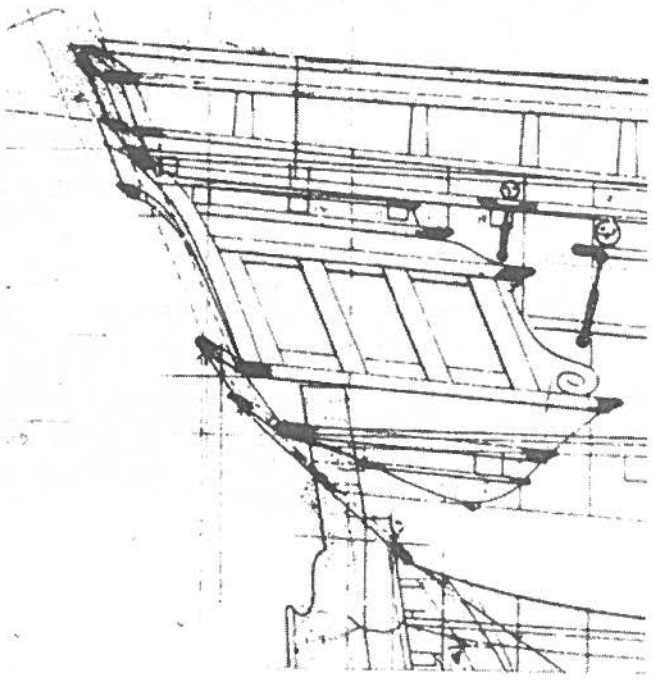
The "first phase" on the 3rd floor of the museum houses the modern history and the Aboriginal displays which astounded the first visitors, and in short order the museum was rated "world class." My own involvement was in the modern history section, and from 1969 until 1972 I had the honour and priviledge to work with some remarkable men whose legacy we all can enjoy at every visit to what is now the Royal British Columbia Museum. The hands-on work was done by Jean J. Andre, the designer of the "Ring of Time" theme that took the visitor back in time, from the present to 1792 and the arrival on our coast of Captain George Vancouver in the *Discovery*. Jean's ideas were made into reality by Alec M. James, head of the Display Department, which gave direction to the actual builders, headed by Ed Mullett, carpenter foreman. When you wander the street in the "old town," look up at the buildings and you will see these peope identified, in silent remembrance. Their names are joined by many others who played a material part in the building of the varied displays.

Jean Andre's earliest plans included a replica of some part of the *Discovery,* and various schemes were considered. Models were made up to show the display as a longitudinal section and alternately a stern section at a 45-degree angle, but these were discarded as unworkable from a logistics perspective. It was finally agreed that a section of the stern would be most appropriate, allowing visitors to walk through the display, thereby maintaining a continuity with the overall "history in time" theme. At that time I was busy building a plank-on-frame model of the *Discovery* and had built up quite a library of data on the ship, and amongst other treasures had obtained a piece of one of Gov. James Douglas's cherry trees which had been cut down. This came

Centre: *Was John Brent the author of* The Shipbuilder's Repository *as suggested by J. E. Roberts? So far no one has challenged his assumption.*



Royal British Columbia Museum # 666-1.311. Courtesy R.G. Patterson



Top left: *Alec James, Ed Mullet, and Tony Koning working on the display in 1970.*
Top right: *Detail of an Admiralty builders plan, Ref. 4607, used in the design of the "blunt end."*

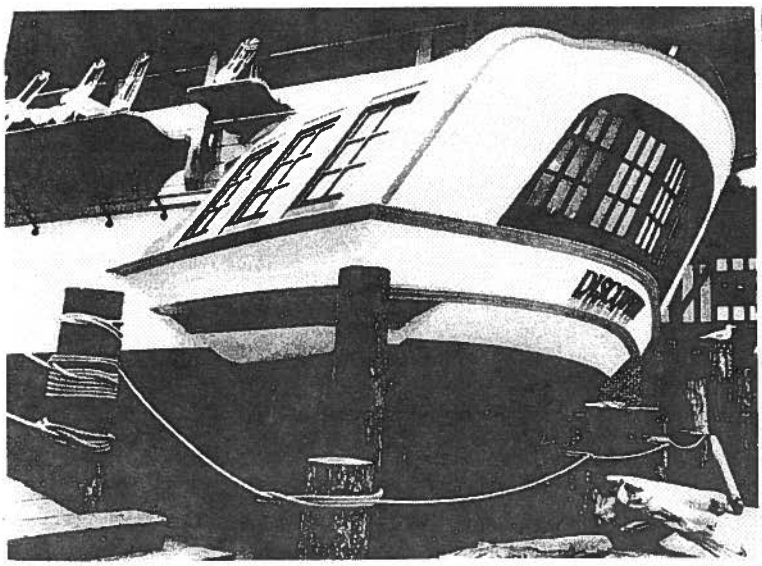
to me by courtesy of Jim Nesbitt who contacted the department in government looking after such requests, and I was most pleasantly surprised one day to receive a large box from the Public Works Department containing a piece of the trunk, about 2 feet long and about 10 inches in diameter. I had expected a little piece of wood from which I might make some significant part of the hull, but instead received enough material to make all of the frames and keel of my model.

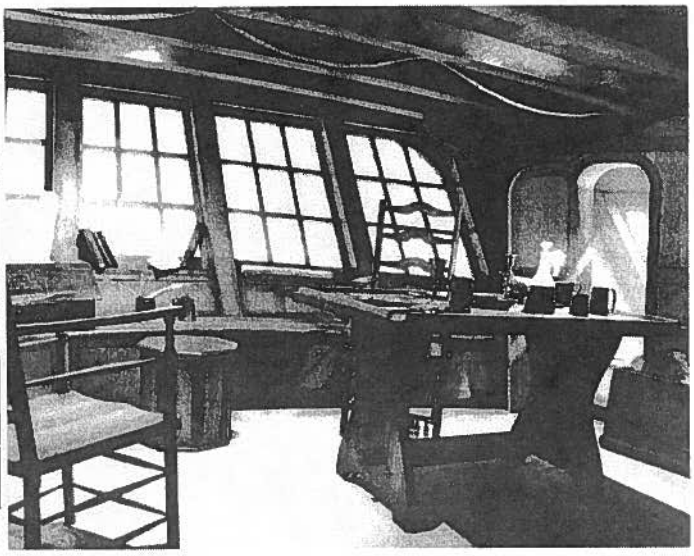
My work on the model of the *Discovery* was noted in the Vancouver papers and I received a call from Dan Gallacher, history curator at the museum, asking if I would assist them in the production of their *Discovery* display. I jumped at the chance. I agreed to prepare the necessary drawings giving the hull form and interior arrangement of the aft section of the stern of the ship, which in short order became known simply as "the blunt end." The museum's carpenters crew had little knowledge of shipbuilding, at any scale, and we had our moments in getting them to follow tables of offsets, etc. when in all their lives they had worked from detailed drawings with exact measurements. One delightful episode was when I made a visit to the display under construction and was met by one very excited Ed Mullett who, on previous occasions, was all of despairing of what he had been asked to create; my drawings and tables of offsets just didn't make sense. On this occasion, Ed grabbed me before I had a chance to take off my raincoat and dragged me around the hoarding of the display and shouted "Look Ted. Look! It looks like a ship!" That was quite a moment.

We were fortunate in that the Admiralty held detailed drawings of the *Discovery* which enabled us to construct a reasonable reproduction of the stern section which forms our display. There are relatively few drawings of 6th-rate naval ships and fewer drawings of the smaller 3rd class of merchant ships, from 300 to 450 tons, of which the *Discovery* is a fair representation.[1] Admiralty draught 4607 is a builder's plan, showing the vessel as built by Randell and Brent and as modified at the time of her purchase by the Navy. The changes required are drawn directly over the original lines in red ink, which unfortunately reproduces as black when copied. On this draught, the new placement of the channels and deadeyes is shown, plus the addition of the double capstan on the quarter and upper decks. After purchase by the Navy, the ship was remasted and sparred according to Navy standards[2] and the mizzen-mast was relocated to a position slightly further aft. The wheel was moved abaft the mast to accommodate the new quadrant fitted to the tiller. Draught 4378 shows the changes made to the

[1] Draughts held at the Maritime Museum, Greenwich: Ref. 4378–Sheer and Body Plan as converted to Bomb Vessel; Ref 4379–Cross section of hull as Bomb Vessel; Ref. 4380–Deck Plans as Bomb Vessel; Ref. 4380a–Deck Plans as built; Ref. 4607–Sheer plan as built; Ref. 4607a–Deck Plan as built. A plan of the Iron Ballast, installed prior to launching is in PRO (Public Record Office) Adm 106/3 122.

[2] PRO Adm 106/2801.





Courtesy John E. Roberts

Above left: Quarter galley, port side of the display. Above right: Great Cabin, view to starboard aft.

Discovery at the time she was converted into a bomb vessel for service at the Battle of Copenhagen where she took her station on the infamous Middle Ground. Again, these changes are drawn directly over an original draught which results in a great confusion of lines when viewing a copy. None of the draughts show details of the form of the stern windows and our replica is conjectural. The nature of her service suggested that there would be no glass in the after ends of the stern galleries which has resulted in the five-window arrangement depicted.

Our first task was to lay out the waterline beginning at hull section 14 on the draught, aft, from which the hull structure would rise, taking into account that there would be a 22-inch-square reinforced-concrete column rising through the space of the "Captain's Bedplace." We also knew that accommodation would have to be made for the less-than 7 foot of head room 'tween decks in the area of the "Great Cabin" if we were going to have visitors pass through the exhibit. The heavy column is now hidden by the framing of the little cabin where Captain Vancouver slept, and the fire marshal was satisfied with our lowering the floor across the ship by a foot so that visitors could pass through.

The curvature of the upper deck is maintained so that one senses that one is not on a flat floor and some visitors have suggested that they could feel the ship move. In fact, I used to delight some of the school children by suggesting that we "... get this thing rocking" and get them to sway back and forth and suddenly stop. As their giddiness subsided they would say "... how did you do that, Mister!" As you look into the Great Cabin you can see the actual level of the cabin deck and low head room and get a feeling of the cramped quarters. The actual height between decks in this part of the ship was from 6'5" to 6'10", from the top of the deck to the underside of the deck above. In the area where the crew slept the space'tween decks was only 6'2". The area in the display marked "Lieutenant's Cabin", on the port side, is actually in that part of the stern noted as "Steerage" on the ship's draught. The lieutenant's little cabin was actually on the starboard side, and forward of the Captain's Bedplace. On the actual vessel, the mizzen-mast was located about four feet aft of the bulkhead as you enter, which would have interefered with the flow of traffic, so a representation of the mast was made in the aft face of the bulkhead.

The body plan of the ship's draught shows that the sides in the area of the display are quite slab-sided and that the finer lines under the counters do not start until some distance aft. This part of the display was a real challenge and it was decided that adopting some shipbuilding technique might save much time, rather than trying to lay out the stern with ordinary carpenter's framing as was done with the more forward section. We started by erecting a stump of an inner and outer stern post and placing a proper wing transom upon them. This latter item was fabricated from 1-inch thick plywood, to about 17 inches square and 17 feet 8 inches long with the proper round-up fore and aft and athwartship. On this beam, the horn, or counter timbers, were raised to give the form of the stern and its windows and the

foundation for the quarter galleries, port and starboard. It took a great deal of ingenuity and muscle-power to get these heavy members into place.

Looking into the Great Cabin one can see into the stern galleries which hold the lavatory accommodations for the captain on the port side and the lieutenant's to starboard. On the centreline, towards the stern of the cabin, sits a small octagonal drum table which is the cover to the extension of the rudder which passes through the main deck. Mortices are cut into the extension to receive an emergency tiller. In furnishing the Captain's Bedplace, it was decided to make a replica of Lord Nelson's folding cot in the *Victory,* though the records show that Vancouver brought on board a "Bed Furniture," which could have been folding or otherwise.

One problem never solved before the display was opened was that of the colour of the hull, for I had not had an opportunity to see Lieut. Mudge's watercolour sketch of the "Discovery on the Rocks" until some months after we had finished.[3] The sketch clearly shows that it was Venetian Red and from the quantity of this paint carried in the ship, I am certain that this should have been the colour of the hull.[4] However, this would have made the display very dark and it was decided to just leave things the way they were and trust that no one would pick it up.

Anyone engaged in historical research lives for the day that he will uncover a diamond that solves some puzzle or other, not that this will bring world-wide fame or fortune. This has happened to me on two occasions, one on the vindication of Captain George Vancouver as noted in earlier editions of the *BC Historical News,*[5] and the other concerning the authorship of one of the most important works on 18th-century shipbuilding. In this I refer to *The Shipbuilder's Repository* of 1788 of which I hold one of the few original copies in Canada and whose author had not been acknowledged until a chance encounter on the Internet.

One evening while surfing the Net, I came across the Web site of one Lars Bruzelius in Sweden (LarsBruzelius@udac.uu.se) which is a veritable gold mine of data relating to 18th-century naval matters. Included was a report on the obituary, in the *Gentlemen's Magazine* for January 1813, of John Brent. At the time the *Discovery* was built at the yard of Randell and Brent at Rotherhithe in 1789, John Brent was very active and respected in the trade and the obituary told the story of his life. It matched completely the picture given by the anonymous author of the *Shipbuilder's Repository* in his dedication. When reference is made to the list of subscribers of the work, the name of John Brent is conspicuously absent. Other members of his family and associates are there, but the name of John Brent is missing. The answer I felt, was simply that John Brent was the author. I proposed this solution in the *Mariner's Mirror,* Vol. 84, No. 2, May 1998, and to date no one has challenged my supposition.[6]

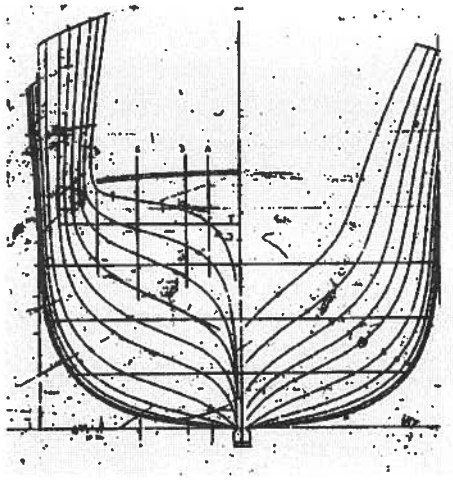
The work itself is a masterpiece. Its 472 pages give a complete guide to laying out a ship's draught from tables of proportions, scantlings and offsets, etc. The proportions themselves are calculated to four decimal places and there are few corrections in the table of errata. The author, in his dedication, chose a very apt quotation from Alexander Pope's *An Essay on Criticsm:*

> Whoever thinks a faultless Piece to see, Thinks what ne'er was, nor is, nor e'er shall be.

I applied these sentiments to my efforts in creating the *Discovery's* blunt end. There are a few errors that have not been corrected, but I feel the overall effect achieves our purpose. I do wish, however, that the powers that be had seen fit to correct the remarks concerning "H.M.S. *Discovery*" on the display, since the term "H.M.S." did not appear in general use until after Vancouver's time.[7]

The Royal British Columbia Museum houses one of the finest displays of our culture and development and I am honoured to have had the opportunity to contribute a small part in its making. Like most things of this magnitude, it didn't just happen, and much work was done behind the scenes by then Director Bristol Foster and Jean Andre, among others, who contacted corporations throughout the province for their financial support for the various displays. Our *Discovery* Display was funded by the Royal Bank of Canada, and other banking institutions and businesses supported other display areas throughout the Museum. Today, one of the driving forces is the Friends of the Royal British Columbia Museum, a volunteer group reponsible for fund raising and support of the many Museum programs. They are worthy of our support.

Below: *Body plan on Draught 4378*



[3] *Early Maritime Artists of the Pacific Northwest Coast, 1741-1841*", John Frazier Henry, Douglas & McIntyre, Vancouver, 1984, Plate 7.
[4] Ref. PRO CO. 5/187. A Demand for a Supply of Carpenter's Stores... etc.
[5] *BC Historical News,* Spring 1995, Vol. 28, No. 2, "The Camelford Controversy."
[6] See also *The Mariner's Mirror,* vol. 76, no. 2, 1990, p 189 and vol. 76, no. 3, 1990, p282.
[7] A full discussion on this subject is found in *The Mariner's Mirror,* vol. 58, no. 1, 1972, p 102; vol. 59, no. 3, 1973, p 354; vol. 76, no. 2, 1990, p 185; and vol. 76, no. 3, 1990, p 282.

Book Reviews

Books for review and book reviews should be sent to:
Anne Yandle, Book Review Editor BC Historical News, 3450 West 20th Avenue, Vancouver BC V6S 1E4

Mary Palmer
Jedediah Days: One Woman's Island Paradise.
Reviewed by Phyllis Reeve.

J.W.E. Alexander
Lardeau-Duncan Memories.
Reviewed by Edward L. Affleck

Pat Foster
Historic Ashcroft: For the Strong Eye Only.
Reviewed by Melva J. Dwyer

Cole Harris
The Resettlement of British Columbia: Essays on Colonialism and Geographic Change.
Reviewed by Richard Lane

William Rayner
Images of History: Twentieth Century British Columbia through the Front Pages.
Reviewed by Gordon R. Elliott

Ken Drushka
Tie Hackers to Timber Harvesters: The History of Logging in British Columbia's Interior.
Reviewed by Denis Marshall

Elizabeth Walker
Street Names of Vancouver.
Reviewed by Carol Gordon

R.G. Harvey
Carving the Western Path by River, Rail, and Road Through B.C.'s Southern Mountains.
Reviewed by Edward L. Affleck

Correction and apology:
In a review in *BC Historical News 32:3* of the book *Vancouver's Society of Italians* by Raymond Culos the author's surname was incorrectly shown as Raymond Cubs. The editor apologizes for this mistake, which is entirely his, and for any upset it may have caused the individuals involved.

Jedediah Days:
One Woman's Island Paradise.
Mary Palmer. Madeira Park: Harbour Publishing, 1998. 224 pp. Illus. $26.95 hardcover.
Reviewed by Phyllis Reeve.

Mary Palmer has had two dreams come true: first, the dream of owning and living on her own island paradise; second, the dream of ensuring the future preservation of the island in its paradisiacal state. The power of dreams has put her book high on the best-seller lists in British Columbia and established Jedediah Island Provincial Marine Park as a mandatory stop for boaters en route to Lasqueti and Texada Islands and Desolation Sound.

As the subtitle indicates, island living constituted one woman's paradise, every woman's— not every man's. The "feeling of strong affinity to this land," which Mary felt on first visiting Jedediah in 1949, was not shared by her husband, and the cost of paradise included the loss of a marriage. The first version of the dream, bringing up her young sons year-round on the island, had to give way to a less idyllic arrangement. But at last, for twenty years, Mary and her second husband, Al Palmer, lived and farmed on their island.

Mary Palmer chronicles the joys of her Jedediah days, and does not hide the challenges, which for most people would have been hardships. A surprisingly large cast of characters enlivened their solitude, and she has enjoyed researching and recording her predecessors on Jedediah, making the book more than a personal history.

As Mary and Al entered their seventies, they faced the impossibility of their continuing to operate a productive farm. Without farm status, they would face the infeasibility of paying the land taxes. So they explored "ways in which we could preserve Jedediah in its pristine condition in perpetuity, without sacrificing its land, native plants, timber, beaches and other unique features." After several years of intensive lobbying and fund-raising by a number of caring people, the provincial government agreed to an all-too-rare partnership with corporate and non-profit organizations. Jedediah Island Park was purchased for $4.2 million, a sum which, while "substantially below market value," might these days be considered yet another dream come true.

Reviewer Phyllis Reeve lives on Gabriola Island, where some people still dream about parks.

Lardeau-Duncan Memories.
J.W.E. Alexander. Creston: Ken Alexander, 1998. 182 pp. Illus. Maps. $25.95 paperback. (Available from Ken Alexander, 509 12th Ave. North, Creston BC V0B 1G4)
Reviewed by Edward L. Affleck.

The East and West Kootenay districts in southeastern British Columbia have a long history of tantalizing prospectors seeking that elusive but lucrative mineral claim. In the 1860s and 1870s, prospectors combed the sea of rugged mountains and the mighty watercourses that characterize the area in search of gold placers. The advent in the 1880s of the Northern Pacific Railroad to the south and the Canadian Pacific Railway to the north gave promise of the heavy-duty transportation required to make a success of lode ("hard-rock") mining, thus triggering another rush of prospectors, this time in search of promising hard-rock veins of gold, silver, copper, lead, and zinc. In the West Kootenay District, mining camps sprang up in the Illecillewaet, on Toad Mountain (Nelson), Red Mountain (Rossland), the Slocan (Sandon), and the Salmon Valley (Ymir). By the mid 1890s, prospectors had moved on to comb the slopes of the Lardeau-Duncan Mining Division, the West Kootenay's last wilderness.

The Lardeau was the most remote of the mining pockets in West Kootenay. Much of its enticing mineral wealth still lies at very high altitudes in a region subject to early snowfalls in the autumn and to killer snowslides in the spring. Late in the spring,

entrance to the area could be made by following a trail up one of two floodplains: that of the Duncan River, which debouches into the north head of Kootenay Lake, or that of the Incomapleux River, which empties into the northeast arm of Upper Arrow Lake. Both floodplains bred the most bloodthirsty type of mosquito imaginable. Today one will be hard pressed to hunt the mosquito in the Duncan Valley, as the Duncan Dam has drastically curbed the spring run-off.

In 1906, J.W.E. (Ernie) Alexander's father, James, emigrated from Ireland with his young wife and baby daughter to work in the coal mines at Fernie. They were burned out in the great fire of 1908, but hung on there until 1912, when they decided to seek a better life on a 54-acre homestead near the junction of the Lardeau and Duncan rivers. Less than two decades had passed since the Kootenay Lake stern-wheeler *City of Ainsworth* had been spewing prospectors on the shore at the mouth of the Duncan River to make their way over the boggy trails into the Lardeau country, and the surroundings remained relatively isolated. Alexander senior was faced with the challenge of clearing land for farming and logging virgin timber in order to establish an earnings base. It required pluck to wrest a living in the beautiful Lardeau country.

Ernie Alexander was born in 1914 and has spent his life in the Lardeau. In his old age he has succeeded in writing a book which reaches back to the days of the prospectors and works forward to provide a vivid picture of what life has been like in the Lardeau over successive decades of the 20th century. A compelling tale-spinner, facile graphic artist and sharp-eyed photographer, Alexander offers the reader any number of enthralling hours as he depicts hosts of characters who lived in the area and provides lively descriptions of what it was like to wrest a living in the pre-World War II days, before the building of the Duncan Dam and the arrival of the paved all-weather highway caused a major upheaval in the Lardeau lifestyle.

One will look in vain for footnotes and orthodox chapter organization in Ernie Alexander's work, but they will scarcely be missed as one gets immersed in his spellbinding prose. The book offers a chuckle a minute and provides a host of accurate historical information as well. Read it! ~

Reviewer Ted Affleck, a Vancouver resident, is an authority on Kootenay history.

Historic Ashcroft: For the Strong Eye Only.

Pat Foster. Kamloops: Plateau Publishing, 1999. Illus. $13.95 paperback.

REVIEWED BY MELVA J. DWYER.

The subtitle of this book, *For the strong eye only,* is a quotation from *The Fraser* by Bruce Hutchison. When passing through the area, Hutchison was less than enthusiastic about the dry, sage-brush-covered hills that are the geographical setting of the Interior Plateau towns of British Columbia. The author points out that there are many people who find inspiration and enjoyment from this same scenery so readily dismissed by Hutchison.

Little has been written about Ashcroft's history to date. This makes the collection of ten essays that Foster has written on various aspects of the early history of Ashcroft interesting and important. She covers the period from the Gold Rush of 1857 to the fire that almost destroyed the town in 1916.

The essay entitled "Freighting Along the Cariboo Road" is possibly the most important of those included. From the time of the Gold Rush to the early 1920's, it was the freighting and transfer of goods through Ashcroft that was responsible for the early settlement that developed. It was during the life of the British Columbia Express Company that the major settlement occurred in the town and surrounding area.

The author has selected topics that cover the economic and social history of the town. It is interesting to note that she has considered the Chinese population of sufficient importance to warrant a story. Too frequently these early settlers have been ignored in writing our history. The Chinese were extremely important not only in Ashcroft but also in the other small communities of the Cariboo and those that developed along the CPR. They had come for gold or to work on the railway construction. Many stayed to become the first merchants, market gardeners, and other service providers.

Other essays include an account of some of the early pioneers as well as sports, churches and entertainment. Recognition is also given to the *Ashcroft Journal* where the history of the area has been recorded for over 100 years. Foster has included a number of poems by R.D. and Lew Cummings, former editors and publishers of the *Journal*. These poems, which had appeared in various issues of the paper, follow the essays. They are typical of the humour and comment written and published in the newspapers of the time. The author has obviously done considerable research on her subject. Although she does not use direct quotations from her sources, it would have added to the value of the book if some specific references, other than general acknowledgements, had been given. Historical illustrations are included within the text. These are identified and the sources noted. The table of contents lists the essays included but there is no index. Although this is not a large work, only seventy-two pages, an index of the personal names in the text would have been most useful.

The author, Pat Foster, has added to the increasing number of local histories that are being published. She has written about an historic settlement whose early importance has not been acknowledged previously except in general histories. For this she is to be congratulated. ~

Melva Dwyer is 2nd vice president of the British Columbia Historical Federation.

The Resettlement of British Columbia: Essays on Colonialism and Geographic Change.

Cole Harris. Vancouver: UBC Press, 1997. 314 pp. Illus., maps. $24.95 paperback.

REVIEWED BY RICHARD LANE.

In an important essay published in the twenty-fifth Anniversary Issue of *BC Studies,* Robin Fisher mounts a sustained attack on those academics and others who have an "excessive devotion to theory" in writing British Columbia history: Fisher constructs an opposition between "home-grown big ideas" and "foreign theory," suggesting that a moratorium on the use of the "...big D and F words—Derrida and Foucault" will lead historians towards a more analytical, reflective and above all indigenous writing of BC history. Fisher warns; "Unless we are careful, the current theoretical fads of discourse, deconstruction, and post-modernism, which are all taking academics in the direction that little is knowable, will end up being the last refuge of a know-nothing generation..." (*BC Studies,* 100, 1993/1994, p 65). Apart from being an inadequate and inaccurate account of the serious philosophical grounding of what has become known overall as "poststructuralist theory," Fisher's polemic also fails to account for the ways in which the structure of post-contact BC has always involved a shuttling between home and some other place. We can see this in the interac-

tions between the Pacific North West and Europe in the art of Emily Carr or Jack Shadbolt; denying the importance of Cezanne's work upon Shadbolt's formation as an artist, for example, would be severely limiting. The latter would mean that an important piece in the jigsaw puzzle that explains Shadbolt as a British Columbian artist would be missing. Similarly, the use of French European theorist Michel Foucault, say, in the analysis of power relations between European immigrants and the indigenous peoples of BC doesn't *detract* from "...the study of British Columbia as a particular place" (Fisher)—on the contrary, it enhances our understanding of the complexities of the resettlement of a province. This process of enhancement can be seen most clearly in Cole Harris's recent collection of essays, *The Resettlement of British Columbia.*

In bringing together nine major essays in one collection, Cole Harris offers the reader a unique opportunity to read about the colonization process in British Columbia from a number of different perspectives. As Harris himself notes in his introduction: "The essays in this book are about the uneven intersection of colonialism and modernity with Coyote and his world. Essentially, they deal with some of the strategies and tactics by which Coyote and his kind were decentred and marginalized in their own land." The stress should fall upon the phase "uneven intersection," both in terms of the unbalanced power relations between settlers and those cultures already in place, and more literally in terms of the interpretative perspectives brought to bear on this intersection. And I mean the latter in a positive way. While Robin Fisher wants a homogeneous "big idea" to describe the history of British Columbia, I would argue that with such a heterogeneous society (and process of societal formation) the shifting perspectives of the essays parallel in many respects the myriad ways in which societies develop. There is a general, discernible trend in Harris's book to move away from the initial, more overtly analytical essays, to a slightly "impressionistic" approach; this trend can be read in a positive or negative light, offering differing perspectives. Or, it can be seen as failing to adequately account for the postcolonial issues raised and examined so successfully in the first part of the collection. Tina Loo argues the latter in her *BC Studies* review of this book:

"Focussing on the relationship between Natives and Whites, as Harris did in the first part of the book, kept the issue of power in the foreground. However, as Natives fade from the discussion in the latter part of the book, the analysis of power also becomes somewhat diffuse and diminished" (*BC Studies,* 117, 1998).

Polemic arguments and fine points of analysis put aside, what can the reader expect to find in this collection? Harris writes from a geographer's perspective, drawing together articles published elsewhere (with expansions and revision) and some new material. His opening chapter examines "Voices of Smallpox around the Strait of Georgia" (first published in *Ethnohistory,* 1994), which expands our knowledge of such contact-related diseases. Harris shows the complexities of Coastal disease patterns compared, for example, with that of the Plains. In other words, the geographical intersection of early White society and changing Native patterns of settlement in BC, tied in with problems in the historical records of early-contact societies, led to a situation that still lacks interpretive consensus. Following a wealth of detail, Harris reflects on the ways in which European notions of history construct disease narratives that, of necessity, conform to notions of enlightenment, progress and civilization; as Harris notes, "...the idea of disease-induced depopulation turns the story of the contact process away from the rhetorics of progress and salvation and towards the numbing recognition of catastrophe."

Harris shows the way in which disease and colonization functioned hand in hand; one was not merely the effect of the other, but part of a more complex interrelationship. This means that our models of colonial power and influence need to be "backdated" so to speak, which Harris does in chapter two, "Strategies of Power in the Cordilleran Fur Trade," examining the Hudson's Bay Company as a "proto-colonial presence in the Cordillera." (34) This chapter is, simply speaking, a marvellously productive and clear synthesis of Foucault's notions of discipline, surveillance and power relations with that of the early trade years in post-contact BC. Harris details the disciplinary processes that functioned "internally" in HBC forts and "externally" in the relationships between Whites and Natives. Making effective use of visual material, this chapter provides both a comprehensive introduction to the fur trade and an analysis of power systems that, Harris argues, continue in today's courts. (66-7) Chapter three, "The Making of the Lower Mainland" (which first appeared in the book *Vancouver and Its Region,* 1992), and chapter four, "The Fraser Canyon Encountered" (first published in *BC Studies,* 1992) examine the colonizing process in a region which modern-day, city-hopping visitors to Vancouver often ignore: that of the Fraser River. Even experienced historians of British Columbia will find something new in these two chapters, and they are to be recommended to young scholars who wish to get a good grasp on regional history. Chapter five, "A population Geography of British Columbia in 1881" (first published in the *Canadian Geographer,* 1994) is based upon research for volume 2 of the *Historical Atlas of Canada* by Robert Galois. This chapter examines the British Columbia census of 1881 as a reflection of the way in which "society and space were recalibrating each other" in British Columbia during this period. Chapter six, "The Struggle with Distance" examines the impact of European technologies of transportation and communication upon the region they considered a "new land." Harris argues that: "The conquest of distance, partial as *it* was, was at once a central motor of colonization, enabling an immigrant society to impose its ways; and of modernization, facilitating the spatial economies disciplinary tactics, and many of the assumptions of advanced industrial societies." Written specifically for this collection, this chapter offers a fascinating glimpse into a narrative of ever-decreasing distances that parallel increases in technological, economic and political power. Chapter seven, "Industry and the Good Life around Idaho Peak" (first published in the *Canadian Historical Review,* 1985) contains, as Harris notes in his introduction, an "egregious error" that "there was no evidence of Native settlement near Idaho Peak." Harris should be applauded for keeping his original essay intact, and foregrounding his own processes of education about Native history, precisely because it reveals the work that still remains to be done in unearthing histories that have been buried and evidence that disappears given colonial interpretive models. Chapter eight, "Farming and Rural Life," written with David Demeritt, examines farming as an immigrant activity. There are sections on semi-subsistent family farming, orcharding, ranching, dairying and market gardening. The chapter ends with the demise of farming and the 1941 census. The final chapter, "Making an Immigrant Society" examines the social structures of a "new" society by also work-

ing through different theoretical positions which enable academic models to be constructed. Harris briefly sketches the work of Wakefield, Turner and Hartz before going on to more detailed discussions of the British Columbian immigrant experience.

Harris has produced a collection of essays of academic significance and general interest to the reader who is fascinated by the varied experiences that make up the histories of British Columbia. This book is highly recommended.

Reviewer Richard Lane is a professor of English at the University of Westminster in London, UK

Images of History: Twentieth Century British Columbia through the Front Pages.

William Rayner. Victoria: Orca, 1997. 180 pp. Illus. $18 paperback.

REVIEWED BY GORDON R. ELLIOTT.

This book by an ex-newspaperman is not one of the great books of the Western World, but it does give a picture (or image?) of life in Canada's most westerly province from 1900 to 1997, decade by decade. Though the life is that furnished by provincial newspapers and their headlines, any reader of this volume—young or old—will gain something. Perhaps the gain will only be a dose of memory-jogged nostalgia, but that at least could be both rejuvenating and educational.

The century opened in political chaos and, with a different cast of characters, is closing in the same way. But though politics are always important, other historical events are also of interest. Readers over ninety years old might even recall Billy Miner's escapades and to the stories might even add footnotes of their own. They must be almost that old to remember the opening of the Empress Hotel in Victoria, but might have been told about it so often that they actually believe that they had been there. But remember that avalanche at Revelstoke? Or the first train arriving in Prince Rupert from Winnipeg? Or men going off to war? Others of such solid years might remember the coming of prohibition and women being able to vote. The Roaring Twenties to them might jump-kick memories of flappers and mah-jongg and the Alexandra Ballroom, or other fun thought then never to be forgotten.

Grandparents of present-day boomers all remember the coming of the "great" depression and this memory-boosting volume almost forces readers to make such age-revealing comments as "I had forgotten that" or "Was it that long ago?" The thirties—"a cauldron of despair"—will remind readers of, or introduce them to Tolmie, Patullo and Tom Uphill; to breadlines and prices; to "protests, marches, rallies and violence;" to the burning of the Denman arena which some might not even remember having been there at all; the King's abdication speech; the coming of sliced bread; the murder of Francis Rattenbury and the death of Texas Guinan.

Remember Gerry McGeer's reading of the Riot Act? And Peter Verigin? And the crowds welcoming King George VI and Queen Elizabeth? What exactly was the Kidd Report? And who were the Mac-Paps? Who were the first CCF MLAs?

Then British Columbia at war again. Most people of "a certain age" and older vividly remember those days, but a younger generation might benefit from knowing about blackouts and the evacuation of the Japanese from the coast; about Smoky Smith; US troops at Dawson Creek; camps for suspected aliens; the St. Roch coming through the Northwest Passage; about zoot-suiters and zombies; about the explosion of the SS *Greenhill Park*. Finally peace.

The fifties—the pivotal decade of the century, according to Rayner—brought the Socreds. Remember those new politicians in their formal "uniforms" on the steps of the Legislature? Few over-fifties will forget them, nor forget Landy and Bannister, nor Walter Mulligan. Nor Robert Sommers. What about Doug Hepburn? Marilyn Bell? And Leo Mantha? Or Ripple Rock? Where were you when the Second Narrows Bridge collapsed?

Rayner characterizes the sixties as "rough, tough, and loud", and the seventies as a "Whiff of Socialism". Perhaps he's right. But remember the Trail Smoke Eaters winning the World Cup? What was that Columbia River Treaty all about anyway? But who forgets Nancy Greene, Harry Jerome, or Karen Magnussen? Or the hippies? Bennett Senior out and Bennett Junior in, though soon to be replaced by Barrett who didn't last long either? The Defection: Gardom, McGeer, and Williams cross the floor of the legislature. And Gracie's Finger! However, the Sea Bus finally sailed, though an aircraft crashed at Cranbrook, and the Bennett Dam was completed.

Some decades still seem too close for us to absorb; we often forget some of the essentials necessary for understanding. For instance, the eighties—"The Mark of Zalm", as Rayner calls them. Recall that decade: the Sky Train, the Coquihalla Highway, and the CPR's tunnel in Rogers Pass, the longest railway tunnel in North America. Few memories, one hopes, must be jogged to recall Terry Fox and Steve Fonyo and Rick Hansen. And Clifford Olson. Rayner could, perhaps, have called the entire decade "The Age of Inquiry." Unfortunately this book so adept at kick-starting memory machines, fades out in 1997, though the province did not.

As pleasant a read as this volume might be, it does have flaws. One is in its format: its 8" by 9¾" pages with their 2½" currently fashionable sidebars all carrying a banner proclaiming "The Decade in Headlines," create a book irregular in size and therefore difficult to fit into a regular-size bookcase. More important, though, is that too often the "headlines" have nothing really to do with the material in the main text, but instead leave the reader wondering how to fit them in. In addition, the sidebar "headlines" too often include comments that could not possibly be part of any real newspaper headline.

Nevertheless, this volume can bring fun and joy to people of all ages: to oldsters, a "remember when" kind of game; to youngsters, an opportunity to learn something of their own past; to the somewhere-in-betweens, the confirmation that history does repeat itself, over and over, again and again, at least political history. Even through the less successful sidebars, all readers can enjoy the illustrations and cartoons while picking up some details in passing. Newcomers to British Columbia reading that easy prose of the central column will gain a sense of the interests of the province over the years and might just wonder how this province with its fires and floods and earthquakes, with its protests and politics, has lasted so long. And might just wonder how and where it goes from here.

Read the book twice. After finishing the second read of this readable text you too will wonder why the author stopped when he did, you too will wonder why Rayner didn't go on with the last few months of the decade, go on to the end of the century, to the end of the millennium. You too will wish that he had gone on to finish at Y2K rather than stop at the relatively less exciting Y1.97K.

Reviewer Gordon R. Elliott, a member of the Vancouver Historical Society, is a retired English professor of Simon Fraser University.

Tie Hackers to Timber Harvesters: The History of Logging in British Columbia's Interior.

Ken Drushka. Madeira Park: Harbour Publishing, 1998. 240 pp. Illus. Map. $44.95 hardcover.

Reviewed by Denis Marshall.

They said it couldn't be done: an all-encompassing history of BC's Interior forest industry was impossible to bundle into one volume. Well, thanks to Ken Drushka and his *Tie Hackers to Timber Harvesters*, a neglected segment of the province's industrial activity has at last found a voice.

Assembling material for this book was a daunting task. Even though the inland forests take up 82 percent of BC's land mass and now account for more than 70 percent of our wood products, they were formerly populated by small-scale operators—here today and gone tomorrow. Against this ever-shifting backdrop, determining who owned what 75 years ago cannot be accomplished with any certainty today.

The result is a handsome product, bolstered by a stunning collection of photographs and eye-catching typography, with strong leanings toward a coffee-table format. Drushka has chosen to tell his story by including interviews with the loggers and millmen in their own colourful words; however, I found these sidebars increasingly irritating stumbling blocks in trying to make my way though the main text and felt they deserved to be in one section, perhaps at the end of each chapter.

A theme of destruction runs through the book in the now-familiar refrain of "cut and get out." One marvels at the rapacity of the hand loggers, visibly demonstrated on page 70, which displays the glutted mill pond at the Bull River townsite at the end of the 1915 river drive.

By mid-20th century, after playing second fiddle to the Coast and its high-quality output, Interior lumber manufacturers had come into their own. Until the era of consolidation, the upcountry timber industry was largely the story of "little guys" running little mills producing in the order of four to eight thousand board feet a day. Drushka hits his stride when recounting the ingenuity that was the trademark of loggers and mill owners coping with isolation and lack of capital. Reminding us that the only component a budding sawmiller needed to import was a saw blade—the rest could be fashioned on the spot,—Interior lumber manufacturing remained a humble enterprise until the railway boom. Brainy solutions such as McLean Lumber's pole skidway, with its "slide asses" and pole cars, or that company's ingenious fin booms used to direct logs around river obstructions enabled operators "to make her pay." Another device utilized extensively by Interior timber harvesters was the flume, whose very immensity required millions of feet of lumber before a single log or stick of lumber could be sent on its way.

Out of the faceless army of bush workers there occasionally emerged local legends such as Olof (Tie) Hanson and Sivert Anderson, whose rise to prominence in the North is adequately covered in *Tie Hackers to Timber Harvesters.* Noticeably absent from the pantheon is K.W. (Rolf) Bruhn, the Swedish immigrant who became a major player in the Southern Interior's tie and pole sectors and a respected BC cabinet minister. In an industry increasingly dominated by multinationals, there yet remain a few homegrown giants—the Ainsworths, Raboch-Steele, the innovative Bill Kordyban of Carrier Lumber, the Ketchums of West Fraser Timber, and Thorlaksons of Tolko Industries.

There are other concerns running through the book that indicate the author may be guilty of some sloppy research, such as the frizzy handling of the Genelle interests and one of their successors, Columbia River Lumber Company, lastly owned by A.D. McRae's Canadian Western Lumber Company. Suspicions regarding overall accuracy were also raised by the reference to the "1914" Hells Gate slide.

The early lumbermen had a pretty easy time of it, as far as accessible timber went. Throughout, Drushka writes of magnificent timber stands succumbing to the relentless onslaught of axe and saw—most mills logged out their available supply of raw material in 15 to 20 years. At any given time in the 1950s as many as 2,000 independent shows were operating in the Interior moving from one timber sale to the next, including 500 in the Prince George region alone. The bush mills cut rough lumber and hauled it to central planing operations, epitomized by Prince George's Planer Row. Producing lumber by this method was a terrible waste of timber; a study found that only 25 percent of every tree logged ended up in lumber. Obviously, something had to he done.

Drushka credits former Socred Minister of Forests Ray Williston with being the right man for the times when he began his 16-year tenure in 1956. Williston, says the author, brought a common-sense approach to forest policy, preferring flexible regulation to legislation. Williston is also singled out for his role in bringing about an accommodation with mill owners, leading to the Pulpwood Harvesting Agreement and the launching of the Interior pulp industry, utilizing sawmill residues.

Having addressed the need to become globally sophisticated through consolidation and inventiveness, the author reminds us we have gone from being North America's lowest-cost producer of wood products to one of the highest.

Release of *Tie Hackers to Timber Harvesters* coincided with a downturn in the BC lumber and pulp sectors and Drushka ends on an uncertain note, which is perhaps typical of the boom-and-bust nature of the industry. Also unanswered is the question of whether the land can continue to meet exponentially increasing consumer demands. What's more, foreign competitors are underselling BC in traditional markets with wood from exotic forests, at the same time meeting environmental standards as tough as ours.

Reviewer Denis Marshall, a resident of Salmon Arm, is editor of the Okanagan Historical Society Report.

Street Names of Vancouver.

Elizabeth Walker. Vancouver: Vancouver Historical Society, 1999. 147pp. $24.95 paperback.

Reviewed by Carol Gordon.

It has been said that Vancouver is a city cursed with beautiful scenery. To the extent that preoccupation with our scenic heritage undermines attention to our cultural landscape, this may well be true. Elizabeth Walker has gone a long way to redress the balance with her exhaustively researched book on the origins of Vancouver street names.

At first glance it might seem an easy task to account for the names given to familiar thoroughfares. Start with the surnames of robust lumbermen and mill owners, pay homage to various CPR worthies, add references to famous battles and heroes and lighten with an assortment of birds and trees. But that is a very small part of the story.

Vancouver did not grow with precision from the mountains to the river. It assembled itself in pockets on the Fraser, on Burrard

Inlet, and in Point Grey. In these municipalities streets were given the names of local residents or labelled by developers. At amalgamation in 1929 numbered streets and avenues superseded some of these distinctive names. To account for present and former street names led Elizabeth Walker to arduous research through voters' lists, land surveys, civic bylaws and all the riches of the Vancouver Public Library and Vancouver Archives. The result is a user-friendly, alphabetically arranged reference book which gives a succinct account of our 773 street names and their former titles.

There are, of course, many surprises. Churchill Street is not a tribute to the World War II leader but to the former Reeve of Point Grey, S.G. Churchill. Dunkirk was so named well before the battle of 1940. Hogan's Alley was the unofficial name of a byway between Park and Union streets which represented the squalor and crime of a rapidly growing city. There are also many observations about the social development of Vancouver which can be derived from browsing in this book. Anglo-Saxon names predominate. Only three streets have names with even faintly Asian origins. Blood Alley reflects the volatile nature of Gastown's early days. One of the most interesting facets of Walker's book is the collection of sidebars throughout the volume detailing such observations.

Without maps to supplement the text it would be very difficult to trace the development of our street network. Fortunately, well prepared colour maps by Bruce Macdonald are included. Black and white photographs of streets and pioneers enhance our understanding of Vancouver's early days and of the pressures that rapid growth put on Street Naming Committees. It is regrettable that the same care which went into researching and writing this book did not extend to the editing. Spelling errors and awkward phrases have been overlooked.

Elizabeth Walker's valuable book belongs in all reference libraries and BC history collections. *Street Names of Vancouver* is eminently browsable and its greatest contribution may be the spur to further reading in Vancouver history.

Reviewer Carol Gordon, a member of the Vancouver Historical Society, is a volunteer with the Vancouver Bibliography project.

Carving the Western Path by River, Rail, and Road Through B.C.'s Southern Mountains.

R.G. Harvey. Surrey: Heritage House, 1998. 240 pp. Index, illus., maps, bibliography. $18.95 paperback.

Reviewed by Edward L. Affleck.

Carving the Western Path by River, Rail, and Road Through B.C.'s Southern Mountains, a sequel to the author's earlier *Carving the Western Path by River, Rail, and Road Through Central and Northern B.C.*, deals with the development of highways, railways and steamboat routes through the mass of mountains which characterize the topography of Southern British Columbia. Essentially, the story begins with the Fraser River gold rush of the 1850s, embraces the decade leading up to World War I, when BC politicians and electorate alike worshipped the golden idol of railway construction, and carries on to the post-World War I period, when technological advances in highway construction and motor vehicle transport revolutionized the transportation picture.

I finished this book frustrated by the thought that here, but for the lack of a sufficiently scholarly and challenging editor, lies a truly great work on the history of transportation in British Columbia. The author has had years of experience in highway construction and maintenance, and undoubtedly has a consuming interest in the subject of transportation. Much of the writing is vivid, and even with its flaws, the book provides $18.95 worth of entertainment. The value of good editing, however, can scarcely be overemphasized. A good editor not only cleans up spelling and syntax, but challenges statements made by the author and searches out dimensions where detecting blind spots on the part of the author. Where a book contains a mixture of fact, conjecture and opinion, as is certainly the case with this work, a good editor ensures that the reader is not led to confuse fact with conjecture or opinion.

The most glaring "blind spot" I detected was the author's failure to give sufficient emphasis to the tremendous technological upheaval in highway construction methods and the development of heavy-duty internal combustion transport vehicles. These were already underway when British Columbia went "railroad crazy" in the decade leading up to World War I, but gained great momentum in the post-war years. Given time, technological development affects even the political climate. By the 1920s this technological revolution was racing along, but politicians had yet to shed the practice of being more receptive to parochial pressures to spend scarce money on roads within constituencies. Pressure did exist to build, at the taxpayer's expense, all-weather trunk highways which would enable heavy-duty motor transport to compete in long and short hauls with railways burdened with many costs, including those of maintaining their own roadbeds and paying taxes on their rights-of-way. Politicians were not too keen to lose the parochial vote by cocking a snoot at railways. The author furthermore toys with the quixotic notion that the horse-drawn freight wagon somehow possessed capacity equal to that of the railroad train in the heavy-duty long-hauling business. I am not quite sure that he makes such a statement unequivocally, but I draw your attention to quotations set out at the end of this paragraph. Before I read this book, I was under the impression that from early times, ocean-going sailing vessels provided the most effective means of transporting heavy loads. Countries such as Britain, with an ample coastline, benefited by being able to carry on a great trade with coastal vessels. The age of steam not only revolutionized ocean transport, but ushered in the era of barges and shallow-draft steamers worked on canals, lakes and rivers to provide the hauling capacity lacked by horse-drawn vehicles. By the mid-nineteenth century the railway had become the great *deus ex machina* in the North American transportation picture. In the colonial days, the capital required for railway development in BC was conspicuously lacking, but the white man's invasion craft, the sternwheeler, a vessel capable of carrying immense loads in shallow water, was on hand to support the Fraser River Gold Rush. Capital outlay for wagon roads was not negligible nor was the upkeep on horses and rolling stock a mere trifle, but where sternwheelers could not work, wagon roads, *faut de mieux,* were built. Now, I ask, what did the editor make of the following statements in the "introduction" section of Harvey's book:

—"Roads, rail and rivercraft vied for routes and government support in different parts of the province, influencing settlement and the success or failure of local commerce" (p 7).

—"[In the lower valley of the Fraser River from New Westminster to Yale] wagon trains were outpaced by the sternwheelers, but they could carry more volume with better

economy" (p 9).

—"The road authority had its problems with the railway monopolies and settlement patterns established by the sternwheelers, yet roads were eventually built in all areas of the province" (p13).

Numerous statements on the order of the above only serve to diminish the authority of this book. The work, as indicated, contains some brilliant patches, some of a workmanlike nature, and some downright howlers. I nonetheless recommend the book as highly entertaining and informative reading if not as a definitive historical resource. The author is at his best in his account of the horrors visited upon the Canadian Pacific Railway by Major A.B. Rogers, who chose the impractical Kicking Horse Pass route through the Rocky Mountains in preference to the Horse Pass route. The railway and the public have paid amply over the decades for Rogers's error. Harvey has also done excellent work in his account of the "might-have-been" 7.6-mile tunnel under Railroad Pass in the Cascade Mountains between Portia in the lower Coquihalla Valley and the upper reaches of the Tulameen River valley. J.I. Hill put this project out to tender but never followed up on it, thus leaving railroaders to fend for decades with the impractical route up to the Coquihalla Pass. Read these and other engrossing accounts. Gaze at the route maps so generously provided. Weep over the engineering gaffes and cheer for the engineering triumphs! Wallow in the speculation of what might have come to pass on the transportation scene had reason prevailed!

Reviewer Ted Affleck has written extensively on transportation in British Columbia.

Also Noted

Normalizing the Ideal: Psychology, Schooling, and the Family in Postwar Canada. Mona Gleason. Toronto: University of Toronto Press, 1999. 196 pp. $19.95 paperback.

Back to School–Into the Future; Report of the Independent Commission on Public and Employee Involvement in Vancouver School Affairs. Dr. Norman Robinson, Commissioner. Vancouver, B.C., 1999. 43 pp. Soft cover. (*Available from Dr. Norman Robinson, P0 Box 81, 8415 Granville St., Vancouver, BC V6P 4Z9)*

Archives & Archivists

Archives? What is its purpose in today's world? That was a question I encountered at a recent college advisory board meeting. The question was a surprise to me. The table talk had been about the need for businesses and governments to recognize both the tangible assets (information) and intangible assets (the memory and experience of the staff) of their organizations.

What are the underlying beliefs that would allow "enlightened" people to disregard the value of archival information? As I thought about this issue, I recalled a comment made at the Revelstoke conference of the British Columbia Museums Association on the declining value of archives versus museums.

There is no doubt that our society has become more visual than literate, and that business and social interactions are concentrating increasingly on rapid, almost instantaneous, communication. Advertising, cell phones, and the dreaded voice mail are all signs of the changing times. But what of archives?

Does it really matter if the casual viewer of television realizes that the commercial showing images of Babe Ruth smashing a home run were obtained through an archives? Or the colourized versions of the early cinema classics are based on rediscovered films found in an archives vault? Or the clips, voices and photographs used in the numerous millennium specials were carefully selected from archival sources? No, it does not.

What really matters is that those of us who support and celebrate our community and national heritage and history realize the value of our archival holdings. It is too easy for many to dismiss the value of archives by simply looking at the newest history book, the most recent museum display and the latest gallery acquisition. Take a hard and long look at these items. Historians use archival sources to illustrate and illuminate earlier societies. Museum curators use archival sources to validate not only the artifacts themselves but the presentation of the artifacts. Gallery curators use archives to document the provenance, travels and ownership issues of each work of art. All of them use archival information to bring context and "life" into their specific heritage fields.

For six millennia, societies have created and protected archives and archival information. Archives have become the fount of historical information. Without a community archives—including municipal archives—there can be no historical research, no museum displays and no gallery showings. Without a community archives, we cannot maintain our sense of "community" in an ever-changing environment. As we embark upon a new millennium, it is my hope that we, within the heritage field, fully recognize and appreciate all the enormous contributions made by community archives administrators, staff and volunteers in the preservation and accessibility of our heritage.

Gary A. Mitchell

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Tokens: J.N. Killas & Co. of Premier, BC

by Ron Greene

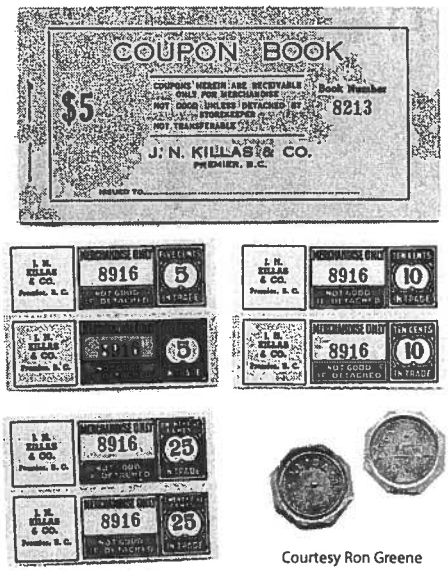
PREMIER, BC was located in very mountainous country close to the border between British Columbia and Alaska near the southern end of the Alaska Panhandle (see map). While Premier was located only some seventeen miles (twenty-seven kilometres) from Stewart at the head of Portland Canal, one had to leave the country to travel between the two as the road crossed into Alaska, through Hyder. The Premier Mine was originally staked in 1910 but more than one company had been unable to put it into production.[1] From 1919 the Premier Gold Mining Co. started production on this property and established the townsite which became known as Premier. The post office was opened on 1 January 1921. The first mention of the population at Premier was in the 1932 BC Directory which gave the figure of 375.

Courtesy Ron Greene

The operators of the mine had established a company store which sold the basic necessities, but the mine manager was a Mormon who would not sell such forbidden items as tobacco, tea or coffee. However, he realized that his men would want these items and so he approached Mr. Killas whom he knew from Prince Rupert. Dimitrios Nicholas Killas was a native of the Greek island of Limnos. At the age of twelve, c. 1896, Killas left his homeland and came to Canada via the United States. In North America he adopted the name James, which is the English equivalent of the name Dimitrios, hence the initials J.N. By 1914 he was in Prince Rupert running a confectionery at 535 – 3rd Avenue West, with a partner, J.A. Smith. Subsequently he was in partnership with Nick Christopher in the Royal Confectionery and then the De Luxe Confectionery. From 1926 they were operating the Commodore Café and an ice cream manufactory as well. It was about this time that he was approached to open a confectionery at Premier.[2] In the little store at Premier Killas sold confectioneries, tobacco, canned soups, magazines, watches, radios, and other small items. The store also contained a soda fountain and pool tables. Killas did not personally run the Premier store, but always hired a manager to do so. The operation ran until the mine and town were shut down in 1948. When the mine resumed operations some 18 months later Killas reopened the Premier store and kept it in operation until May 1954 when the mine and townsite were closed for good.

There were four children born to Mr. Killas and his wife. The oldest, Nick, ran the Rupert Tobacco Store. He was very keen about flying and one day in 1947 was asked if he wanted to go along to assist on a medical mercy flight. Unfortunately the plane was lost without survivors. The other two boys, Kostas and Harry[3] became dentists in Vancouver—is it more than a coincidence that two sons of a confectioner became dentists? The one daughter, Alice, married a doctor and also located in Vancouver. Mr. Killas retired after the Second World War and moved to Vancouver where he passed away in 1966, aged 81.[4] His partner in Prince Rupert, Nick Christopher, also moved to Vancouver by the end of 1945.

In addition to a 25-cent token, Killas used small booklets worth $5.00 which contained coupons worth 5, 10 or 25 cents. Most miners came into camp dead broke. They were allowed to sign for one of these booklets, which could be used in the confectionery, and the cost of the booklet would be deducted from their first pay. Other mid-pay advances were allowed but were limited to discourage gambling and other abuse. The booklets seem to have replaced the tokens as Harry Killas, who worked for his father in Premier in the early 1950s during the reopened period remembered the books of tickets, but not the 25-cent token.

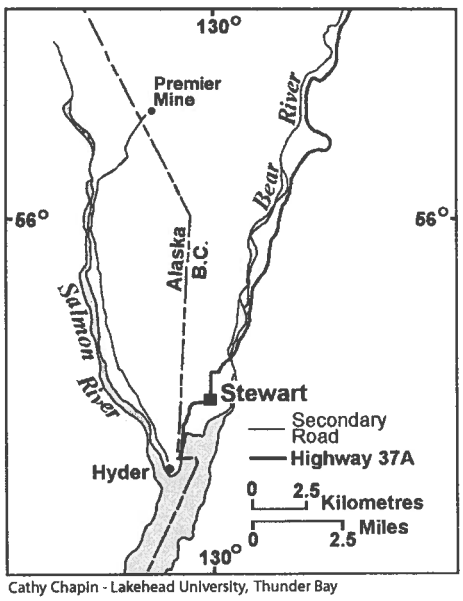


Courtesy Ron Greene

Above: *coupon booklets and 25-cent tokens. The coupons are printed on different coloured paper for each value.*

Centre: *Premier Mine in winter.*

Below: *sketch map showing the Premier Mine near Stewart. Note the BC–Alaska border to be crossed to reach the mine.*



Cathy Chapin - Lakehead University, Thunder Bay

[1] Reece H. Hague, "Where B.C. Ends and Alaska Begins," in *Canadian Geographical Journal*, Vol I, No. 5 (September 1930) pp 402-415

[2] He was first listed at Premier in the 1926 BC Directory, but may have been there some time earlier as the directories were not always up to date in such remote spots.

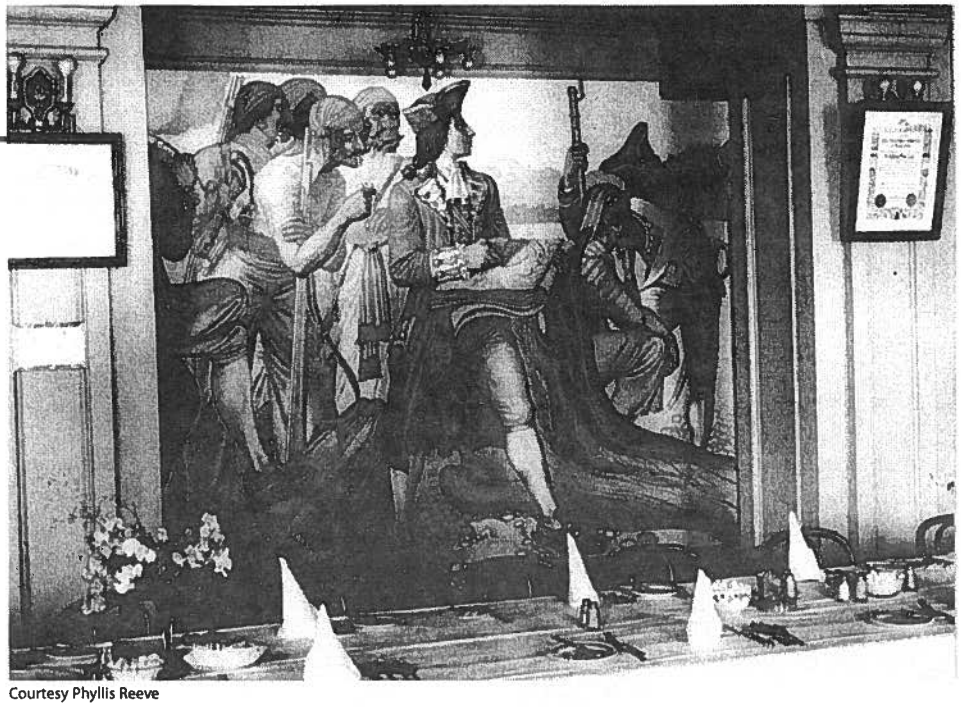
[3] Interview with Dr. Harry J. Killas, December 1986

[4] BC Vital Statistics, Death Registration 1966-09-015221

Reports

Nanaimo's Malaspina Murals

by Phyllis Reeve



Courtesy Phyllis Reeve

With sketchbook balanced on silk-sleeved arm, the gallant Captain Alejandro Malaspina fixes his expressive eyes on the sandstone cliffs of Gabriola Island, and records them for the Queen of Spain. His authoritative stance, from aristocratic nose to elegant muscular leg, dares us to question the authenticity of the scene before us. We know the painter of the scene, E.J. Hughes, as a senior and major British Columbia painter.

But we know also that Malaspina never set foot on Gabriola, and, had he done so, he would not himself have wielded sketchbook and pencil. He would have delegated that task to his official artist, Jose Cardero, and Cardero is generally credited with the famous drawing of the eroded rock formation we Gabriolans insist on referring to as the "Malaspina Galleries."

Various bureaucratic bodies have tried to rename the cliff "Galiano Galleries" for Dionisio Alcala Galiano, the officer who may actually have discovered it, or, perhaps in recognition of tourists' tendency to confuse "Gabriola" and "Galiano" Islands, they have told us the name is "Gabriola Galleries."

But we will have none of it: "Malaspina Galleries" the cliff remains, and is identified as such in the 1999 *Visitor's Guide to Gabriola Island* and in Bell and Aitken's *Gabriola Island Place Names.*

When Malaspina returned to Spain after his momentous expedition, which included exploring the British Columbia Coast in 1791 and 1792, he fell into disfavour, and his journals and documentation were suppressed from public record. Would he find it any consolation to know of his fame in an area to which he sent his sub-expedition, but not the ships under his own command? Throughout the Regional District of Nanaimo, including Gabriola, we have given his name to natural wonders, streets and points, our university-college, and the Malaspina Hotel—the latter now suffering a lingering death by financially challenged demolition.

When the splendid new hotel opened in 1927 as a community investment project, a Nanaimo newspaper ran a competition to choose a name. The winning name, Malaspina Hotel, suited the grand art deco facade and elegant furnishings. Alas, the hotel and its willing clientele spent much of the next decade slogging through the Depression, and the elegance frayed prematurely. In 1938, refurbishment became possible, and Nanaimo came up with a grand plan for decorating its grand hotel and restoring splendour to the dining room and banquet hall.

The Malaspina Hotel hired three young artists, Orville Fisher, Paul Goranson, and Edward J. Hughes. All then in their twenties, the trio called themselves the "Western Canadian Brotherhood," and together executed a number of impressive mural projects, including the First United Church, Vancouver; the British Columbia pavilion at the World's Fair, San Francisco; and the King Edward Hotel, New Westminster. The Malaspina Hotel commission asked them to depict maritime explorations around Vancouver Island. Naturally, they would emphasize the achievements of Alejandro Malaspina. Each artist created one mural for Malaspina and one for another explorer. Fisher painted "Captain James Cook repairing his ship 'Discovery' at Nootka Sound, 1778," and "Captain Malaspina surveying the Vancouver Island Coastline." Goranson painted "Lieut. Dionisio Galiano, Master of the 'Sutil', landing at Departure Bay (summer, 1792)," and "Captain Malaspina trading with Chief Maquinna." Hughes portrayed "Captain George Vancouver meeting Governor Bodega y Quadra at San Miguel, Nootka Sound, Vancouver Island (August, 1792)," and "Captain Malaspina sketching the sandstone 'Galleries' on Gabriola Island."

They painted bold, bright, and big—the murals were up to 8 feet in height and 20 feet in length, and they painted history as it never was but should have been: Regency courtiers posing with Gilbert and Sullivan crews; late Depression exuberance in a late art deco setting.

But twentieth century history allowed Nanaimo little leisure to enjoy the Malaspina murals. Events moved at destructive speed. Within three years Hughes, Goranson and Fisher were official artists with the Canadian army. After the war, the hotel responded to changes in clientele, marketing tactics, and taste—changes not necessarily for the better. By the time Hughes revisited the hotel in 1948, the murals had been covered, and the other art deco features were rapidly disappearing from view.

Malcolm Lowry spent a few hours in a Nanaimo waterfront pub in 1946, while waiting for the Gabriola ferry, and in a 1996 interview, the archivist at that time, Diane Foster, suggested the pub might have been in the Malaspina Hotel. Alas for history as it should have been, Sheryl Salloum in *Malcolm Lowry: Vancouver Days* identifies Lowry's hotel as the Hotel Plaza. It does seem likely that Lowry's lengthy description of the "Ocean Spray" Hotel, in his novel *October Ferry to Gabriola*, would have included the murals, had he seen them. So we must reluctantly accept Salloum's judgment.

The new decor failed to save the

Malaspina Hotel from its downhill course. Even in 1966 a booklet published by the Nanaimo and District Museum Society still referred to "our newest and beautiful Malaspina," but since then the Hotel has been subject to sales, rumours of sales, bankruptcies, and plans for demolition.

The story of the murals resumes in 1996 when the Landmark Tower Corporation set in action the application and plans for demolition and redevelopment. Worried by the paucity of available records on the hotel, archivist Diane Foster persuaded the developers to give her two weeks to examine and document the building. With a team consisting of a photographer, a historian, staff from the Nanaimo Museum, and an architect, she descended into the derelict former banquet room. She described their discoveries in a paper delivered to the British Columbia Studies Conference in May 1997:

> During the course of inspecting the building and determining its interior structural layers, wood panelling had been pulled from timber studs. In the process, the plaster rendering fixed to a brick wall on which the panelling was secured, came away in large pieces. The result was the defacing of a particularly beautifully crafted section of a mural depicting two Spanish sailors looking up in awe within, what we now call, the Gabriola Galleries. The mural had been painted around the original doorway which was still in place and extended for another seventeen feet along a concrete based wall. Here the panelling had been removed with care and what was revealed were larger-than-life vibrant figures of naval officers, marines and sailors.

The lean budget of the Nanaimo Community Archives could not even begin to cope with an opportunity of this magnitude. The developers agreed to give the mural to the Archives. Gino Sedola, Chairman of the Nanaimo Harbour Commission, and a longstanding history buff, offered seed money to get a campaign rolling to pay for the rescue and restoration. Foster's team ascertained that six murals had been painted and began the search for the other five. With the aid of photographs taken during social events, they roamed the former banquet and dining rooms until they found four more. The sixth was given up as lost, probably as a result of alterations to the building in 1948.

As she proceeded with the salvage of the first mural, Foster realized the enormity of the challenge she was presenting to the archives board. Perhaps fortunately, there was little time for second thoughts. The Nanaimo Community Archives Society found itself the proud but bemused possessor of five large murals painted on sections of concrete, lath and plaster and brick walls.

The initial enthusiastic response brought funding contributions from individuals, businesses, community and service groups, historical societies and governmental agencies. But the process of salvaging and stabilizing the murals for future conservation proved a costly proposition, four times the $20,000 raised in 1996, and leaving a debt to be repaid and storage costs to be defrayed before proceeding with a feasibility study and conservation strategy.

Current Archives Manager Christine Meutzner estimates the cost of restoring each mural at approximately $60,000, but in conversation she talked about various questions on the matter of "restoration." Accepting the murals as part of the region's history, worth salvaging, and of continuing public interest, we may still ask to what point they require restoration. They represent an early stage in the careers of three artists who went on to greater achievements. In 1953 Hughes painted another view of Gabriola Island, now part of the Vancouver Art Gallery's Longstaffe collection. The murals are more like the walls of Pompeii than the ceiling of the Sistine Chapel.

In their damaged state, with documentation, the Malaspina murals could testify to a community's aspirations and disappointments, to changes in economics and attitudes, and passages in artistic careers. Salvaged remnants of once-proud public decoration could convey historical meaning not obvious in an expensive reconstruction.

A compromise might restore one of the murals and present a before-and-after scenario—before and after the damage, or before and after the restoration. At the time of the murals' rediscovery, Victoria artist and critic Robert Amos wondered about the possibility of hiring some clever young artist to paint fresh versions of the murals, but he admits, such replicas would have less "value" than the originals. Amos suggests the murals are analogous to the petroglyphs found near Nanaimo and on Gabriola: "We don't mind looking at them in situ in their crumbling state, and additionally they are displayed in facsimile in museums nearby." Archivists would be horrified at the thought of "restoring" these relics of aboriginal culture, so why must we insist on presenting non-Native relics only in pseudo-pristine state?

Such rethinking of the restoration options would not solve the other major problem: where to put the murals. In the short term, while the planning continues, the need is for safe, preferably free, storage space. In the long term, the Archives Society is looking for a large public venue. Foster hoped that Nanaimo's new Harbourfront complex would fit the murals into its design, but the planners opted for new artworks. The campus of Malaspina University College seems an even more appropriate site, especially as the College is interested in capitalizing on its name and stressing the early history of the area.

Readers with questions, suggestions, or an interest in donating space or funds should contact Archives Manager Christine Meutzner at the Nanaimo Community Archives, 100 Cameron Road, Nanaimo BC V9R 2X1; phone 250-753-4462; fax 250-518-0125; E-mail nca@nanaimo.ark.com

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Conversations by telephone and E-mail with Robert Amos, Diane Foster, and Christine Meutzner

News and Notes

From the Branches

John Gordon Terpenning 1922–2000

On 4 January a beloved member of the Victoria Historical Society passed away. After serving in WW II, "Jack" Terpenning worked for the Fish and Wildlife Branch on a variety of projects. He moved from Vancouver to Victoria as a ministerial assistant. He took a degree in political science in 1982, while still working, and then earned a master of arts degree in history in 1988 following his retirement.

Raymond William Millard 1927-2000

Ray Millard, manager and co-founder of the Chemainus Valley Museum, passed away at home on 21 January. He was a passionate historian, always ready to assist students and researchers. Ray and his wife Doreen were cheerful delegates at several BCHF conferences. They worked diligently for the Chemainus Museum and their community church.

Nanaimo Historical Society

Lynn Bowen received the City of Nanaimo's Excellence in Culture Award for her newest history book, *Robert Dunsmuir,* written for children.

Helen Brown of Malaspina University College has recently completed her PhD and will be talking to the Nanaimo Historical Society on her thesis topic "The importance of Nanaimo's school records."

Dr. Richard Mackie has joined the staff of Malaspina University College for at least one semester.

Parksville and Then Some

On 5 December 1999, the District 69 Historical Society held a book launch, patting themselves on the back for achieving their Year 2000 goal a bit early. Marjorie Leffler, who was briefly a vice-president of the British Columbia Historical Federation, polished up a collection of her articles, which have appeared in local newspapers in recent years. The result was a 162-page book, selling at $18, which was first displayed at the society's wine and cheese party in December. *Parksville and Then Some* sold almost 400 copies before Christmas and is likely to have a second printing.

Bowen Island Forest Fires

Historiana, the newsletter of the Bowen Island Historians, asks if anyone has photographs of the Copper Mountain Fire in July 1944. It took local firefighters plus fifty soldiers, working night and day, more than a week to contain the 200-acre inferno. There are burned stumps all over the island and the Historians wonder which ones are the result of forest fires or if some are the result of deliberate burning after the area was logged. If you can help contact: Bowen Island Historians, Box 97, Bowen Island BC, V0N 1G0. Phone (604) 947-2655.

Chemainus Council Table

A table which was used for the original council deliberations and the Chemainus magistrate's court was recently refurbished by members of the Chemainus Valley Historical Society. This 125-year-old table was unveiled by the current mayor and council at the Chemainus Museum in November 1999. At that time a book launch was held for Bruce Hodding's *North Cowichan: A History in Photographs*. This book was commissioned by the District of North Cowichan to celebrate their 125th Anniversary. Congratulations to Chemainus! The Chemainus Historical Society meets at 11:30 A.M. on the last Monday of each month. Chemainus Valley Historical Society, PO Box 172, Chemainus, BC. Phone (250) 246-2445.

Victoria Historical Society

Those attending the Christmas Dinner on 2 December were treated to a good meal and a great after-dinner speaker. John Adams's topic was: "How James and Amelia Douglas came to Fort Victoria." Adams has found archives which reveal the feelings of various Douglas family members as they were transferred from one post to another. This unusual and fascinating look at history will be included in a forthcoming book by John Adams on the life of James Douglas.

Arrow Lakes Archives

The extensive archives of the Arrow Lakes Historical Society have found a downtown home in Nakusp at 923 7th Avenue NW. In winter the archives are open on Tuesdays and Thursdays and in summer from Monday to Saturday from 10 A.M. to 3 P.M. Arrow Lakes Historical Society, Box 819, Nakusp, BC V0G 1R0. Phone (250) 265-0110.

Slocan City Historical Group

The Slocan City Historical Group wants to ensure that all people who lived in the Slocan City area have their place in its history. They would like to get in touch with anybody who is living, or who has lived in the area between Enterprise Creek and Lemon Creek, or whose parents or grandparents lived in this area. The Slocan City Historical Group is building an archives of family information: personal stories of living or growing up in Slocan. The information is gathered in writing and as taped interviews. They are also trying to find pictures of individuals, families, and scenes pertaining to the Slocan. To date the Slocan City Historical Group has collected over 100 taped interviews with old-timers, over 1,500 pictures, and most of the books written about the Slocan. Their collection also includes an extensive library of microfilmed newspapers, over 75 mining claim maps, information on all recorded mining claims, land surveys, timber sales, and much more. Contact Slocan City Historical Group, C-16 Bowie Drive, R.R.1, Armstrong BC. V0E 1B0. Phone: (250) 546-3112. E-mail: icooper@junction.net.

Northshore Historical Society

The Corporation of the City of North Vancouver awarded a Heritage Achievement Award of Honour to Roy Pallant "for his outstanding achievement of historic research, public awareness initiatives, and heritage advocacy." Roy is president of the Northshore Historical Society and an officer on the board of the British Columbia Historical Federation. The achievements of both Roy and his wife Teresa Pallant are well-known. Congratulations not only to Roy but also to Teresa for the distinction. If you use E-mail send the Pallants a message at palant@telus.net.

Vancouver Historical Society

Member Cyril E. Leonoff has been designated a Fellow of the Engineering Institute of Canada (EIC). A maximum of only twenty Fellows may be recognized each year among 35,000 members of societies associated with the EIC.

Elizabeth Walkers's book *Street Names of Vancouver*, reviewed in this issue by Carol Gordon, is selling very well and you may have problems finding it in local bookstores. A second printing is underway.

Other News

Gold Rush Pack Trail

The 40-kilometer 1861 trail from Keithley to Barkerville/Richfield has been rediscovered by Lana and Gary Fox of Quesnel, and cleared with the help of Forest Renewal BC, West Fraser Mills, and the BC Forest Service. Further details are available from Robin Grady of the Friends of Barkerville Trail Committee, Airport Site, P.O. Box 28, Quesnel BCV2J 5E6, or phone (250) 992-2008. The summer issue of the *BC Historical News* will feature an article on the history of this trail by Mary Elliott, who participated in the inaugural hike in September.

East Kootenay Historical Donation

Fort Steele Heritage Town parlayed a donation from the East Kootenay Historical Association into ten times the money presented in 1998. With the impetus of the donation, plus that from the Canadian Council of Archives, a massive collection of mining documents dating from 1872 to 1975 has been carefully sorted and filed to fill 17 meters of shelf space in the archives. These extremely important papers are already being viewed by researchers from across the continent.

Racism Website

A fascinating display, exploring historic prejudice and intolerance in the Kootenays, was shown in the Fort Steele Museum during the summer of 1999. Research has been ongoing, and project co-ordinator Noel Retch has presented slide shows to clubs and schools. Recently a Web-site was opened which can be reached through http://www.fortsteele.bc.ca.

Marysville School

In 1993 the Kimberley Retired Teachers Association saved an early district schoolhouse by having it moved to the grounds of the modern Marysville Elementary School. Since then they have been restoring it as a heritage building. The committee has assembled desks, refinished woodwork, and collected school text books dating from the school's opening in 1899 to its closing in 1949. So far 200 books have been catalogued and placed neatly on the new shelves near the teacher's desk.

Wasa Historical

The Wasa and District Historical Association has been formed to prepare and publish a book on Wasa, Ta Ta Creek, Skookumchuk, Lazy Lake, Torrent, Wolf Creek, Top of the World Ranch, Premier Lake, Woods Corner and environs. There are over thirty volunteers working to collect family histories or to research activities throughout the district. Wasa has long been a holiday haven so one of the chapters will be about summertime residents and visitors. If anyone has a picture or an anecdote of Wasa memories please send it to the Wasa and District Historical Association secretary, Naomi Miller, Box 105, Wasa BC V0B 2K0.

Sumas Prairie Families

In December, after years of preparation by their few but active members, the Sumas Prairie & Area Historical Society launched a 400-page hardcover book on the history of the settling of the area and family histories between 1880 and 1900. The interest in *One Foot on the Border* was above expectation. The book is edited by one-time BCHF board member Daphne Sleigh. Her book, *Discovering Deroche*, gained her the Federation's 1984 Lieutenant-Governor's Award.

Cascade Trails

Cascade Wilderness trail explorer Harley Hatfield died on 14 February. As a Penticton resident, he devoted many years to the discovery, marking, and preservation of pack trails in the Cascade Wilderness adjoining Manning Park. In 1980 Harley Hatfield received an honourable mention by the Heritage Canada Foundation for his work.

Quesnel Forks

During the BCHF Conference in 1996 delegates on a bus trip to Likely and Quesnel Forks were greeted by their hosts from Likely with consternation because a mudslide had partially blocked the river across from Quesnel Forks. In the four years since the slide the spring runoff has eaten away most of the point in front of the Tong house, one of the few surviving buildings. The Tong house recently had to be carefully moved further away from the riverbank.

Letter to the Editor

BC Historical News, Volume 33 No. 1

I read with interest the article by Walter Guppy entitled "The Road to Tofino." Mr. Guppy's comments on West Coast water transportation, however, give me some concern, particularly where he states that "in 1912 the Canadian Pacific Railway Company took over the coastal steamship service...." The Canadian Pacific Navigation Company, predecessor of the BC Coast Services of the Canadian Pacific Railway, in 1888 inaugurated a service out of Victoria up the West Coast of Vancouver Island with the modest wooden-hulled single-screw all-purpose steamer *Maude*. Initially the service was monthly, but by 1896, when the CPN. placed the stout steel-hulled steamer *Tees* on the West Coast, the service was providing three trips per month, generally leaving Victoria on the 1st, the 11th and the 21st of each month. An eminently seaworthy vessel, the *Tees* provided first- and second-class accommodation for passengers as well as ample cargo space and was retained on the tri-monthly West Coast run after the CPN. was acquired by the CPR in 1901. The larger, faster *Princess Maquinna* entered service in 1913, but for a number of years was worked on the tri-monthly West Coast run in the summer months only, being diverted to the Vancouver-Skagway run in the winter months. The still larger, faster *Princess Norah*, added to the service in 1929, worked with the *Princess Maquinna* on The West Coast in June, July and August, thus enabling the CPR to provide a sailing every five days instead of every ten, but was employed during the slacker months of the winter on the Vancouver–Skagway run. My scrapbook of timetables indicates that while the augmented summer service up the West Coast was dispensed with for some of the leaner depression years, both vessels worked the summer run together during the late thirties. After the steamers *Princess Marguerite (I)* and *Princess Kathleen* were requisitioned for War Service in 1941, the *Princess Norah* worked the Alaska run year-round. The *Princess Maquinna* was retired in 1952, but she was replaced by the *Princess of Alberni*, a vessel not well suited to the West Coast run, but maintained on this run until 1958. The CPR may not have a corporate history as pure as the driven snow, but in the case of the West Coast service, the Company maintained it for some years as a losing proposition in the face of ever increasing inroads from highway and airborne competition.

The facts about the West Coast service of the CPR.'s BC Coast Service have been well researched by Messrs. Norman Hacking and W. Kaye Lamb and published in 1974 in their book entitled *The Princess Story.*

Edward L. Affleck

Federation News

Detail of McLean Mill: Drawing by Karen Poirier

Reflection and Renewal of the Heritage Vision

Year 2000 Conference

4–6 May Port Alberni, BC
Hosted by the Alberni District Historical Society

Enquiries: Meg Scoffield,
phone (250) 724-4855; fax (250) 720-0027
Email gscoffield@mail.sd70.bc.ca

4 May, Thursday: Registration opens at 2:00 P.M.. Book Fair*, Echo Centre-Museum Complex. 7:00 – 9:00 P.M. Reception, Alberni Valley Museum. Exhibit: The Century in Celebration.

5 May, Friday: MORNING: 9:00–11:00 A.M. Discussion on the conference theme by a distinguished panel. Cedar Room, Echo Community Centre. Spotlight speakers. Book Fair.
AFTERNOON Tours: Choose one —
Option A: Noon to 5:00 P.M. Forestry Tour Bus departs from parking lot at Echo Centre for a forestry tour which will take delegates to active logging operations, tree planting, dryland sort and more. Limited to 45 active participants. Box lunch. Wear good walking shoes.
Option B: Noon to 4:00 P.M. Industrial Tour Bus departs for Sproat Lake with stop at picnic area for box lunch. Tour of Martin Mars Water Bomber Base. Back to town to visit a local mill.
Option C: 2:00–3:00 P.M. Workshops for Writers.
EVENING presentation by Margaret Horsfield, author of *Cougar Annie's Garden.*

6 May, Saturday MORNING: 9:00 A.M. to noon Annual General Meeting of the British Columbia Historical Federation. Ballroom of the Best Western Barclay Hotel.
AFTERNOON Tours: Choose one
Option A: Travel to McLean Mill National Historic Site, scheduled to open1st July. Lunch on site. You will see the sawmill in operation and meet the locals.
Option B: Walking or driving tour of Port Alberni's interesting homes and gardens. Self-guided or with ADHS volunteer drivers. 2:00–4:00 p.m. Afternoon tea - Rollin Art Centre's garden terrace.
EVENING: 6:30 P.M. Gala Awards Banquet, Hotel Ballroom. Entertainment by local artists.

FEES: Full conference: $120 (registration deadline 13 April)
Day rate $60 (space permitting)
Banquet only $30

Your registration form is included with this issue. Please complete and mail with your cheque to Alberni District Historical Society, Box 284, Port Alberni, BC V9Y 7M7.

* The Local History Week Book Fair is a companion event, running from 2:00 p.m. Thursday through Friday evening. It will feature publishers' displays, author presentations and signings, door prizes and much more. Co-sponsor: the Alberni Valley Museum. Support from the British Columbia 2000 Millennium Arts and Heritage Fund and the City of Port Alberni is gratefully acknowledged.

BRITISH COLUMBIA HISTORICAL FEDERATION
1999–2000 SCHOLARSHIP
Applications should be submitted before 15 May 2000

The British Columbia Historical Federation annually awards a $500 scholarship to a student completing third or fourth year at a British Columbia college or university.

To apply for the scholarship, candidates must submit:
1. A letter of application.
2. An essay of 1500-3000 words on a topic relating to the history of British Columbia. The essay must be suitable for publication in *British Columbia Historical News.*
3. A professor's letter of recommendation.

SEND SUBMISSIONS TO:
Scholarship Committee,
British Columbia Historical Federation
PO Box 5254, Station B.
Victoria BC V8R 1N4

The winning essay will, and other selected submissions may be published in *British Columbia Historical News.*

MANUSCRIPTS FOR PUBLICATION should be sent to the Editor, *BC Historical News*, PO Box 130, Whonnock BC V2W 1V9.
Submission by E-mail of text and illustrations is welcome. Otherwise please send a hard copy and if possible a disk copy of the manuscript by ordinary mail. Illustrations should be accompanied by captions, source information, registration numbers where applicable, and permission for publication. Photographs are preferred over laser copies. They will be returned uncut and unmarked. Submissions should not be more than 3,500 words

AUTHORS publishing for the first time in the *BC Historical News* will receive a one-year complimentary subscription to the journal. If they wish, this complimentary subscription may be assigned to another person of their choice as a one-year gift subscription.

There is a yearly award for the Best Article published in the *BC Historical News.*

British Columbia Historical Federation

Organized 31 October, 1922

Member Societies

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Port Alberni
BC V9Y 7M7

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Box 40, D'Arcy BC V0N 1L0

Arrow Lakes Historical Society
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Nakusp BC V0G 1R0

Atlin Historical Society
Box 111, Atlin BC V0W 1A0

Boundary Historical Society
Box 1687
Grand Forks BC V0H 1H0

Burnaby Historical Society
6501 Deer Lake Avenue,
Burnaby BC V5G 3T6

Chemainus Valley Historical Society
Box 172
Chemainus BC V0R 1K0

Cowichan Historical Society
PO Box 1014
Duncan BC V9L 3Y2

East Kootenay Historical Association
Box 74
Cranbrook BC V1C 4H6

Hedley Heritage Society
Box 218, Hedley BC V0X 1K0

Koksilah School Historical Society
5213 Trans Canada Highway
Koksilah BC V0R 2C0

Kootenay Museum Association
402 Anderson Street
Nelson BC V1L 3Y3

Lantzville Historical Society
c/o Box 274, Lantzville BC V0R 2H0

London Heritage Farm Society
6511 Dyke Road
Richmond BC V7E 3R3

Nanaimo Historical Society
PO Box 933
Nanaimo BC V9R 5N2

North Shore Historical Society
c/o 1541 Merlynn Crescent
North Vancouver BC V7J 2X9

North Shuswap Historical Society
Box 317, Celista BC V0E 1L0

Princeton & District Museum & Archives
Box 687, Princeton BC V0X 1W0

Qualicum Beach Historical Society
587 Beach Road
Qualicum Beach BC V9K 1K7

Salt Spring Island Historical Society
129 McPhillips Avenue
Salt Spring Island BC V8K 2T6

Sidney & North Saanich Historical Soc.
10840 Ardmore Drive
North Saanich BC V8L 3S1

Slocan City Historical Group
C-16 Bowie Drive R.R.1
Armstrong BC V0E 1B0

Surrey Historical Society
Box 34003 17790 #10 Hwy.
Surrey BC V3S 8C4

Terrace Regional Historical Society
PO Box 246
Terrace BC V8G 4A6

Texada Island Heritage Society
Box 122, Van Anda BC V0N 3K0

Trail Historical Society
PO Box 405, Trail BC V1R 4L7

Vancouver Historical Society
PO Box 3071,
Vancouver BC V6B 3X6

Victoria Historical Society
PO Box 43035, Victoria North
Victoria BC V8X 3G2

Yellowhead Museum
Box 1778, RR# 1
Clearwater BC V0E 1N0

Affiliated Groups

Bowen Island Historians
District 69 Historical Society
Kootenay Lake Historical Society
Nanaimo & District Museum Society
Nicola Valley Museum Archives Association
Okanagan Historical Society
Princeton and District Archives
Richmond Museum Society
Union of BC Indian Chiefs
(Research Program)

The British Columbia Historical Federation is an umbrella organization embracing regional societies.

Local historical societies are entitled to become Member Societies of the BC Historical Federation. All members of these local historical societies shall by that very fact be members of the Federation.

Affiliated Groups are organizations with specialized interests or objects of a historical nature.

Questions about membership and affiliation should be directed to:
Terry Simpson,
Membership Secretary,
BC Historical Federation,
193 Bird Sanctuary,
Nanaimo BC V9R 6G8

Please write to the Editor, *BC Historical News* for any changes to be made to this list.

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Cranbrook BC V1C 6V2
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BC Historical Federation
Writing Competition

The British Columbia Historical Federation invites submissions of books for the seventeenth annual Competition for Writers of BC History.

Any book presenting any facet of BC history, published in 2000, 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." Note that reprints or revisions of books are not eligible.

The judges are looking for quality presentations, especially if fresh material is included, with appropriate illustrations, careful proofreading, an adequate index, table of contents and bibliography, from first-time writers as well as established authors.

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 BCHF annual conference to be held in Richmond in May 2001.

SUBMISSION REQUIREMENTS: All books must have been published in 2000 and should be submitted as soon as possible after publication. Two copies of each book should be submitted. Books entered become property of the BC Historical Federation. Please state name, address and telephone number of sender, the selling price of all editions of the book, and, if the reader has to shop by mail, the address from which it may be purchased, including applicable shipping and handling costs.

SEND TO: BC Historical Federation Writing Competition
c/o Shirley Cuthbertson
#306-225 Belleville Street Victoria BC V8V 4T9

DEADLINE: 31 December 2000