British Columbia Historical News

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

Journal of the British Columbia Historical Federation | Volume 37 No.1 Winter 2003 | ISSN 1195-8294 | $5.00

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British Columbia Historical News
Journal of the British Columbia Historical Federation
Published Winter, Spring, Summer, and Fall.

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Subscription $15.00 per year
For mailing outside Canada add $10.00
Please send correspondence regarding subscriptions and back issues to the subscription secretary in Cranbrook.

Single copies of recent issues are for sale at:

- Arrow Lakes Historical Society, Nakusp BC
- Book Warehouse, Granville St. Vancouver BC
- Books and Company, Prince George BC
- Gibson Coast Books, Gibsons BC
- Galiano Museum
- Gray Creek Store, Gray Creek BC
- Royal Museum Shop, Victoria BC

This publication is indexed in the CBCA, published by Micromedia.
ISSN 1195-8294

Production Mail Registration Number 1245716
Publications Mail Registration No. 09835
Member of the British Columbia Association of Magazine Publishers

British Columbia Historical Federation

PO Box 5254, Station B., Victoria BC V8R 6N4

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Organized 31 October 1922

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Canadian Publications Mail Product Sales Agreement No. 40025793

Publications Mail registration No. 09835

Canada We acknowledge the financial support of the Government of Canada, through the Publications Assistance program (PAP), toward our mailing cost

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British Columbia Historical Federation

2004

The British Columbia Historical Federation invites submissions of books for the twenty-first annual competition for writers of BC history.

Any book presenting any facet of BC history, published in 2003, 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.

Winners will receive a Certificate of Merit, a monetary award and an invitation to the BCHF annual conference to be held in Nanaimo in May 2004.

SUBMISSION REQUIREMENTS: All books must have been published in 2003 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
PO Box 130,Whonnock BC V2W 1V9

DEADLINE: 31 December 2004

British Columbia Historical News

Journal of the British Columbia Historical Federation Volume 37 No.1 Winter 2003

From the Editor

Welcome to the Winter 2003 issue of *BC Historical News*.

I'm very happy with this issue and the range of articles it includes. One of the highlights of the editorship is the seeing the quality and variety of material that arrives in my mailbox. Combined with the submissions already on hand, passed on by the previous editor, I already know there are many fascinating issues ahead.

With the wide variety and quality of material *BC Historical News* receives, it is sometimes difficult to predict when a submission might be published in these pages. In this issue I have one piece originally submitted almost two years ago and another which arrived last month.

As editor, I like to select contibutions based on their content, not necessarily when they were received by the magazine.

Given that *BC Historical News* is published quarterly, there may be a reasonable amount of time between receiving a submission and when it is published. But your patience is appreciated, because it is our author's who make *BC Historical News* so worthwhile.

In this issue there is a message from the president asking for your opinion on the proposed name change of this magazine. Whatever that opinion is it is important that you have a say. Phone, fax, or e-mail Jacqueline Gresko with your thoughts.

Correction: An eagle-eyed reader spotted a discrepancy in the dates given for the death of Lieut. Palmer, the subject of the article Palmer's Cup and a biography reviewed in these pages last issue. For the record Lieut. Palmer died in Tokyo in 1893.

BCHF Awards | Prizes | Scholarships

W. KAYE LAMB Essay Scholarships Deadline 15 May 2004

The British Columbia Historical Federation awards two scholarships annually for essays written by students at BC colleges or universities on a topic relating to British Columbia history. One scholarship ($500) is for an essay written by a student in a first-or second-year course: the other ($750) is for an essay written by a student in a third-or fourth-year course.

To apply tor the scholarship, candidates must submit (1) a letter of application: (2) an essay of 1,500-3, 000 words on a topic relating to the history of British Columbia: (3) a letter of recommendation from the professor for whom the essay was written.

Applications should be submitted before 15 May 2004 to: Robert Griffin, Chair BC: Historical Federation Scholarship Committee, PO Box 5254, Station B, Victoria, BC V8R 6N4.

The winning essay submitted by a third or fourth year student will be published in BC Historical News. Other submissions may be published at the editor's discretion.

BC History Web Site Prize

The British Columbia Historical Federation and David Mattison are jointly sponsoring a yearly cash award of $250 to recognize Web sites that contribute to the understanding and appreciation of British Columbia's past. The award honours individual initiative in writing and presentation.

Nominations for the BC History Web Site Prize for 2004 must be made to the British Columbia Historical Federation, Web Site Prize Committee, prior to ***31 December 2004****. Web site creators and authors may nominate their own sites. Prize rules and the on-line nomination form can be found on The British Columbia History Web site: http://www.victoria.tc.ca/resources/bchistory/announcements.html*

Best Article Award

A Certificate of Merit and fifty dollars will be awarded annually to the author of the article, published in BC Historical News, that best enhances knowledge ot British Columbia's history and provides reading enjoyment. judging will be based on subject development, writing skill, freshness of material, and appeal to a general readership interested in all aspects ot BC history.

Lord Minto's 1904 Farewell Tour

By Robert J Cathro

Bob Cathro is retired geological engineer whose interest in history was stimulated by a career in mineral exploration in Yukon Territory and northern British Columbia. He was a director of the British Columbia Historical Federation and the Bowen Island Historians. He currently resides in Chemainus.

In a recent article about the Howe Sound Hotel on Bowen Island[1], it was mentioned that the most important visitor was the governor-general, Lord Minto, who signed the hotel register on 6 September 1904. Lord and Lady Minto were making a farewell trip to the West Coast before returning to England at the end of his six-year term of office.

Canada in 1904 was very much a British colony and British Columbia was one of the most British provinces of all so Lord Minto was looking forward to meeting many supporters. This was His Excellency's second visit to the Pacific coast, the first occurring in 1900 as part of his trip to the Klondike gold fields, Yukon Territory. The story of the 1904 tour provides fascinating insight into West Coast life at the turn-of-the-twentieth-century.

Gilbert John Murray Kynynmond Elliot, the fourth Earl of Minto, was born at London, England on 9 July 1845. After an undistinguished military career, Lord Melgund (his title before succeeding to the earldom), was married in the summer of 1883 to Mary Grey, the daughter of Queen Victoria's private secretary. Two months later, he became the military secretary to the governor-general of Canada, Lord Lansdowne, serving for a time as chief of staff to F D Middleton during the Northwest Rebellion.[2] It was during this visit to Canada that he first developed his fondness for the country and its people, particularly those in the west and north whom he described as "splendid people".[3] Their first child, Eileen, was born in Canada during this tour of duty. Following his return to England in early 1886, he was appointed to a number of military positions and the four younger children, Ruby, Violet, Victor and Esmond, were born.

In 1898, he was appointed governor-general of Canada by Queen Victoria. Lord Minto's term was marked by controversy and political strife because of his inexperience in government, his mistrust of politicians, his determination to play an active part in public life, his criticism of the government's handling of the South African (Boer) War, and his interest in reforming the Canadian Militia.[4] His greatest contributions were in the "realm of good works", including his attempt to forge closer ties between French and English Canadians, his efforts to preserve Canadian history through the creation of an archive and his fearless intervention on behalf of native peoples and northern prospectors to protect them from the neglect and mismanagement of government. During his term, he travelled over 113,000 miles, a prodigious feat in those days.[5] Lord Minto is remembered as a man who was guided by a firm belief in the Empire, the military, the Anglo-Saxons and God, but who was neither an imperialist, a militarist or even a racist in the sense of the late nineteenth century.[6]

As on their 1900 tour, the vice-regal party travelled from Ottawa in their private railway cars *Victoria* and *Canada*, which were attached to the end of the Canadian Pacific Railway (CPR) transcontinental express train. Lord and Lady Minto were accompanied by two of their daughters, Arthur Guise (comptroller), Capt. Bell (aide de camp), and Maj. Maude (military secretary).[7] On September 2, their train was involved in a serious accident near Sinitula, about fifty miles east of Regina, when it was diverted onto a siding by a misplaced switch and collided head-on with a

Hotel Vancouver at Granville and Georgia, shown here in a contemporary post card, was the site of a gala reception to honour Lord and Lady Minto

This sketch of the Earl of Minto appeared on the front page of the September 5, 1904 edition of the Victoria Daily Colonist.

stationary cattle train. Five women riding in a sleeper car immediately behind the locomotive were killed and four other women and a porter were injured.[8] In a letter to Arthur Elliott that was written on the train later that day, Lord Minto described how upsetting the incident was to the whole family. Daughter Eileen was standing outside on the platform and did not fall down but her sister Ruby was sent flying. Luckily, Lord and Lady Minto were sitting down and were not injured.[9]

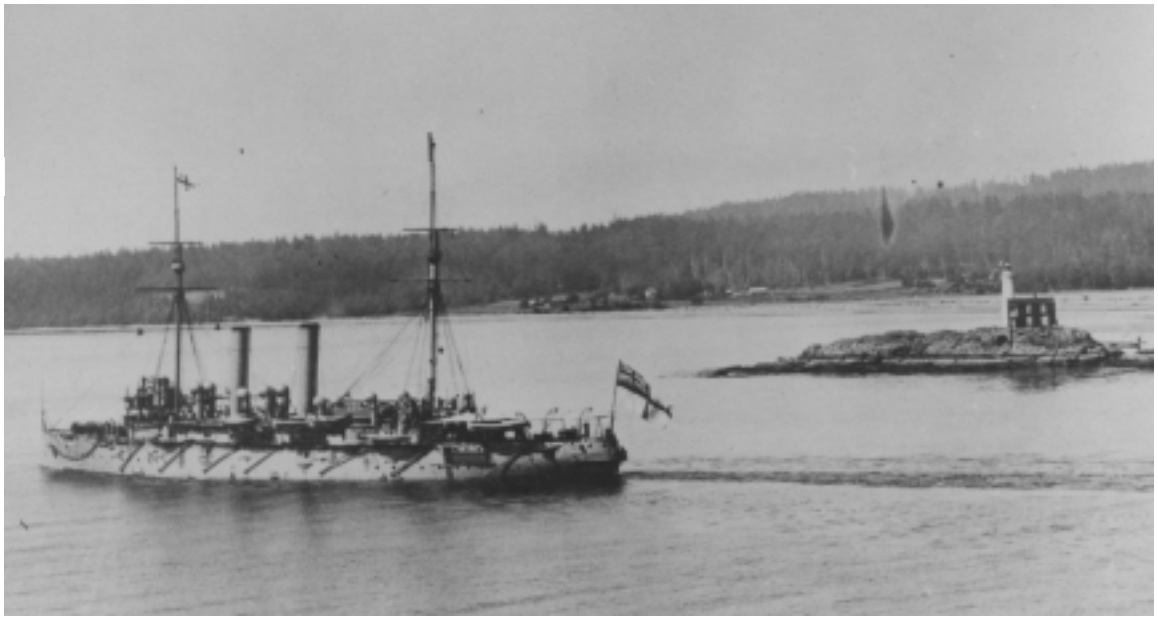
The remainder of the trip was uneventful and the vice-regal party arrived in Vancouver late on September 3, after a brief stop in New Westminster, and stayed overnight on the train. At noon the following day, they boarded *HMS Grafton*, the flagship of the Royal Navy's Pacific fleet for the trip to Victoria.[10] As the *Grafton* steamed into Esquimalt harbor at 6:00 pm, she was greeted by a royal salute from *HMS Bonaventure*, a large ;crowd of cheering residents, and a guard of honour from the Royal Garrison Artillery of the Royal Engineers under Lt.-Col. English. Lord and Lady Minto then proceeded to the residence of Commodore Goodrich, where they stayed during their visit to Vancouver Island.[11]

The next day, Monday September 5, was Labour Day and the city had scheduled a large number of events including a parade, a sports day meet at Caledonia Park, a large union rally and a dance at the A.O.U.W. Hall. The only events that involved the governor-general were a public reception and speeches at the Drill Hall and a luncheon at the Driard Hotel.[12] By order of Lt.-Col. Hall, the Fifth Regiment provided a guard of honour at the Drill Hall, commanded by Capt. W R Wilson with Lt. Angus as subaltern. Lord Minto gave a brief and graceful address in which he commented on the beauty and hospitality of the city on this and his previous visit and spoke with sorrow of his departure from Canada. Referring to the Boer War, he said that its great lesson was that the Colonies must stand together with other parts of the Empire.[13] At 10:00 pm, Their Excellencies held a reception at the legislature at which the dress code was evening dress for civilians and full dress uniforms for military officers.[14]

The original itinerary for September 6 called for the vice regal party to arrive back in Vancouver about noon and attend an afternoon reception in their honour, which would permit a departure for the east the next

ACKNOWLEDGEMENTS

This paper would not have been possible without the help and encouragement of the Bowen Island Historians and its archives. Special thanks are due to the City of Vancouver Archives and the Special Collection Division of the Vancouver Public Library.



morning.[15] Along with the formality and military protocol attached to the governor-general's visit, it is an interesting comment on the times that the schedule for Lord Minto's city reception would be changed on short notice, especially at a time when few people had telephones in their homes. At any rate, the functions in Vancouver were rescheduled for the following day and the *Grafton* was diverted for a leisurely cruise up the Straight of Georgia, arriving in Vancouver about 5 pm.[16] For reasons that will probably never be known, the ship entered Howe Sound and Lord Minto went ashore on Bowen Island, and signed the register at the Howe Sound Hotel, situated at Hood Point. [17]

According to the newspaper account, bunting and signal flags were broken out from stem to stern as soon as the *Grafton* anchored in Vancouver harbor. "Their Excellencies remained on board overnight, dining with Commodore Goodrich. After dinner, the ship was handsomely illuminated with her hull, spars, funnels, bridge and water line all outlined in electric lights. At the fore peak was an illuminated device representing a flag in which the red cross of old England was executed with coloured lights. The splendid illumination continued until at the first stroke of midnight it disappeared in the twinkle of an eye."[18] Unfortunately, no photographic record of this splendid display has been found, perhaps because equipment was not available that could capture a night scene such as this.

The reception was held at 11:00 am on September 7 at the Hotel Vancouver with lower than expected attendance because of the short notice. That was not the present hotel, which is the third to bear that name. As the vice-regal party entered, Harpur's Orchestra struck up the national anthem and while Mayor McGuigan read the formal address of welcome, the orchestra played The Maple Leaf Forever quietly in the background. The mayor was accompanied by Alderman Stewart, Col. Worsnop and Col. Falkland Warren. After a number of prominent business, church and military dignitaries had been presented and light refreshments had been served, the visitors entered carriages for a drive around Stanley Park. That was followed by lunch at *Parkside*, the residence of Sir Charles Hibbert Tupper. Late in the afternoon, a guard of honour from the Sixth Regiment under the command of Capt. John S Tait escorted the vice-regal party to the CPR station, where a large crowd had gathered to see them off in their private cars, which were attached to the eastbound *Imperial Limited*.[19]

The costume worn by Lady Minto at the civic reception was described in detail by the newspaper. Her dress was made en train of pale green dresden silk and was trimmed with ecru lace and pale green chiffon. Her accessories included a Gainsborough hat of the same shade trimmed with white ostrich feathers, a long white feather boa and a pale green parasol. Her daughter, Lady Eileen Elliot, who served as Lady-in-waiting, was attired in a white muslin and lace net gown with a white picture hat of ecru straw trimmed and draped with heliotrope chiffon. She carried a white parasol trimmed with white lace and both women wore corsage bouquets of pink roses. [20]

On the return trip to Ottawa, Lady Minto and her daughters stopped for a holiday in the Rockies while the governor-general went on to Calgary and changed trains to Edmonton. An avid horseman, he joined a Northwest Mounted Police overland patrol of several days duration to Saskatoon. A letter to his wife from Edmonton was addressed to "Squidge … my very own loving girl" and signed "Rolly". [21]

After his Canadian tour, Lord Minto served as viceroy of India from 1905 to 1910 before retiring to the 10,000-acre family estate near Hawick, in

[1] Cathro, Robert J, "Bowen Island's Howe Sound Hotel", *B.C.Historical News*,

[2] Miller, Carman. "Lord Minto" in *The Canadian Encyclopaedia*, Hurtig Publishers, Edmonton, 1985, p1144.

[3] Stevens, Paul and John T Saywell, editors, *Lord Minto's Canadian Papers, 1898-1904*, The Champlain Society, Toronto, 1983, pp xv-xvii.

[4] Miller, 1985, ibid.

[5] Miller, Carman *The Canadian Career of the Fourth Earl of Minto:The Education of a Viceroy*, Wilfred Laurier University Press, Waterloo, 1980.

[6] Stevens and Saywell, 1985. ibid., pp xix.

[7] *Vancouver Daily Province*, September 6 1904, p1.

[8] *Vancouver Daily Province*, September 3, 1904, p1.

[9] Stevens and Saywell, 1985, ibid., p533.

[10] *Vancouver Daily Province*, September 6, 1904, p1

[11] *Victoria Daily Colonist*, September 5, 1904, p1.

[12] *Victoria Daily Colonist*, September 5, 1904, p1.

[13] *Vancouver Daily Province*, September 6, 1904, p1.

[14] *Victoria Daily Colonist*, September 5, 1904, p1.

[15] *Vancouver Daily Province*, September 2, 1904, p1.

[16] *Vancouver Daily Province*, September 6, 1904, p1.

[17] City of Vancouver Archives (CVA), Add Mss 143.

[18] *Vancouver Daily Province*, September 7, 1904, p1.

[19] *Vancouver Daily Province*, September 10, 1904, p1.

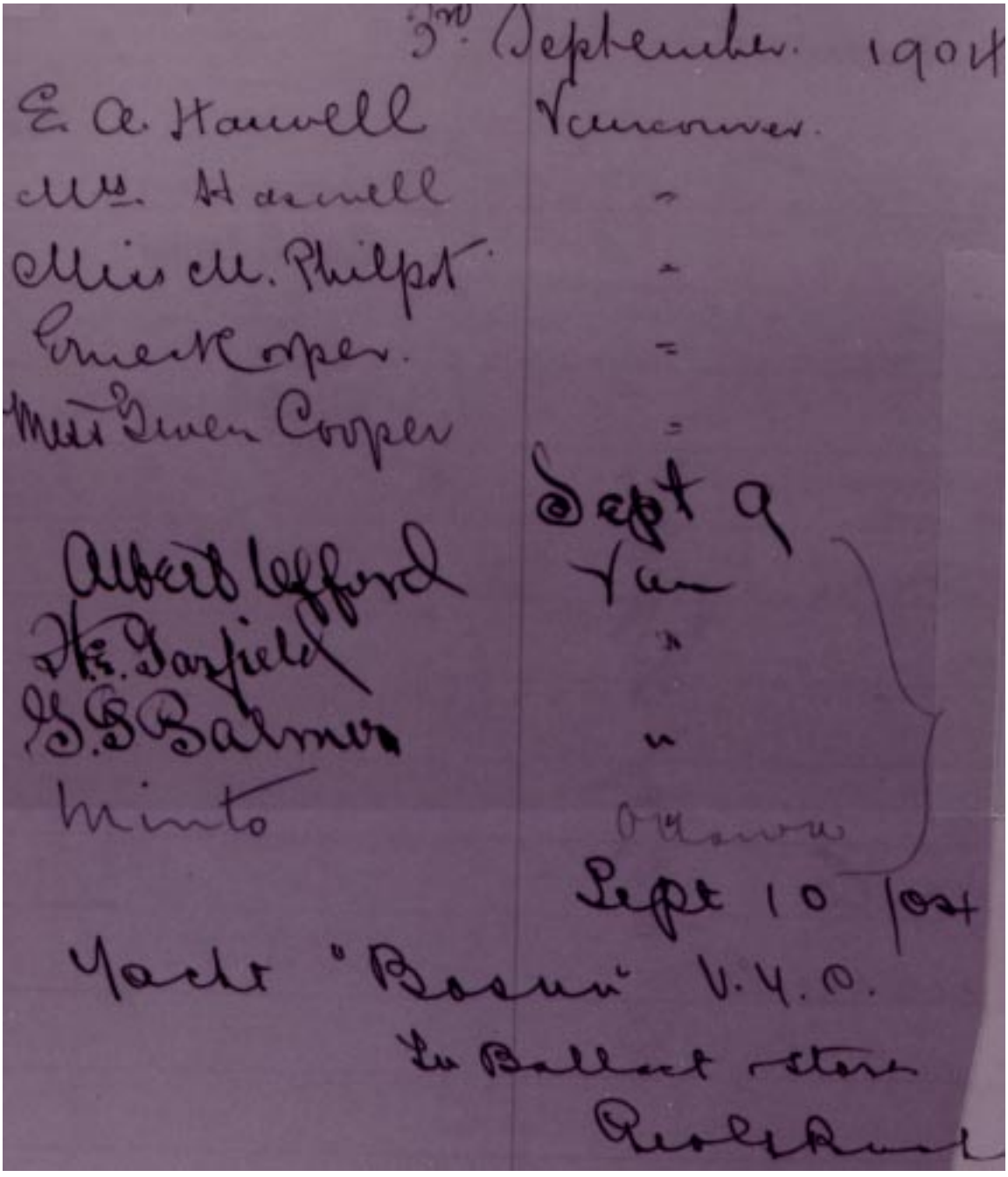
[20] *Vancouver Daily Province*, September 7, 1904, p1.

[21] Stevens and Saywell, 1985, ibid., pp 535-536.

[22] Miller, 1980, ibid., p xx.

[23] West, J Thomas, "Lacrosse" in *The Canadian Encyclopaedia*, 1985, p 964.

southeastern Scotland near the English border. He died there at Minto House on 1 May 1914. Lady Minto, who died at London in July 1940 at the age of eighty-two, is best remembered by Canadians for her initiatives in establishing cottage hospitals in the west and for taking an active role in the fight against tuberculosis.[22] At least five populated places, three geographic features and numerous public buildings were named after the Minto's. The Lady Minto Hospital on Saltspring Island and the sternwheeler *SS Minto*, queen of the Arrow Lakes from 1899 to 1954, are two local examples. He also donated the Minto Cup in 1901 for annual presentation to the national professional lacrosse champion. In 1937, it became the national junior lacrosse trophy.[23] •



Signature of Lord Minto, in the customary royal style, in the register of the Howe Sound Hotel. He did not include the date but it had to be September 6, 1904. The Haswell party signed at the top on September 3, the party from the Yacht "Bosun" signed at the bottom of the page on September 10 and another party signed on September 9 above the Minto signature. It appears that the Governor-general signed in the middle of the blank portion of the page, assuming that the next party would have the sense to use the next page.

HMS Grafton *The flagship of the Royal Navy's Pacific Fleet passing Fisgard Lighthouse outbound from Esquimalt Harbor, 1902.(opposite top)*
Maritime Museum of British Columbia photo P817

Stanford Corey, First to Discover Pitt Lake Glacier.

By A.C. (Fred) Rogers

A. C. (Fred) Rogers, lives and writes in Qualicum Beach, on Vancouver Island. Fred is the author of a number of books including *Shipwrecks of British Columbia*, *Southern Vancouver Island Hiking Trails*, and the recently self-published *Historic Divers of British Columbia*.
(see page35 for more information on this book.)

The interview was originally published in the *Vancouver Sun* newspaper on 28 August 1926.

Mr. Lawrence Donovan interviewed Stanford Corey about his remarkable adventures.

This is a story about a prospector, Stanford Corey, who traveled through the trackless wilderness into the headwaters of the Pitt and Stave River country in 1899. For several months he explored into the Harrison Lake country and Fire Lake near the head of Harrison Lake. He crossed the high glaciers at the source of both The Stave and Pitt Rivers all alone. He also explored the source of the wild Lillooet River. At that time, the maps only showed vast tracks of country rarely visited with little detail. Most of this area has been penetrated by logging roads, and after the easily harvested timber was taken, the logged areas were abandoned. The roads gradually deteriorated with washout and overgrown, and now a semi-wildemess region again.. The Pitt, Stave, Harrison and Squamish River regions are still being logged and the lure of wilderness is rapidly disappearing.

Stanford Corey was seventy-seven years of age when he related some of his adventures to Lawrence Donovan in 1926.

He had a luxuriant gray beard to match the color of the glaciers he is again now planning to explore this summer (1926) and plans to go alone. "Taking other people on these prospecting adventures usually ends in failure," he said. "They soon get tired and want to turn back." He never sets any schedule of when he returns from his trips. It might be a week, a month or much longer.

His own blaze marks are his own peculiar style he marks on trees that can be found from the Fraser Valley to the Arctic Circle. He has left cashes of tools and powder, some buried and some forgotten in the grim northlands. One of his cashes is near the "Pitt Lake glacier" as he calls it, which was rediscovered in 1926 by a party headed by George Platzer of tropical valley fame. But prospector Corey was there in 1899. He never laid claim to being the first one to discover the glaciers in that area, for he has explored many of them and never considered it more than a glacier he often encounters. He has often crossed the glaciers at the headwaters of the Pitt and Stave Rivers. He was the first one to blaze a trail from the head of Pitt Lake to Howe Sound and Squamish in 1900 while on his own four months in the trackless wilderness.


STANFORD COREY

He came to British Columbia in 1867 from the backwoods of New Brunswick, and became a prospector. For 59 years he was crossing the mountains of B.C., the Yukon, and northern territories. In later years he explored the mountains in the vast area of the upper Pitt and Stave

Rivers. In all his wanderings in the lonely vastness, he never found any markings or evidence of any other person ever having passed through there except his own trails which are dimmer but still recognizable.

Corey claims to be the first prospector who brought gold south from the Yukon territory in the early 1880's to get it assayed at Victoria. The value of northern gold was doubted in those days, but he claimed there are outcroppings of valuable minerals in the narrow stratas in the upper Pitt Lake country. But he doesn't think there is much chance of a great strike in the region except the development of some large body of low grade mineral. He says the newly discovered great glacier isn't extremely difficult to access.

One wonderful meadow. *At one place Corey mentioned was a great flat at the base of the mountain where the avalanches of many years had cleared the land as cleanly as though a great broad-axe, and in the seasons when the snowfall is not heavy, this area becomes a beautiful meadow. It's between the glaciers and Pemberton Meadows. Over the last 50 years of his time, he believes the great glaciers have remained about the same, and only receding in years of light snowfall. When Corey first entered the region, wolves and grizzlies abounded, and it is still the haunt of many bighorns and goats.*

Once made a strike. *"It was not a great wealth; maybe a few thousand or more, but it doesn't matter." For four years the lone prospector vanished from the land which he had pioneered. In that four years he lived, "I wanted to see the world," he explained, and ventured through 37 country flags, and in one place that had no flag. "For four years I traveled and studied to enlarge my views of life. And the next thing I knew I was carrying a fifty pound pack in the Cariboo and enjoying life again." "No, I never made much at it. You see, the seasons of placer mining are short and the winters use up all I panned out last summer. I got hung up this season," he said. "I didn't get started early enough, and besides I'm beginning to get a bit tippy. Can't keep my balance as well walking trees over hollows and canyons. I get a bit dizzy and have to be more careful."*

Soon going again. *"I'm going to get away again in a few days now. I had been out a few days this year and had an accident when I fell from a log and ran a snag in my ear I couldn't get it out and was several days in the bush. It penetrated more than an inch into my ear, and I've been all summer getting fit to go again. But it's all right now." When in Vancouver, Corey makes his headquarters in a private home on east Georgia Street. He is slightly bent in figure now with his blue eyes set in his dark skin from a life in the open skies. But his eyes are clear and not dimmed. Possibly he never will be immortalized in history, but then he just might be.*

I don't recall noting any landmarks in the regions he worked honoring his name. It's possible he heard about the Indian named Slumach who for years was known to enter the Pitt Lake country and come out with gold. Slumach usually had a woman with him as company, and many of them never returned with him. One of his female friends became suspicious of him and escaped. Slumach was charged with murder and hanged. He never revealed where he obtained his gold for the secret went with him to the grave. •

Some of the glaciers and mountains prospector Stanford Corey wandered through searching for gold and precious minerals in the head waters of Pitt river. The author took this photo in September of 1976, while on the ridge looking east in to Pinecone Lake valley. (far left)

The slendour of Pinecone Lake from the ridge. (below)

The photo of Stanford Corey was published with the original story. (above left)

A logging scene and mountains at the head of Corbold Creek, a tributary of the upper Pitt River in the 1960s, when the author first ventured there. The peak on the right is Remote Mountain and on the opposite side is Stave River. A number of glaciers exist there while Stave River itself starts from a large ice field at the head of the valley. There were no logging roads or trails in that wilderness when Corey blazed his way in. (above)

Isaac Brock McQueen of Kamloops

Gold Seeker and Overlander, helped lay the foundation for today's modern city

by Enid Damer

Edith Damer has, for the past 10 years been a researcher for the Family History Society of Kamloops. In 1997, she received a request for information regarding the McQueen family and discovered an intriguing story and, having just finished a degree in History and English, did further research.

She also writes articles for local newspapers and has just published a memoir-recipe book about growing up in the 1930s on Vancouver Island.

The cry—"Gold! Gold on Fraser's River!"—rang out across North America in 1858, emptied San Francisco, swept across the continent and on to Great Britain.[1] But where was Fraser's River and how would one get there? At first, no one knew, but as miner Thomas Seward was to write in the *Victoria Colonist* in 1905, "It was known only that gold could be found and that was enough to send hundreds of men into the wilderness to make their fortune or die in the attempt." One of these adventurers was Isaac Brock McQueen.

He was born in Brockville, Ontario, in 1831,[2] an area settled by immigrants from the Western Highlands and islands of Scotland. Most were Gaelic speaking and many were Roman Catholic. Brock's father, Col. McQueen, had farmed in Ontario for over half a century. He had fought against the Americans in the War of 1812 under the command of Maj.-Gen. Sir Isaac Brock, later referred to as the saviour of Upper Canada. The Americans had attempted to drive the British out of North America while Europe was involved in the Napoleonic Wars. Brock led a field force of 700, and 600 Shawnee braves under Tecumseh. The battle was won at Queenston Heights but unfortunately Brock was killed.[3] In his memory, Elizabethville was renamed Brockville and, undoubtedly, Col. McQueen named his son in Brock's honour.

Brock, age thirty-one, learned of a group of gold seekers from St. Catherines and Queenston on the Niagara Peninsula forming the St. Thomas group under the leadership of Thomas McMicking, another Scot, a religious man, well educated but often harsh in his judgment of others. He quickly won the trust of the St. Thomas group, which he ran with military precision. They had set out by train via Detroit and Chicago, then around Lake Michigan and north to Milwaukee and St. Paul by steamer. It was in St. Paul that Brock McQueen joined the group. And it was from the local merchants that they bought their outfits in preparation for their great adventure.[4] They hoped to return as rich men in approximately four month's time.

From St. Paul they boarded stagecoaches for Georgetown, a Hudson's Bay post on the Red river, then north to Fort Garry, some by riverboat and some by land on horseback and oxen-pulled wagons. They, and many other similar groups, arrived in Fort Garry, the jumping off place, in June, 1862.[5]

They proceeded northwest, destination Fort Edmonton. They traversed mile after mile of rolling hills dotted with small lakes surrounded by clumps of poplar. Beginning their day at three o'clock in the morning, they walked approximately twenty miles a day, six days a week. Sunday was set aside for church services, rest and repair of equipment. There was little shade, the sun scorched down upon them and mosquitoes plagued them unmercifully. River crossings were their greatest danger though at times heavy rains turned the track into slippery mud.[6] The group consisted of 150 men, including Augustus Schubert, his pregnant wife and their three children, and 120 carts pulled by oxen, each loaded with 800

Fort Kamloops on the south bank of the Thompson river in 1865
BC Archives 95311

pounds of food and equipment.

Fort Edmonton, in 1862, was a large, sprawling, undisciplined Hudson's Bay centre, a collection of whites, Metis and dogs. The whole population was in starving condition because of the scarcity of the buffalo, their traditional food, and lack of supplies from Britain sent via Hudson's Bay.[7] Here the McMicking party had to decide which route to the Cariboo they would take. They chose the Leather Pass, now the Yellowhead, the shortest but the most difficult route.[8]

"On Tuesday morning, July 29, the McMicking party, now reduced to 125 men with 140 animals headed north".[9] Having been warned of the terrain ahead, they abandoned their carts and strapped their supplies to the oxen. They faced 200 miles of spruce forest, swamp and several major river crossings. "Men walked in mud knee deep, then waded in waist deep water."[10] Fifteen days later they caught their first glimpse of the Rocky Mountains.

Although the gold-seekers were glad to be free of the swamps, the mountain pass brought new problems. The path was narrow, steep and treacherous, streams had to be crossed, windfalls had to be cleared away, and food ran low. The diet of beef threatened scurvy and the oxen found little forage. But they made the trip without loss of human life and on August 27 reached the Fraser at Tete Jaune Cache, the end of the trail, where a group of Shuswap Natives offered them salmon and berry cakes.[11]

At Tete Jaune another major decision had to be made. The party had three choices—to raft down the Fraser river to the Cariboo, the shortest but most dangerous route, to cross the uncharted Premier Range to the west, or, the longest route, to walk to the headwaters of the North Thompson river and on to Fort Kamloops where they would winter before heading north to the goldfields. Thirty-six, including Brock McQueen, the Schubert family, William Fortune J.A. Mara and G.C. Tunstall opted for the Thompson route, while the remainder set off by raft down the Fraser.[12]

On 2 September 1862, the Thompson group, driving 130 animals, began their overland walk to the North Thompson river. For a week they averaged only three miles a day, cutting through dense forest and wading streams. When they reached the river, they decided it was large enough to raft so they slaughtered most of their stock. Some dried the meat while others built rafts and dug-out canoes.

New problems. They were faced with rapids so turbulent that some of the remaining animals and several men drowned, they were constantly wet from heavy rains and wet snow, they lost most of their goods and were on the point of starvation when they came across a decimated Native village where they found potatoes left unharvested. Failing to recognize a smallpox epidemic, some of the men slept in the Native's empty houses on their evergreen bough beds.[13] In spite of everything, the first contingent of the gold-seekers began to arrive in Kamloops on October 11.

The *Hudson's Bay Journal* summed up their arrival as follows:

October 11. *"A party of men have come down the North River by Raft, they are from Canada and the States and have come via Red River, Saskatchewan and Jasper House to Tete Jaune Cache, thence to the source of the North River and down to this point.*
October 13. *Employed 5 Canadians to dig up potatoes.*
October 14. *Employed 3 more Canadians today*
October 15. *Another party of 15 more men arrived by the North Branch. Employed 2 men to clean the stores for which they got each 1 1/2 lb. flour and 3/4 lb. bacon.*
October 16. *Employed 2 more men at $1:00 a day.*
October 21. *Some Canadians arrived this evening with a large raft of dary (sic) weather (dry wood?)*
October 26. *Another party is said to have arrived."*[14]

It was on October 14, just after the Schubert family arrived in Fort Kamloops that their baby girl, Rosa, was born with the help of an Native midwife. Rosa was the first white baby born in the interior of British Columbia.

Most of the Overlanders, as the group came to be called, continued on to Victoria, many working on road construction, their dreams of gold set aside. A few, including Isaac Brock McQueen, the Schuberts, William Fortune, Mara and Tunstall, remained in Kamloops and became the early pioneers of a growing village.

The Hudson's Bay Company (HBC) had held exclusive trading rights in the Cum Cloups area since 1821, trading mostly for beaver furs. By 1862, however, the demand for beaver pelts was diminishing, so the Company turned to raising horses and supplying goods to miners and settlers. The post had moved to the south bank of the river where it consisted of a storehouse, dwellings, stables and barn, a field and kitchen garden and a farm up the hill. The summer of 1862 must have been hectic, since extended farm operations necessitated more labour for haying and harvest. Perhaps Brock McQueen's first employment with the HBC was to dig potatoes. We don't know, for his name is not mentioned but we do know that he worked for HBC soon after his arrival,

Notes

[1] Richard Thomas Wright, Overlanders (Saskatoon, Sask: Western Producer Books 1985). 1

[2] Ibid. 283

[3] *Canadian Encyclopedia*. McClelland and Stewart (Toronto 2000) article: War of 1812.

[4] Richard Thomas Wright, *Overlanders* (Saskatoon, Sask: Western Producer Books 1985) 149

[5, 6, 7] Ibid. 173, 178, 203

[8] Thomas McMicking *Overland from Canada* (Vancouver, BC: UBC Press, editor Joanne Leduc. 1981) 28

[9, 10, 11] Ibid. 34,39

[12] Richard Thomas Wright, *Overlanders* (Saskatoon, Sask: Western Producer Books 1985) 223

[13] Ibid. 226

[14] Mary Balf *A History of the District up to 1914* (Kamloops, BC: Kamloops Museum 1969) 18-19

[15, 16] Ibid. 14-15, 118

[17] *Hudson's Bay Journal* 1884.

[18] Kamloops *Inland Sentinel*. September 11, 1884

[19] Ibid. September 8, 1894

[20] *Hudson's Bay Journals*. 1875, 1879, 1880

[21] *Inland Sentinel*. October 18, 1895.

having charge of herds of cattle and a dairy established on the North River.

In 1865, gold had been found in the Big Bend area of the Columbia river. Miners passed through Kamloops on their way to the gold fields. HBC Chief Factor, J.W.McKay, saw the opportunity to make a huge profit carrying miners and their freight from Savona's Ferry at the west end of Kamloops lake by boat to Seymour Narrows on the Shuswap, a distance of 120 miles. Shipbuilding was carried out by Chief Trader Henry Moffat at Chase Ranch on the Shuswap in 1866. The *Marten*, the first steamship built on an inland waterway in BC, was constructed of whipsawed lumber provided by Brock McQueen. The setting up of McQeen's mill and the construction of the boat were considered the beginning of the lumber industry in the Kamloops region. However, the enterprise was profitable only during that one summer because of mechanical breakdown and the fact that the gold strike was petering out.[15]

In 1866, Brock McQueen, after completing the *Marten*, pre-empted land seven miles up the North Thompson.[16] In 1874 he pre-empted more land and by 1891 he held 298 acres, running cattle westward up into the hills above the river. He 'married' Susan Grant, a Metis, who bore him four sons—Isaac, James, Alex and Isaac Brock who died in infancy.

Isaac Brock McQueen must have been a versatile and enterprising man. In 1868, he purchased a threshing machine, mounted it on a scow, and towed it to all the farms up the South Thompson river as far as Spullumcheen (Enderby). In 1871, along with S. Robbins, he took a drive of cattle from Kamloops to the Peace river in which district there was a mining boom.

Later he took hogs and cattle to the Cariboo. He obtained a new threshing machine in 1884 which was reported in the *HBC Journal*:

Friday, October 29,1884 :"...a large scow with a Threshing machine arrived from below to thrash out the grain at different farms along the river".[16]

The *Inland Sentinel* newspaper also reported the arrival of the wonderful threshing machine.

September 11, 1884..".Mr. Brock McQueen was in town early in the week with his threshing machine. Messers Jones and Mellors, back of Kamloops where he is working at present. We understand he goes East to Mr. Duck's and to Spallumcheen.

October 2, 1884. Mr. B. McQueen's new machine is doing wonderfully well threshing for Messers Lumby and Bennett and will be employed there for another fortnight. This machine is a new one lately imported from Canada with all the latest improvements and does better work than any machine employed here".[18]

In 1894 he purchased yet another thresher, this time a large steam machine, shipped by the CPR from the East. The *Inland Sentinel* reported:

September 8, 1894..".Mr. Brock McQueen's new steam thresher has been engaged all week at J.T.Edwards's ranch. It goes next to Nicola." [18]

Although Brock McQueen's history so far seems like a steady progression towards success, the *Hudson's Bay Journals*, beginning in 1875, tell a slightly different story. In reports to his superior, W. Charles, Esquire, in Victoria, John Tate, Chief HBC Factor, states that "J.(sic) B. McQueen owes a large amount of money. "I am in the hopes that (said) J.B. McQueen's account will be all right".

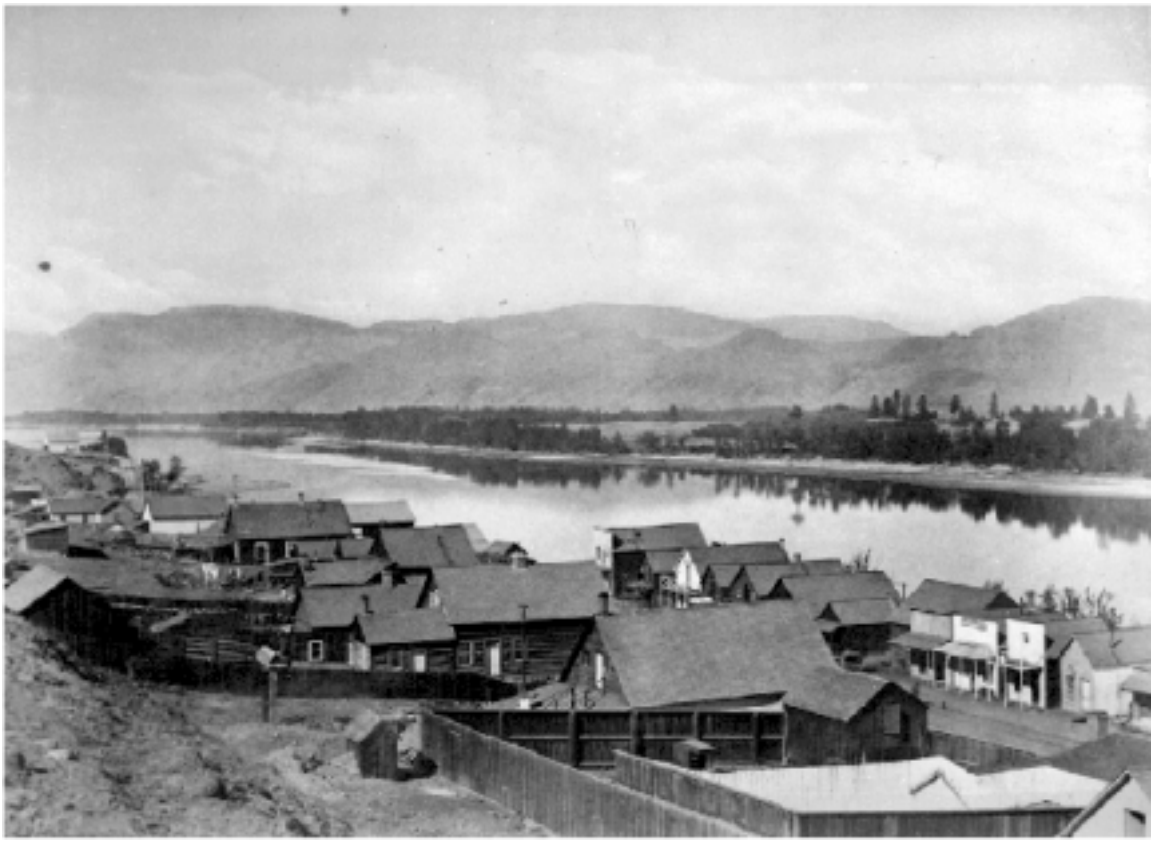
On 7 June 1879, Tait's inventory states:

"The next a/c we come to is J.B.McQueen, and as I have no fear, but what I will recover that all right...if I wished to close down on him I could recover immediately from J.B.McQueen to Thos. Roper whose indebtedness is considerable and whose promises I think are rather like piecrust, but may possibly be able to collect from him before long".

And on 24 August 1880:

"I have the honour to acknowledge receipt of your letter of the 5th inst. and in reply beg to explain how the Company came in possession of the Thrashing Machine and 8 Horse Power which appears on the T.R. Inventory of 1879. J.B.McQueen owed a considerable amt. here last year and in order to reduce the amount I took his interest in the Thrasher, it was owned by three persons at the time ie. McQueen, M.Sullivan and W.Patten. Shortly after I made the deal with McQueen, I took also Sullivan's Share so as to have control in running the Machine and he was being a disagreeable person to work with. The two shares made $385.00 last month. The Machine was sold to Herman Wickers for $700.00 to be paid for this coming fall. Wm. Patten to receive one third of the amount...by next mail I will send you the amount of the Thrashers earnings last fall. I am your Obdt. Servant, John Tate". [20]

Perhaps Brock McQueen's career was not without blemish but when he died at Royal Inland Hospital on 18 October 1895, he must have earned a reputable place in Kamloop's society. His obituary states that his remains were enclosed in a handsome casket and pallbearers James McIntosh, G.C. Tunstall, S.Robbins, J.O'Brien, C.T. Cooney and J.T. Edwards were all respected members of the town. "The funeral took place on Sunday afternoon, at which quite a



Kamloops in 1886 on the banks of the Thompson river. The photo by , Edouard Gaston Deville showing the businesses and shops lining the main street.
BC Archives D-04708

number of those who have known him almost since he came to the province besides many other acquaintances paid tribute of respect to his memory. Very beautiful floral offerings were placed upon the casket. The remains were placed on the shore of the Thompson river, beside those of his wife who died some time ago".[21]

Today, many local place names have become lasting memorials to these early pioneers—Mara Lake and Mara Hill, Cooney Bay, McIntosh Heights, Robbins Range, Tunstall Crescent, Fortune, Schubert and McQueen Drive and McQueen Creek which empties into the North Thompson near the spot where Brock McQeen established his ranch.

If you follow the creek high into the hills to the west, you will reach McQueen lake, home of the McQueen Lake Environmental Study Centre built in the 1970s. The overnight Centre includes ten log cabins and a log resource building while the day centre provides eleven kilometres. of trails, a shelter and observation platforms. The site is ideal—fairly close to the city and it includes ponds, lakes, forests and grasslands where children study birdlife, geology, soil erosion and pond life. The purpose of the Centre is to demonstrate the connecting systems which form the food chain and to help students understand their interconnectedness with nature and man's effect upon it.

The children come by bus along the twisting gravel road which runs north from the city, snaking its way between rolling hills, aspen-ringed pot-hole lakes of alkaline water, through one of the few remaining grasslands of B.C. Here HBC grazed hundreds of horses on the lush grasses, decimating the hills in the process. Now the grasses struggle to fend off encroaching sagebrush, cactus and knapweed. At the edge of the grasslands lie remains of homesteader's cabins from the early 1900s while a few cattle still graze on the designated range land. North into the forest of firs, sprinkled with cottonwood and willow, they come to McQueen lake.

Excited children's voices now pervade the silence where, a hundred and more years ago, Brock McQueen grazed his cattle. If the ghost of this early pioneer still haunts the area, he must marvel at the new-found use being made of his summer pasture and wonder if any of those carefree youngsters ever ask, "Why was this lake named McQueen?" •

Sea Otter Fur Trade from Before the Mast

by Vic Hopwood

Vic Hopwood is a retired professor of the English Department at UBC. An earlier version of this article was presented at Fort Langley on the occasion of its 175 anniversary. Vic has written on the fur trade for a number of publications.

From the sea otter fur trade on the Northwest Coast of America between 1785 and 1825, we have quite a few firsthand accounts of voyages from Britain or New England. Most were written by captains and officers, at least two by supercargos. Beside these we are lucky to find three rarities for the period—books by sailors from before the mast telling their own experiences. They are by John Nicol, John R. Jewitt, and Stephen Reynolds.

John Nicol

The first of the trio arrived in the North Pacific in 1786. John Nicol (1755-1825) came as the cooper of the *King George*, Capt. Nathaniel Portlock (accompanied by the *Queen Charlotte*, Capt. George Dixon). These two British traders were almost first in the rush for sea otter pelts, set off by reports from Capt. Cook's last voyage. In China his crews had found that mandarins would pay fortunes for the softest and most lustrous of all furs as a sign visible of their very visible exalted station.

Portrait of John Nicol from the frontispiece to the original 1822 publication drawn and engraved by W. H. Lizars.

A short book, *The Life and Adventures of John Nicol, Mariner* (1822) has the terseness of *Hakluyt's Voyages*. It centres on Nicol's twenty-five years at sea, starting from Edinburgh in 1776. The original is very rare; later versions are only scarce.

As an impoverished old man with a genius for story telling, Nicol told his experiences to John Howell, a restrained and tactful editor. Sensing Nicol's spirit, knowledge, and "tenacious memory", he kept the very words of "the old Tar". Nicol's *Life* gives us a vivid, surprisingly verifiable, story of his adventures as a seaman in the British Navy and in merchant vessels. He took part in naval actions against both the Americans and the French. He sailed twice around the world. In his first ship he came to Canada, went on to several islands in the West Indies, back to England, and then out to Newfoundland.

In later ships he visited Portugal (three times), Greenland, the Canary Islands, the Cape Verde Islands, the Falklands, Hawaii (three times), Northwest America, the Marianas, China (three times), South Africa, Australia, St. Helena, Indonesia, Peru, Norway, France, Spain; and finally, many places in the Mediterranean, including Gibraltar, Egypt (twice), Malta, Spain, Algiers, and Rhodes. Doubtless he touched on other places.

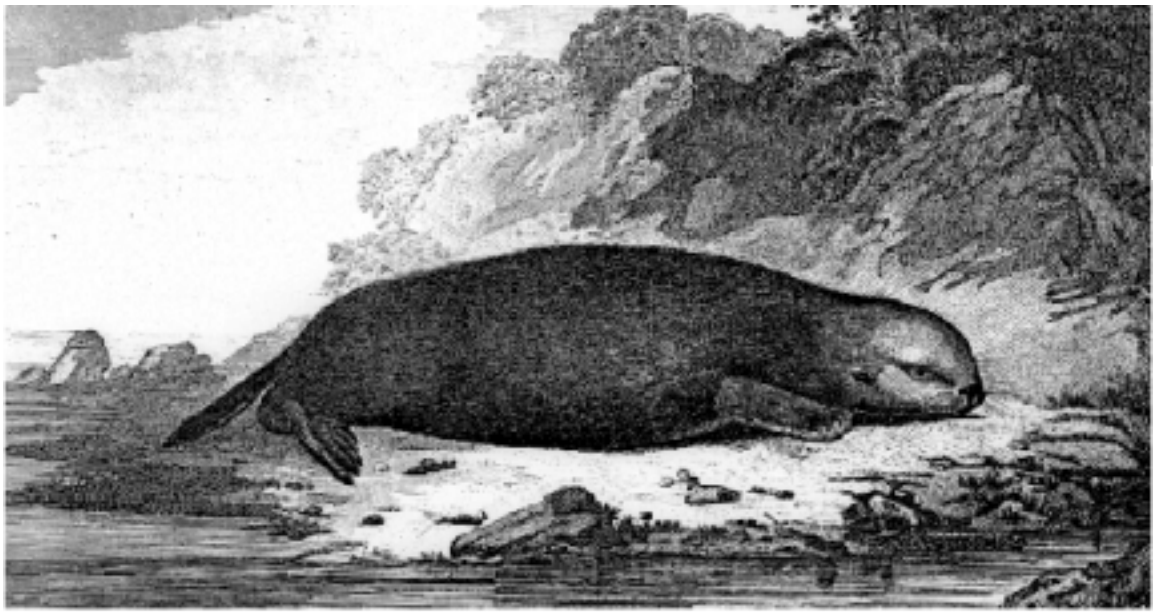
For Canadians, Nicol provides unique glimpses of what he saw in the early British colonial history of three future Canadian provinces: Quebec, Newfoundland, and British Columbia.

In spite of the range and immediacy of his writing, Nicol has been referred to or quoted only occasionally by historians. Judge F.W. Howay in his 1929 book, *The Dixon-Meares Controversy*, made good use of the *Life and Adventures*, but few other Canadians have followed his lead. Barry M. Gough's 1992 *The Northwest Coast* is a significant exception. A few British naval historians have quoted Nicol on the Battle of the Nile, especially on the part played in the action by the women on his ship, the *Goliath*. An Australian journalist, Tim Flannery, has made Nicol slightly less unknown. In 1997 he brought out his edition of the *Life*, emphasizing Nicol's voyage in the *Lady Juliana*, a ship transporting women convicts to New South Wales. The best edition of Nicol's *Life* is a deluxe New York version (Farrar andRinehart, copyright 1936. British copies dated 1937). Its "Foreword" and "Afterword" by Alexander Laing contain the only substantial analysis I know of Nicol's book and Howell's editing.

Laing also places the *Life* in the context of seafaring literature before and after Nicol. On first reading Nicol forty years ago my reaction was like Laing's. I had never read better writing about the sea. How could I have missed it? I spoke to English and History colleagues. To my surprise, they, like me, had never heard of Nicol, let alone read him. Recently, I met Bruce Watson, a knowledgeable researcher on early BC individuals. Familiar with both John Nicol's and Stephen Reynolds's books, he confirmed my lonely evaluation of them as vital and significant writing and historical sources.

Given that *The Life and Adventures of John Nicol, Mariner* is one of the great British sea stories and a classic of travel and autobiography, surely the time has come for its recognition. In BC and Canada, especially, his book should be on our shelves.

On their way out from London, the *King George*



A sea otter, drawn by John Webber (1751-1793) from James Cook, A Voyage of Discovery to the North Pacific Ocean. *London, 1801. Plate 43*
BC Archives PDP00376

and its consort stopped for provisions, water, sex, and perhaps rest in "Owhyee", the Big Island of the Sandwich or Hawaiian Islands. Here Nicol grasped at once whom the Neolithic inhabitants saw as the really important persons in the strange large sailing boats. On show to the Hawaiians looking down from the deck above, he was worked to near exhaustion at his anvil at the bottom of the hold. He was cutting hoop iron into knife lengths to buy provisions while the carpenter ground them sharp on a stone. Nicol said, "The King of Owhyee looked to my occupation with a wistful eye; he thought me the happiest man on board to be among such heaps of treasures". The captain let the king go down the hold; Nicol cut him a long twenty inch piece, flattering and pleasing the king.

The essentials of the above scene were repeated over and over in the sea otter trade. A good example occurred a year later in Prince William Sound in what is now Alaska, near where in 1989 the *Exxon Valdez* spilled eleven million litres of crude. Here, the local Chugach, a branch of the Inuit, were impressed by the *King George's* blacksmith, as shown by the following passage, which is also a sample of Nicol's observation and humour:

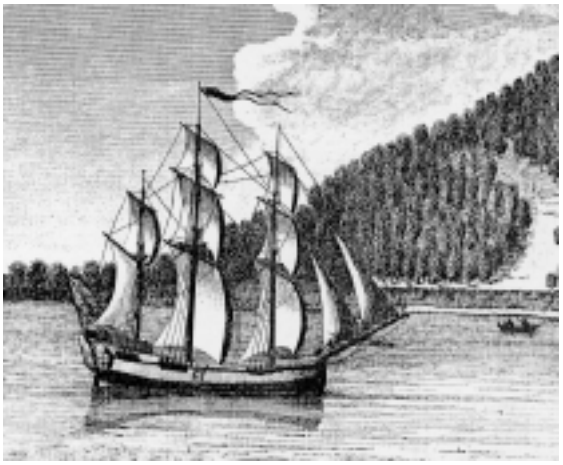
> [T]hey looked upon him as a greater man than the captain. He was a smart young fellow, and kept the Indians in great awe and wonder. They thought the coals were made into [black gun] powder. I have seen them steal small pieces, and bruise them, then come back. When he saw this, he would spit upon the anvil while working the hot iron, and give a blow upon it; they would run away in fear and astonishment when they heard the crack.

We should hardly be surprised that the peoples of the Northwest Coast, so rich in rituals with drama and illusion, were impressed by the skill and display of smithing. Neither should we think them naive for their admiration of workers who make things with their own hands. Perhaps true simplemindedness is the capitalist bias that the world's great men are chief executive officers and heads of imperious states.

In the quotation above, Nicol called the Chugach "Indians", even though Capt. Cook had observed ten years earlier that the Aboriginals of Prince William Sound were much like the eastern Inuit in appearance and culture. Nicol's usage here was that of most traders, some of whom also called Hawaiians "Indians".

In a concentrated passage, Nicol tells us much about how Capt. John Meares's failure of discipline on his ship *Nootka* brought suffering and death to his crew. Meares is best known for his successful campaign to have the British government intervene for restitution from Spain to him for his ships seized at Nootka three years later. Also he gained literary fame of a sort for his vehement controversy over Capt. Dixon's firsthand description of the sordid conditions on Meares's *Nootka*. (Dixon's voyage was published as a book of letters, ostensibly written by his ship's supercargo, William Beresford.) Here, shortened and lightly edited, is Nicol's account of what Dixon found:

> She, [one of Dixon's boats] went on an excursion to Snug Corner Cove, at the top of the Sound. She discovered the Nootka, Capt. Mairs [Meares], in a most distressing situation from the scurvy. There were only the captain and two men free from disease. Two and twenty . . . had died through the course of the winter; they had caused their own distress, by their inordinate use of spirits on Christmas eve. They could not bury their own dead; they were only dragged a short distance from the ship, and left upon the ice. They had muskets fixed upon the capstan, and man¬ropes [to the triggers] that went down to the cabin, [so] that when any of the natives attempted to come on board, they might fire them off to scare them. They had a large Newfoundland dog, whose name was Towser, who alone kept the ship clear of Natives. He lay day and night upon the ice before the cabin window, and would not allow the Natives to go into the ship. When the natives came to barter, they would cry "Lally Towser," [meaning "We're friends, Towser"] and make [the dog] a present of a skin, before they began to trade with Capt. Mairs. He lowered from the window his



The King George *in Coal Harbour in Cook's River, from Capt. Portlock's* Voyage Round the World *published in 1789*

barter [trade goods], and in the same way received their furs . . . . We gave him every assistance in our power in spruce [anti-scorbutic essence from spruce needles for making a beer] and molasses, and two of our crew to assist in working the vessel.

Meares had previously been a naval officer of the school then still dominant. While a good navigator, the contrast between him and Portlock and Dixon is plain. They had served under Cook on his third voyage, learning from a master how to navigate and map, while gaining the essentials of maintaining health and discipline with a minimum of harsh punishment. (Not all of Cook's officers learned as much. Bligh and Vancouver both became excellent navigators, but failed to acquire the full art of winning the loyalty of their crews.) On the whole, Nicol, who went to sea from a love of adventure which he never lost, recalled his three years on the *King George* with pleasure.

Portrait of John Jewitt, from Hilary Stewart's 1987 version of The Narrative of the Adventures and Sufferings of John R. Jewitt.

John Jewitt

Our second seaman's book, *The Narrative of the Adventures and Sufferings of John R. Jewitt* (1815) is the only one to become widely read. Hilary Stewart's 1987 version is a model of editing. Jewitt (1783-1825), learned blacksmithing in his native England. The captain of the *Boston*, an American vessel, hired him as an armourer. From his share, Jewitt hoped to gain enough to set himself up as a master. He arrived sixteen years after Nicol left.

By the start of the nineteenth century British ships were becoming rare on the coast, partly because of the South Sea Company's charter. Although feeble since its bubble burst some eighty years previous, it held until 1807 its monopoly of British trade along the Pacific coast of the Americas. It reached out from shore for 300 nautical leagues. That's 1,036 statute miles. From Dixon, for example, it held a bond of 5,000 pounds to allow the company either to sell his furs at a commission or to buy them at a "fair" price. The East India Company by its charter could exclude all other Britishers from the China trade. Its permissions were rare; its restrictions vigorously enforced. The two monopolies worked together to maintain their privileges. Jewitt's story turns on the high value the Nuu-chah-nulth Natives of Yuquot ("Nootka") placed on the working of metals. In 1803, infuriated by Capt. John Salter's insults, they killed the crew of the *Boston*, sparing only Jewitt and a companion, Jewitt for his ability to hot work iron. He was set to work forging harpoons and other articles by Chief Maquinna.

Along the coast, sea otters were getting scarce, competition fierce and Native feelings about traders exasperated. Many traders failed totally to recognize that the coast Natives were proud complex nations, with centuries of experience in getting what they wanted by a mixture of barter and raiding as well as by their own labour. Although a privileged prisoner, Jewitt had to be alert to the wishes and moods of the chief; his awareness of Maquinna's complexity makes his narrative memorable.

Surely now our Maquinnas should be honoured among our other cultural icons such as Scottish borderers, Viking sea-kings, Homeric heroes, and Biblical patriarchs.

After some time, Jewitt was formally adopted into the local nation. On this he is vague, although it is obvious that he was initiated, if only from the fact that he was later married to a woman of high standing, but not a "princess", who bore him a son whom he barely acknowledged in his narrative. He even maintained that his marriage was forced. Perhaps he did not wish to offend New England puritans by revealing just how far he had integrated himself into aboriginal society.

After recovering from the shock of the death of his shipmates, Jewitt probably lived equally well or better among the Nuu-chah-nulth than on shipboard. In spite of his complaints, the food was certainly more nourishing. The word "sufferings" in his title is likely hype encouraged by Richard Alsop, his New England editor and near co-author. Unlike the other two sailors' books, Jewitt's is in places pretentious.

Aboriginal traditions indicate that Jewitt was sociable and adaptable, making the best of his captiv-

Stephen Reynolds's portrait is from The Voyage of the New Hazard *(1938) edited by F.W. Howay. (left)*

ity. Perhaps because he rather enjoyed himself, he was able to write our earliest account from the inside of West Coast Native life. His lively book, used judiciously, provides considerable anthropological information. However, he says little about shipboard life beyond the drab formalism that his friend the captain was strict but kindly. What his story does is make tangible the disasters to which rude belligerent captains exposed their men.

Stephen Reynolds

The third of our books is by Stephen Reynolds (1782-1857). *The Voyage of the New Hazard* (1938) was edited by F.W. Howay. Less known than even Nicol's *Life*, it is referred to by some Hawaiian historians. To literary critics it appears unknown. Reynolds was an American AB, a fo'c's'le hand who arrived on the West Coast in 1811, eight years after Jewitt. He left Boston with paper and ink, clear evidence of an intention to keep an unofficial record—one showing keen observation of persons and relations, and firm knowledge of the work of a ship.

Reynolds's informal log gives an impression of education and reading. Perhaps with a touch of understandable romanticism, he saw a voyage to the South Seas, the Pacific Northwest, and China as worth recording. Reynolds's writing is elliptical at times, as might be expected in a journal, but seldom obscure. His word choice is exact, rarely fancy, and suited to his material. His style takes energy from the events and conditions he records.

By 1811, the hunted sea otters were getting few and very shy; the competition for their pelts had grown fiercer; the traders were even becoming interested in land animal furs. At the same time, the Natives were more likely to attack, in spite of the constant threat and use of guns. Perhaps as a result, later captains drove their crews harder. Even allowing for this, Reynolds's log of "the fast sailing brig *New Hazard*" reveals a fine vessel turned into an absolute hell ship under the endless brutality of Capt. David Nye and his officers.

In Hawaii, John Anderson, a boatswain who had deserted John Jacob Astor's *Tonquin* after frequent quarrels with her Capt., Jonathan Thorn, "came on board" the *New Hazard*, apparently on a visit. Thorn hadn't waited to recapture him but pushed on to the Columbia's mouth. The founding of Astoria comes very early in the story of land bases in the fur trade of the Northeast Pacific. After landing the Astorians, Thorn took the *Tonquin* up coast to trade. Thorn had an uncontrollably short fuse; at Clayoquat sound, he insulted the local chief. After seizure by the Natives, the *Tonquin* was blown up, some think by Thorn himself. More of this later.

Discipline on the *New Hazard* grew harsher the farther she sailed from home. After leaving Hawaii, there came a catting for the ship's boy from the captain, blows for the black cook from the mate, a box cover hurled at the head of a sailor by the second mate. On March 16, Reynolds made a heading in his log, "Wilful Murder, alias Brig *New Hazard* from Boston . . . towards Northwest Coast of America". On June 11, after threats of flogging, Reynolds and four others went ashore without permission near Vancouver Island's northern tip. They were "brought on board; put in irons and flogged; then part put in main hold, part in forehold . . .". The crescendo towards mutiny was rising. Trade relations with the Natives were no better. Nye saw threats from the Haida where probably none were intended. On June 16, Reynolds wrote, "A canoe came alongside; the captain threw a billet of wood at her and stove her . . . .".

Slave trading was a regular part of the ship's commerce, for instance, on June 20, "Sold all shrowton [oolachan oil] and two slaves: one slave five skins, one, three." Trading included buying, as at Cape Flattery on August 1: "Bought four slaves."

Two days later, returning up the west coast of Vancouver Island, the hostility in the ship came near to surfacing. Also, the crew were coming together on how to respond to the captain:

At three jibed ship; the inner halyards were not rove, and several were accused of having been told to reeve them, but denied it. Sampson got a flogging by the captain, after which he jawed us, called us thieves, country boogars, infernal scoundrels; would work us up . . . . Not a word was spoken togive him an occasion for a lecture at this time.

In July and August, news of the *Tonquin* disaster reached the *New Hazard,* heightening the anxieties of officers and crew alike.

After Capt. Nye had brutalized him, Reynolds avoided more punishments. Nye, sensing the crew's hostility, and either believing Reynolds to be cowed, or guessing he could be a leader, decided to pump him. Here is most of a key 1812 entry:

Wednesday, 22 January. Carpenter, John and I were ashore, sawing; Capt. Nye went with us ashore; asked me to go to the coal pit with him, which we left some time since. He asked me several questions: "De Bello in Navem Comites" wished me to give him information if anything should transpire.

The imperfect Latin means the captain wanted to know "about the war among the sailors". It is not clear whether the Latin originated with Nye or Reynolds. If Nye used it in interrogating Reynolds, he was assuming that Reynolds would understand. If Reynolds himself was the source of the Latin in his private log, was it code to baffle any officer or shipmate who might read it? Or was it only Reynolds's dim recall of once familiar Latin bits? Perhaps from Julius Caesar's title, De Bello Gallico, and other tags. In any case, Reynolds could set down five words of incorrect Latin which still had a plain meaning.

Eleven days later in an apparently unplanned event (Was there anyone on the *New Hazard* who could have planned it?) the rancour exploded:

. . . Sebre Pratt, was dissatisfied with his allowance of bread. Mr Hewes weighed it; said the allowance was full; upon which Sebre threw it overboard. He was shortly called aft; was ordered to be tied up. He cried out "Help! Help!!" All hands went up to release him; the captain threatened to shoot them. Sebre was taken in the cabin; put in IRONS. Captain told them he had been told they were going to take the ship from him. I was charged with telling the news to captain because I was in cabin a few nights since after a shirt. ALL IS BUZZ!!!!

Mutiny aborted! Normal hell restored!

Did Reynolds betray his shipmates? Had a different sailor turned informer? Did the imprisoned and terrorized Sebre sing? Or when Nye said, "he had been told", did he set loose a sly falsehood, calculated to wreck the crew's solidarity?

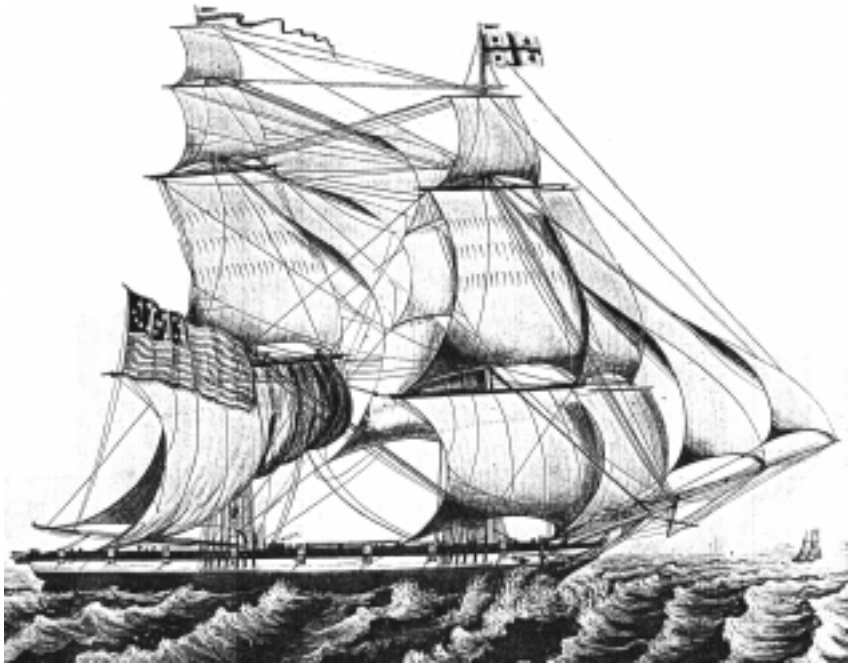
Thus the flames of mutiny were damped down to mere smoke, sparks and lesser flare-ups. On May 5 news arrived of distant strife—of one of the Atlantic naval skirmishes leading up to the War of 1812. At the same time the intermittent North Pacific war between traders and aboriginals blazed on unchecked.

In late June near Newhitti, there began a complicated three-day skirmish over a boy slave who had been bought by an Native passenger on the ship. On June 28, the boy was found to have run away; all the Kwakiutl canoes but one left the harbour. A boat was lowered and pursued the canoe to the shore, where the Natives abandoned it. Capt. Nye seized canoe and contents; next day he captured a second canoe. Then came a tit-for-tat exchange of musket fire with the shore, after which he upped the violence by firing "a broadside with large guns". At night the ship anchored near "the village"; the third day the action ended:

ran in shore and fired several guns, but whether did any damage cannot say. We saw the Indians running into the woods in large numbers; two canoes went off . . . . In their return we tried to run them down with vessel, but wind light they got in shore safe.

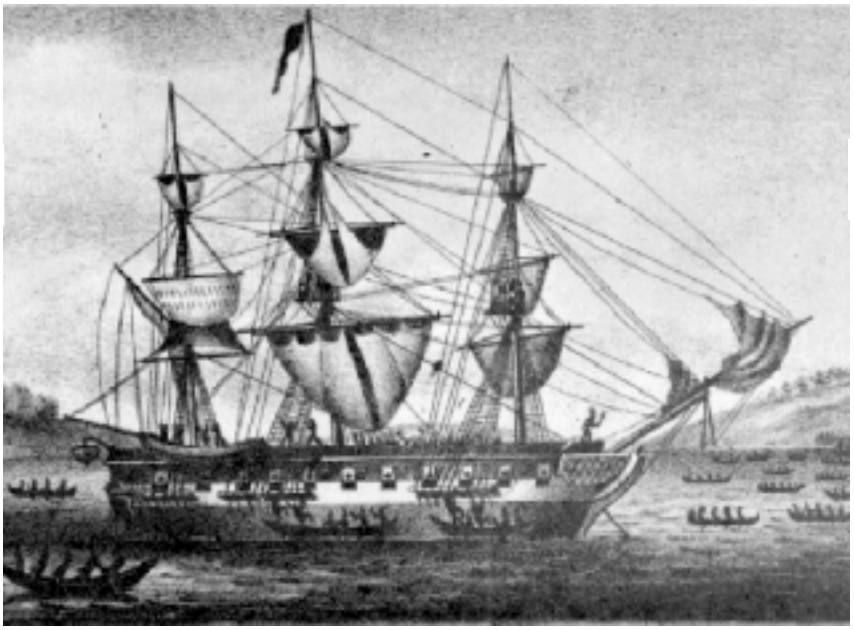
Here I quote Judge Howay's note on this passage:

Typical conduct of maritime traders. Not content with taking the Natives' property Nye fires upon them and tries to run them down. Little wonder the Natives took revenge



The New Hazard, *the ship Stephen Reynolds sailed to the Pacific Coast on. From* The Voyage of the New Hazard *(1938) edited by F.W. Howay.*

upon the first white man who arrived after they had such treatment.



The attack and massacre of crew of ship Tonquin by the savages of the N.W. Coast.
BC Archives d-04434

This is the fourth such footnote in the book in which Howay makes a parallel generalized statement about a similar incident. He is giving more than a mere opinion. He repeats a thoughtful judgement on the conduct of most of the maritime fur traders.

10 August 1812 was an unusually relaxed day on the *New Hazard*, perhaps because the time to turn towards home was nearing, "No trade. Very busily engaged in reading *Sir Charles Grandison and the Honourable Miss Byron*." Stephen Reynolds absorbed in a Samuel Richardson novel gives us a glimpse into a self temporarily absent from the ship's hateful regimen.

On September 21, the slow return sequence began: first to Hawaii for provisions and sandalwood, on to China to market the valuable furs and wood for tea, silk, and China; from there back to Hawaii, on south to round the Horn, and at last turn north, running the British blockade to Boston. On December 23, 1813, they fled British cruisers into nearby Buzzards Bay. They tied up to the wharf in New Bedford on Christmas Eve, exactly one year before the Treaty of Ghent was signed, ending the War of 1812.

Conclusion

The sailor accounts illustrate three reasonable conclusions:

First, the skills of the ships' crews were highly valued by Natives, Inuit, and Hawaiians—contributing greatly to successful trade;

Second, apart from some secondary exploration, the maritime fur trade was almost entirely exploitive: nearly annihilating its main resource and building nothing of permanence on the coast. It was all take and nearly no give. The aboriginals did gain familiarity with metals and firearms, but that scarcely made up for their losses from conflicts and disease. As for their crews, many (not all) captains through greed, carelessness, ignorance, recklessness, rudeness, or belligerence, inflicted on them hardships and high risks, from abuse, disease, or provoking the wrath of the Natives, who by the same causes suffered even more.

Third, the fact that the last two of our three authors came to the Northwest Coast in American ships points to the growth of a temporary American dominance in the early maritime fur trade.

Coda

When the reconstituted Hudson's Bay Company finally established itself on the Pacific Coast after 1821, the dominant American maritime presence played a part in the newcomer's decision to open Fort Langley in 1826. Other posts along the coast followed. A decade later, the little coastal steamboat,the *Beaver* reinforced the Company fort based strategy of out competing the Americans. After the near anarchy of the early maritime fur trade, even Hudson's Bay Company fiat law as laid down by George Simpson, the Little Emperor, was something of a mercy. Fortunately, that too was not to be tolerated forever.

In a one sentence overview - The future province of British Columbia and the future states of Washington, Oregon, and Alaska were initiated into European civilization by the flaying of little furry animals, the flogging of sailors, and a profound disruption of the indigenous nations of the Northwest Coast. •

Hugh Watt : Physician & Politician

by Naomi Miller

Naomi Miller is the former editor of the British Columbia Historical News, the author of many books and resides in Wasa, BC.

Hugh Watt was a new graduate from medical school in Toronto when he applied for the posting as physician for the Royal Cariboo Hospital in Barkerville. He was forty years old and had had a career as journalist, photographer, and editor of two newspapers prior to entering the University of Toronto. His staunch Presbyterian ancestors came from Scotland to Fergus, Ontario where his grandfather and great uncle acknowledged that they were sons of James Watt, the engineer who patented the steam engine.

In 1867 young Hugh married Mary Grain and accepted the rites of the Church of England. Hugh sold his interests in the *Fergus News-Record* and moved north to Meaford. There he established the *Meaford Monitor* and is credited with "stirring up local politicians to make application for Meaford to attain full status as a town."

Hugh and Mary had two sons. Alfred was born in 1869 and Hubert Lorne in 1871. In 1877 Hugh Watt arranged for a co-owner of the *Monitor* to become editor while he was away studying. Watt sold his interest in the paper in 1881 and apparently never visited Mary at their home in Meaford following the sale date. He served locums in Toronto to earn cash for his fare via San Francisco and Victoria to Barkerville.

Barkerville in 1882 was, by western standards, a well-established community when Dr. Watt arrived. The hospital board oversaw the running of the hospital. Each merchant and government official had a definite role in the running of the town. The Masonic Lodge was No.4 in the Grand Lodge of British Columbia. There were sufficient families with children to keep the school open. The churches offered services by lay readers or travelling clergy. There were bakeries, barbershops, general merchants, a small Government Office, hotels, restaurants, saloons and the stage office. There were dances, concerts and debating clubs, but there was no longer a newspaper in town.

Dr. Watt purchased a small house on which he built an annex to serve as his office. He received a government salary of $2,000 per year for caring for patients in the hospital. From this he had to purchase drugs and dressings that he expected to use. He was, however, allowed the option to charge for patient visits to his office. Virtually none of the indigents could afford to pay, so no bills were presented. The handful of affluent citizens, or their family members were also granted courtesy visits as Watt felt he'd bring the recipients on side in elections for the hospital board. The hospital board had the power to reappoint (or dismiss) the physician at each annual meeting.

The doctor's medical duties were generally light so he was able to explore the district. He drove a nice rig with a fine horse visiting miners or ranchers nearby. At times he was taken out to treat injured miners on a distant claim, or he might be called down the old Cariboo Road to the hamlet of Quesnel(le). He never took out a Miner's Licence to try his luck with a gold pan. But he managed to get on the school board for a couple of years testing local political waters. Most of all Watt exercised his journalistic curiosity to find out the who, what, why, where, and when of people's lives, thoughts and activities. Soon he was penning long letters to newspapers in Kamloops, Vancouver and Victoria. Some of his new neighbours were pleased when they read their opinions relayed to the outside world. Others resented the betraying of their confidences, or Watt's arguments against their pet beliefs. During the election campaign of 1886 he wrote at length describing the virtues and ineptitudes of the nine candidates for the three seats open in Cariboo.

Earlier, February 1885, Watt penned a letter to the *Colonist*, "Suggestion for an Industrial Home." In long flowery sentences he comments that an increasing number of pioneers were occupying beds in individual hospitals at government expense. These "aged, worn out or incurable persons" would be better served in a farm setting. There, after the initial capital expense, they could be maintained by a small annual outlay. "A suitable manager and matron would be engaged, and such inmates as were able would be required to spend a few hours work in the home, in the garden or the fields. In this way enough fruits and vegetables might be raised for the support of the inmates." (There was such a facility created in Kamloops. The government purchased the land in 1893 and welcomed the first of many retirees when an elegant building was completed in 1895.)

Another of his letters to the editor, datelined "Quesnelle, November 30th, 1889" appeared in the *Vancouver World* on 9 January 1890. (Was the mail service delayed, or did the editor wait until he needed a big space filler?) The topic this time, "The Cariboo District: Its Resources," "An area of many thousands of square miles lying north of Lilloett and extending to Cassiar...almost from the Rockies to the eastern slopes of the Coast Range on the west." The letter extolled, and named, the wonderful farms and cattle ranches in the district. Lists of native fruits such as wild strawberries, raspberries, and currents were given with the prediction that domesticated fruits

would also flourish.

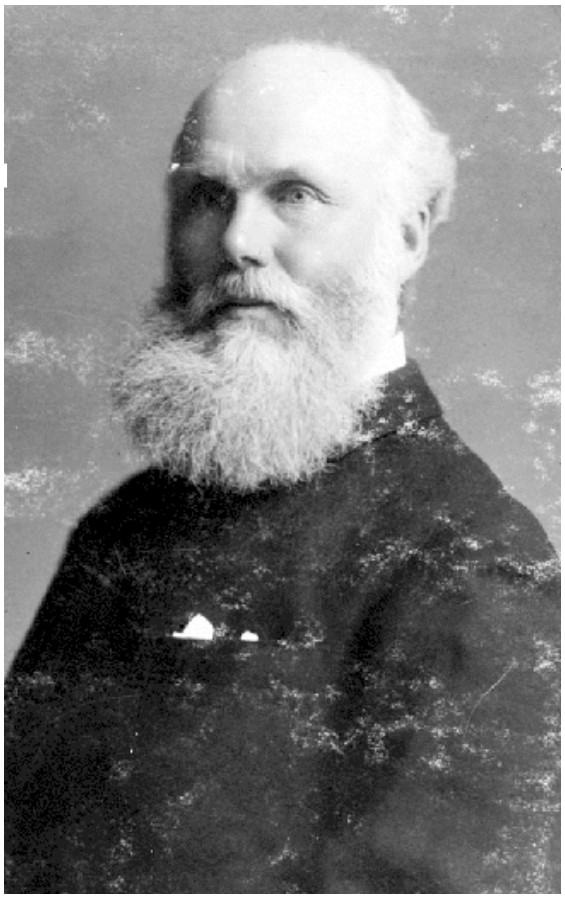
Watt described the several flour mills and sawmills. He further stated, "The educational needs of the district are fairly well supplied by public schools at Barkerville, at Quesnelle and 150 Mile House, and by the Catholic mission at Williams Lake." and "There are telegraph offices at Barkerville, Quesnelle and Soda Creek. The stores in those and other points carry as large and varied stocks of goods as those in more thickly populated parts of the Dominion." Even winter weather was described as "enjoyable."

Dr. Watt repeatedly declared his intention to remain in the Cariboo. His loyalty to the district led him to enter the political arena in the 1891 election. On election day he took the current hospital patients, bundled them up and drove them in his sleigh to the polling station at Stanley. Because his campaigning took him away from the Barkerville hospital for six weeks "Without Permission" he was forced to resign. He pleaded that he had just paid for an expensive new supply of drugs. Would the hospital board allow his son to work in his stead for at least six months? The newly minted Dr. Alfred Tennyson Watt arrived and took over while Dr. Hugh holidayed in Victoria.

Premier John Robson, one of the sitting members from Cariboo, died suddenly while in London on business in June 1892. A by-election was called. Dr. Hugh Watt ran again and this time was elected. He gloated in his newfound power. When the 1893 legislature convened the new Lt.-Gov. Edgar Dewdney gave the speech from the throne. Tradition dictates that the newest member (Watt) of the house reply. The *Victoria Daily Colonist* of January 31,1893 published virtually the entire speech. Watt observed all the anticipated courtesies, presented many facts and figures about education, road building, hospitals etc. He contrasted mining in the Cariboo with the beginning mines in the Kootenays. Then he extolled the agricultural prospects of the Cariboo and other interior districts. From there he drew attention to the need for quarantining immigrants to prevent further epidemics of smallpox. (He advocated an isolation facility at Williams Head near Victoria. Low and behold, his son Alfred became Doctor in Charge for the first twenty years of its operation). Last but not least, he advocated the creation of a Provincial Home for the Aged.

There were a few Watt supporters left in Barkerville. The doctor sincerely wanted to return to familiar territory. The next annual hospital meeting was hurriedly called. Quesnelle was not notified so no one from that community appeared. Despite the trickery which aimed to install a new board of directors favourable to Watt, the board was loaded with anti-Watt individuals. When Alfred Watt's interim appointment was running out Dr. Hugh got wind of interested applicants and wrote long letters to each of them. Dr. Clarke of Soda Creek withdrew his application on the basis of Watt's misinformation. Dr. Reinhard did go to Barkerville but felt terribly harassed by Watt's letters and Watt's cronies.

Dr. Reinhard described the Barkerville situation in a long letter to Premier Theodore Davie. In twenty pages Reinhard was attempting to ask the government (which paid the physician in the Cariboo) to administer the contracting directly. Further, he surmised, if the hospital committee were disbanded the cause of much local wrangling would be removed.



Dr. Hugh Watt of the Cariboo
BC Archives A-02533

In the subsequent provincial election Dr. Watt sought to keep his seat but failed. He wanted to return to Barkerville. There he was firmly told that he was barred from the Royal Cariboo Hospital. He was able to sell his house to Reinhard's successor, Dr. Tunstall. He tried to settle in 150 Mile House then Clinton but neither community welcomed the bombastic physician/politician.

Dr. Watt left his wife and sons in Ontario. The boys were schooled at Upper Canada College. Alfred then went to Medical School at the University of Toronto . Hubert graduated in Law from Osgoode Hall. We surmise that Dr. Hugh financed their education. Mrs Mary Watt died in Meaford. Her tombstone reads. "Mary, wife of Dr. Hugh Watt, died September 25, 1888." Alfred Watt, as we have noted, came to British Columbia. He returned to Collingwood, Ontario to marry Madge Robertson, MA, in December of 1893. Hubert remained in Toronto, practicing corporation law with the Canada Life Insurance Company. He married in 1896, at age twenty-five , to Kathleen Mack of St. Catherines.

The latter years of Dr. Watt's life were spent in

The symbolic laying of the "cornerstone" of the Fort Steele Diamond Jubilee Hospital. Dr Watt is centre front, white beard, frock coat. The ladies, left to right, are Mrs Levett, Mrs Blaisdell, Miss Bailey, and Miss frizzel.

the East Kootenay and are well documented. Hugh Watt saw that Dr. Maclean of Fort Steele offered his practice for sale and promptly negotiated the deal. Watt arrived there in April 1897 and instantly advocated changes for the rapidly growing community. There was no hospital despite the earlier efforts of the Fort Steele Mining Association. Spurred on by Watt and other newly arrived citizens, locals decided it would be possible to garner sufficient funds to build a hospital. The town's chief landowner donated four lots in a pretty, quiet locale overlooking Wild Horse Creek. The site was dedicated on 22 June, 1897 as an event celebrating Queen Victoria's Diamond Jubilee. A canvass had already started with Miss Bailey, schoolteacher; Mrs. Bleasdell, wife of the druggist; Mrs.Levett, boarding house owner, and Miss Frizzel approaching all and sundry. By September a modest building was in place. RLT Galbraith furnished the private ward in memory of his brother John. Citizens donated whatever they could—sheets, pillowcases, blankets, dishes, broom and dustpan, towels, lamps, cutlery, etc. Once the hospital was open the public contributed firewood, vegetables in season and did volunteer maintenance jobs. Sarah Galbraith regularly supplied the milk , and when her cow was dry she arranged for Mrs. Levett to deliver this daily.

Dr. Watt neglected to negotiate the annual government grant which had brought Dr. Maclean to the district. Nonetheless Watt had sufficient finances to indulge in real estate speculation - buying lots near Fort Steele and in Lumberton. Watt wanted a clean steady water supply for Fort Steele. No provincial money was forthcoming so Dr. Watt found four partners to finance the building of a water tower and set a steam pump, capable of lifting 1,000 gallons a minute, over a well adjacent to Wild Horse Creek. Work proceeded more slowly than expected but the town rejoiced when water flowed through the mains in March 1898. A fire department was promptly formed and trained. Businesses were now able to buy fire insurance!

Dr. Watt was often away from his new home while visiting construction camps along the route of the BC Southern Railway. The Canadian Pacific railway contracted him to treat patients on the spot, but there was no allowance for any railway patient at Fort Steele Diamond Jubilee Hospital. By the summer of 1898 the Roman Catholic Sisters were caring for CPR workers in the new hospital at St. Eugene's Mission, across the river from Fort Steele. Dr. Watt had a very rudimentary building so on at least one occasion he took a patient to St. Eugene's to use the operating room.

Dr. Watt arrived at the self-declared "Capital of East Kootenay" when many newcomers were settling in. The town's hierarchy was fluid at this time. His actions or pronouncements were accorded a line or two each week in the *Prospector*. He was doing his duty when attempting to insist on clean back yards, cleaner outhouses , and fire prevention. He advocated the formation of a Board of Trade, frequently proclaiming the advantages of this organization over the existing Mining Association. On September 1 the Board of Trade was duly assembled and registered. Within a few weeks the charter members investigated the whys and wherefores of incorporation. After all the population of Fort Steele had expanded from 300 to 3000 during the summer.

Politics was a primary passion for Hugh Watt. Fort Steele formed a chapter of the Liberal Association with Watt as one of the directors. A pleasant occasion came in September when the Liberal Federal Member, Hewitt Bostock visited the community. Bostock, owner of the *Vancouver Province* and a cattle ranch at Monte Creek, was wined and dined, and taken on a tour of a new hydraulic mining company up Wild Horse Creek.

The 1898 provincial election summoned up a great deal of frustration for Fort Steeleites. The BC Southern Railway, promised to their town, was being rerouted through Cranbrook, Col. Baker's estate. Baker had been MPP for the East Kootenay for many years. He was now a traitor, a thief, and a cad who had exer-

cised his considerable influence to have the railway supply his home rather than the earlier "Capital of East Kootenay." The Liberals conducted a nomination meeting, determined to have a strong candidate to contest the election and possibly to overthrow the incumbent. Dr. Watt went as far as moving that every Fort Steele voter pledge his vote to Mr. Wm. Baillie. When election day was over all but two votes were cast for Baillie. The traitors ? Observers felt sure that Dr. Watt had supported Col. Baker.

The St. Andrews Day Supper and Ball in November, a social highlight hosted by Robert and Mary Jane Mather in their Dalgardno Hotel, featured Dr. Watt as Chairman for Toasts.

Presbyterians and Anglicans arranged to gather in the schoolhouse for Sunday worship. The two congregations, led by lay readers, alternated afternoon and evening services. A full time Presbyterian minister was appointed to Fort Steele in January 1898. Reverend Duncan moved services to the new Opera House. Within a few weeks plans were laid and fund raising was underway for a new church. Trustees elected to direct the building were Messrs. Henry Kershaw, Robert Mather, Malcolm McInnes and Hugh Watt.

Dr. Watt was a gregarious soul. His name appears in reports of every meeting and social affair described in the *Prospector*. Watt found fellow Masons and they met unofficially until they could arrange a charter for North Star Lodge No. 30. The group met in Parson's warehouse and later took over the top floor of the Opera House. Watt was willing to travel to conferences or meetings far from the Kootenays. He occasionally went to Victoria, mainly to see his son's family, and Alfred visited Fort Steele in the fall of 1903. Alfred was returning from the World's Fair in St. Louis.

Fort Steele faded but never deserved the name "Ghost town." One of its most loyal citizens was Dr. Hugh Watt. Over the years he enjoyed chatting with Editor AB Grace of the newspaper. Mr Grace might report on the lovely basket of strawberries grown by Dr. Watt, or his gift of cigars at Christmas. But at election time the editor complained about "A certain gentleman who insists that he knows more than anyone else in town just because he sat (in the legislature) for a few months.". Grace was a very political animal but not able to vote until he took out British / Canadian citizenship. When the government office and numerous businesses moved from Fort Steele to Cranbrook, the *Prospector* fell on hard times. Eventually Grace relocated his newspaper to Cranbrook in mid-1905. His early Cranbrook editions carefully recorded visits to his new office by Fort Steele residents. Watt was named frequently.

Dr. Watt and his hospital limped along until 1913. But there were dramatic changes in Watt's life shortly before he closed the hospital and moved.

*"On Monday September 9, 1912 Dr. Hugh Watt married Alice, widow of the late John Nicholson of Morden, Manitoba. Rev. G.A. Mackay, Presbyterian minister, conducted the ceremony at the residence of the bride's mother, Mrs. J.G. Clarke of Trail. Miss Jessie Nicholson of Trail, as bridesmaid, attended her mother and Rev. R.A. Wilson, missionary of Fort Steele performed the duties as best man. The wedding was a quiet one, followed by a supper attended by the officiating clergyman, the family and a few intimate friends. The wedding party visited Nelson and Balfour on their way home to Fort Steele." (*Cranbrook Herald *September 19,1912)*

Dr. Watt basked in the love and pampering of his new lady. For thirty years he had portrayed the independent bachelor, now he had a supporter by his side. He was able to arrange the closing of the Diamond Jubilee Hospital. He was able to ride a passenger train out of Fort Steele after many years of lobbying for the Kootenay Central Railway. Dr. and Mrs. Watt moved to Elko, thirty-four miles or fifty-five kilometres distant, where the old politician soon convinced his new neighbours to form a Board of Trade. But in 1913 bad luck befell his family. In April Hugh was summoned to the bedside of his gravely ill son, Hubert Lorne who died on May 15 in Toronto. On the west coast his son Alfred was tormented by false accusations about his management of the Williams Head Quarantine Station. Alfred's son became ill while at boarding school in Toronto. By the time Alfred returned to Victoria he was a broken man, admitted to St. Joseph's Hospital under Dr. Fraser. At 4:45 am on July 27, when his private nurse had thought him sleeping, Alfred leaped from the window on the third floor and died on the rocks below.

Hugh and Alice grieved with Madge in Victoria then came back to the Kootenays and enjoyed several months in their new Elko home, able to go to Lodge meetings in Fort Steele and participate in church or Board of Trade activities. His gallant heart stopped beating on 14 March 1914. He was accorded a Masonic funeral and lies in the Fort Steele cemetery. •

Token History

A.G. Carlson, Dairyman of Revelstoke, B.C.

by Ronald Greene

Andrew Gustav Carlson was born in Linköping, Sweden in 1858. As a young man of nineteen years of age he emigrated to the United States. He worked in Chicago and later Zion City, Utah. Hearing of opportunities in British Columbia he moved to Malakwa in 1896, a community then largely composed of Scandinavians, a short distance west of Revelstoke and the closest community to Craigellachie where the last spike of the CPR was driven. In Malakwa Andrew worked for Eric Erickson. When Erickson' sister, Ida, came out to join him she and Andrew fell in love and despite over twenty years difference in age, the pair were married 17 August 1901. The couple decided to settle in Revelstoke.

By this time Carlson was involved in a mining venture, the Great Western Mine. According to *Pioneers of Revelstoke* Carlson fell through the ice on the Columbia River while mining and was rescued by his companions, but his feet were frozen and he lost a big toe. While he was recuperating he decided to work in a sawmill and save up until he could buy a dairy herd.

As is often the case we are not able to say exactly when Andrew Carlson became a dairy man, his 1914 comments to city council [see below] would indicate that he built up the business while still working in the mill. His milk was not among the six samples of milk sold in Revelstoke tested in June 1903, but other dairies operating then were also not mentioned. His obituary mentions that he had started dairying seventeen years before, which would have been 1904. He won first and second prizes for best milk cows in Revelstoke's first fall fair in 1909. In 1910 the dairymen of Revelstoke formed an association and Andrew Carlson was president, Tom Lewis was the secretary. A year later these two were feuding in the newspapers. The first newspaper advertisement found was for Carlson's Milk from the West End Dairy in March 1911. That year, 1911, must have been a tough one for dairy operators. In the *Mail Herald* for 11 July 1911 there are two competing ads on the same page. In his ad, A.G. Carlson says:

"Warning notice to the Public. There is no man in this town who can sell pure milk at 11 quarts for a dollar and make a living at it. Be not deceived! Pure milk may be sold a few times until you become a steady customer, after that, look out for what you get. Yours truly, A.G. Carlson, West End Dairy."

Immediately below was Tom Lewis' ad headed by "Clean Milk!" and which read,


West End Dairy
For Sale

17 First-Class Milk Cows
Four Heifers
One Holstein Bull
Horse and Buggy
Milk Wagon
Two Cutters
Two Sets of Harness
All dairy appliances.

APPLY TO
A. G. CARLSON

"Get your Milkman to produce a Government Certificate like the following:

No. 1930 Contagious Disease (Animal) Act
Grade B Certificate.
This is to certify that I have inspected the premises and herd of T. Lewis, of Revelstoke. The premises do not strictly conform to the condition set forth in the 'standard' and the herd has been tested for tuberculosis once a year and has been found free from that disease. Remarks: Cows are in good shape and milk handled in a sanitary manner. (Signed) Dr. B.R. Ilsley, Inspector, July 3rd, 1911."

The ad went on to explain that the only fault was that Lewis' stalls were 700 cubic feet when 800 was the 'standard' and finished by saying, "Milk sold in Bottles at 11 quarts for $1; Hotels 25 cents per gallon."

Two weeks later Carlson ran an ad offering the West End Dairy for sale. Obviously the dairy did not sell because just another month later six dairies, with Thomas Lewis noticeably absent, ran the following ad. "To Our Customers. As there is very little pasture we are compelled to use hay and feed more or less all the year round, therefore on and after September 1st, milk will be eight quarts for a dollar, or we will have to beef the cows." Carlson was one of the signers of this ad, another was A. Cancelliere, also associated with the West End Dairy at a later date. There apparently continued to be accusations about the quality of milk in Revelstoke. In February 1912 Carlson ran an intriguing ad headed, "Carlson's Milk is Pure." Carlson states, "Mr. Griffith, manager for P. Burns & Co., has accused me of watering my dairy milk. He may know something about the (steer) but he absolutely knows nothing about milk. He said I put water in my milk and that his misses tasted the water in the milk when she drank it." Carlson then appended a list of about 140 names who endorsed his milk and the following statement from the City Medal Health Officer, "…water per 1000 parts, 858, solids per 1000 parts 142; butter fat per 1000 parts, 38. This is excellent milk. E.H.S. McLean, City Medical Health Officer."

But this wasn't the end of this concern. In June 1913 another article—or maybe an ad as it was repeated four days later—was in the form of a report from Dr. McLean about a recent inspection in which the Carlson dairy passed inspection satisfactorily.

Troubles of a different kind plagued Carlson in the fall of 1913. His farm was on West First Avenue, within city limits. A series of mysterious fires occurred in Revelstoke that summer. In early August the City Hotel was destroyed by fire. On a Sunday morning

A.G. Carlson on the last day that he operated the dairy (in 1919).
Photo courtesy of Mrs Andy Carlson

at the end of the month the stable of G.W. Bell was destroyed by fire, and the same evening Andrew Carlson's cow barn caught fire. The fire started in the hay loft while the cows were being milked below. A neighbour turned the alarm in, and the Carlsons managed to get their cows out of the barn, and none were lost, although about $1,500 damage was done to the barn. An announcement two weeks later, "To all my customers. Owing to the recent fire in my barns, the cows will be shipped to Salmon Arm, and milk will be delivered early in the morning. On and after 1st October the price of milk will rise one quart on the dollar. All accounts must be paid every month as I have a large bill to pay to Salmon Arm each month. A.G. Carlson." This would indicate that he wasn't using tokens at the time.

A couple of months following the fire there was an attempt to put a steam laundry on Carlson's land where the barn had stood. Most of the nearby residents signed a petition against this. A Mr. Sibbald was against a laundry there. The city had the power to define districts in which a steam laundry could be located—an early form of zoning. The battle went on for several meetings and at one of them, Mr. Carlson requested to speak to council. What he said explained a little about how his dairy developed. He said that, "… ten or eleven years ago [which would be about 1902-1903] Mr. Sibbald sold him his lots; at that time Mr. Sibbald was very anxious to sell lots there. …asked if he was going to build a house and he said he was not, but he was going to build a cow stable. They [Sibbald and his partner] said he would want two lots more for that. He put up a building and had two cows. People wanted milk and he extended until he had 19 cows. ..." The steam laundry was not allowed and Mr. Carlson continued on in the dairy business until 1919 when he announced that he was retiring from the milk business. He asked his customers to have all bottles belonging to him ready on the September 16 for pickup. There are two versions of why Mr. Carlson left the dairy business. His obituary indicated that it was due to ill health, but the *Pioneers of Revelstoke* says that feed prices had become so high that he decided to sell out. The latter source said that Hector McKinnon, owner of the Standard Dairy, had adequate hay supplies of his own and bought all Carlson's cows.

Andrew Carlson had fought pneumonia once, in February 1912. On an extremely hot July day in 1921 he was putting up hay and caught a chill which developed into pneumonia. He succumbed to this on 19 August 1921, aged sixty-three. He left his widow and seven children. The youngest, Andy, passed away in February 1999. He was the last surviving of Andrew's children.

Mr. Carlson used at least two different tokens, one said West End Dairy on it, but the other didn't. They were both aluminum, 25 mm in diameter (just under 1 inch). •

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

Burrard Inlet: A History. Doreen Armitage.
Madeira Park, Harbour Publishing,, 2001. 324 p., illus., map. $32.95 hard cover.

If you want to learn about the people and events that shaped the waterway that dominates life in the Lower Mainland, then this is the book to read. From the retreat of glaciers to the advance of the cruise ships, Burrard Inlet, chronicles almost every event that happened along its shores.

While the title might infer that the book is just about the harbour and ships, it isn't. Through the eight chapters, each heading reflecting a significant era of the inlet's history, local historian Doreen Armitage narrates incidents, innovations, disasters and personalities in a brisk informal style. Some readers may find some stories reminiscent of books such as *Milltown to Metropolis* (Alan Morley) or *The Enterprising Mr. Moody, the Bumptious Captain Stamp* (James Morton), two earlier books about Vancouver's history.

The inlet has witnessed many events since Capt. George Vancouver ventured through First Narrows in 1792. While New Westminster was established as the principal community in the Lower Mainland, Burrard Inlet was limited to sawmills. Its lumber exports created an active port almost twenty years before the trains and ships of the CPR arrived to link the inlet to Canada. The name Burrard Inlet was more familiar to seafarers than Vancouver. The arrival of the railway, a condition of British Columbia's entry into Confederation, spurred the development of new industry and brought more settlers. Over the many decades covered by the book, we learn of how people found work and developed what we now call the "west coast lifestyle."

It was an event thousands of miles away that would be the golden opportunity for development of the port and the communities bordering the inlet. The opening of the Panama Canal in 1916 brought the markets of Europe thousands of miles closer to the West Coast. The impact of the canal on Vancouver in the decade following the opening is a book in itself.

This highlights one of my frustrations of the book: it narrates many events without examining their importance or relationship to other significant events in Canada or abroad. Perhaps Burrard Inlet should have been planned as two books, divided by the opening of the canal, rather than one.

With the important role that container ships have in the modern harbour, it is unfortunate that the 1955 arrival of the *Clifford J. Rogers* was overlooked. Launched in Montreal, she was one of the world's first purpose-built container ships that carried containers between North Vancouver and Skagway as part of the Whitepass and Yukon transportation system.

Burrard Inlet is a place with many lives. As a major seaport, the natural resources and manufactured goods that cross its wharves keep economies moving. While families and lumberjacks would once crowd the docks to board coastal steamers, today seaplanes move people to distant communities. At the foot of Howe Street, huge cruise ships carrying thousands of tourists to Alaska have replaced the steam ships that linked Canada to Asia and Australia.

For those who live along its shores, Burrard Inlet still provides opportunities for cooling off on a hot day and sailors are still found on English Bay. At night the flash of Point Atkinson lighthouse still flashes (almost) as it has for generations and while walking the seawall, strollers can still dream about great voyages as ships, large and small, pass under the Lions Gate Bridge.

Burrard Inlet is an opportunity to appreciate the long history of our waterway and to understand how through geology and opportunity, it has influenced the communities that prospered along its shores.

David Hill-Turner. *David Hill-Turner is Curator of the Nanaimo Museum.*

Constance Lindsay Skinner: Writing on the Frontier.
Jean Barman Toronto: University of Toronto Press, 2002. 359 p., illus. $50 hardcover

According to noted Canadian biographer Charlotte Gray, "every biographer requires first-rate primary material, in the form of personal papers." ('The New Biography' *Queen's Quarterly*, Summer 2001) When BC historian Dr. Jean Barman chanced upon *Red Willows*, a 1920 era novel resting undisturbed in the UBC Library, her curiosity and experienced research skills led her directly to the Manuscript Division of the New York Public Library, repository of the extensive personal papers of Constance Lindsay Skinner (1877-1939), the Canadian author of *Red Willows.*

The resulting biography of the prolific Miss Skinner is a fine example of meticulously organized historical and bibliographic research. The copious notes and bibliography comprise seventy-four pages. Dr. Barman writes primarily as historian, rather than literary critic. As Constance Skinner is an unsung writer of Canadian heritage, whose works are largely unknown and unlikely to experience a revival in literary circles, it is appropriate that Barman has examined Skinner's works from a biographer's and social historian's point of view.

Constance Skinner, the only child of a HBC clerk and a woman of frail but literary countenance, was born in the Cariboo in 1877. Although she spent only her first ten years in the true BC frontier, Skinner wrote, worked and re-worked themes from those frontier years into a lifetime of historical and creative pieces. She was a prolific writer from an early age, but by age twenty-one had determined that to make her way as a journalist, story writer, dramatist and poet she must settle in California, then Chicago and ultimately New York City. Skinner never returned to Canada. Yet Barman concludes Skinner was 'in many ways the consummate Canadian' writer, exhibiting a strong sense of place'.

Entirely dependent upon her own creative efforts to earn a living and support an ailing mother, Skinner variously adopted the popular literary genre of the times — poetry with an authentic aboriginal rhythm, short stories embracing the romance, heroic male figure and action of the frontier, book reviews, juvenile historical fiction and ultimately, historical non-fiction for the adult public. It was a constant struggle to obscure her financial state from the literary and academic world. She became at times a contrary and eccentric figure, but Barman has a genu-

ine sympathy and understanding for Skinner, her tenacity and ingenuity. Just why 'fame' escaped Skinner is a consistent theme and a chapter entitled 'Almost Famous' describes those mature years which might well have been the culmination of a convincing literary career.

Barman has the ability to let Skinner speak for herself, without encumbering the reader with excessive quotations from unfamiliar books and stories. She concludes each chapter in Constance Skinner's biography with a summation of the foregoing. As with most of Skinner's fictional tales of the frontier, there is no happy, contented ending to the biography. Skinner simply passed away suddenly at the age of sixty-one.

Readers of "*CLS*" may not rush out to scour Canadian libraries for those few copies of Skinner's work languishing on shelves, but Jean Barman has written a thoroughly successful story of a literary life.

Frances Welwood *Frances Welwood, a Nelson resident, is an enthusiastic women's rights advocate.*

A Man Called Moses: the curious life of Wellington Delaney Moses.

Bill Gallaher. Victoria, TouchWood Editions/Heritage Group, 2003. $18.95 paperback.

Because of its worsening budgetary plight, British Columbia's most famous heritage site, the preserved and restored gold rush town, Barkerville, has been much in the news during recent months.

Why is this little place in the Cariboo District so central to BC's history? Perhaps nothing provides a more satisfying answer to that question than Bill Gallaher's remarkable trilogy that began with *The Promise* (2001) and *The Journey* (2002). Fascinating and highly original though those two volumes are, Gallaher's latest addition to the saga is better still. *A Man Called Moses* is of a quality to place its author among the first rank of B.C. writers.

Published as 'a novel', the new book continues Gallaher's exploration of what, to me, amounts almost to a new genre; events found among archival records (journals, letters, news stories) and recounted in a style of historical fiction that is as scrupulously footnoted as an academic paper.

Yet Gallaher's story of Wellington Moses is no mere academic paper; like his two previousBarkerville episodes, this is grippingly cinematic stuff. Moses, a black ex-slave whose diaries repose in the British Columbia Archives, arrived in Victoria in 1859. In this account of his BC life the British Columbian vicissitudes of the sensitive and highly principled man have a truly heart-wrenching quality.

James Douglas, the governor of Vancouver Island, had offered his Colony as a sort of promised land for blacks seeking escape from slavery and racially motivated abuse in the United States. What Moses found in mid-nineteenth century Victoria was an appalling disappointment. Racial exclusivity, hatred and violence were almost as prevalent here in Douglas's promised refuge as they had been in San Francisco. Although this is an aspect of our history that British Columbians have preferred to forget, Gallaher in his typical fashion cites a fair sampling of the contemporary letters and news items that corroborate his fictional account.

Disillusioned with Victoria and attracted by economic opportunities in the gold-rush Cariboo, Moses decided in 1864 to make the arduous trek to Barkerville, and there to set himself up in business as the town's barber. In that rough and relatively lawless place he was susrprised to find the elusive Shangri-La that he had sought: a community that was truly colour-blind. In the Barkerville of the 1860s it was possible for a black ex-slave to be not only happy, but prosperous. There too, it was possible for Moses to have among his closest companions a white friend, Charlie Blessing.

As it happens, however, Charlie Blessing became the victim in one of Barkerville's most celebrated murder cases. The mystery of Blessing's disappearance, which not only plunged Moses into great personal distress but also brought him under suspicion, was finally resolved in an historic court hearing on 4 July 1867, with Judge Matthew Baillie Begbie presiding.

After the trauma of this climactic event, the remainder of Moses' Barkerville life was a quiet denouement. The still-extant diary of those years is "largely a testimony that most days passed uneventfully." Yet in this uneventful record, and in Gallaher's chapter that recounts the story on their pages, we gain firsthand experience of ordinary life in Barkerville between 1865 and 1889; stagecoach travel, disastrous town fires, dancehall entertainment, local births and deaths.

I note that the publishers have chosen to describe Gallaher's first two Barkerville books as 'creative non-fiction', but have labelled *A Man Called Moses* 'a novel'. How does one draw the line between these categories? Working somewhere in that rather ambivalent boundary-land Bill Gallaher has here created a work that is much more history than fiction, but far more of an edge-of-your-chair cliffhanger than any scholarly document. Anyone who has an interest in the historical Barkerville will be fascinated by Moses' saga, and anyone who is not interested in Barkerville will be, after he or she has been gripped by this story.

Philip Teece. *Philip Teece is a retired Victoria librarian. He is the author of B.C. books that include* A Shimmer on the Horizon *(Orca, 1999)*

Frank Gowen's Vancouver 1914-1931.

Fred Thirkell and Bob Scullion Surrey, Heritage House, 2001. 176 p., illus. $29.95 hard cover.

In the last twenty years, BC's early photographers have emerged from behind their cameras to be appreciated as artists in their own right, their work published in collections combining history with aesthetics. Fred Thirkell and Bob Scullion, whose earlier books, *Postcards from the Past* and *Vancouver and Beyond*, were also published by Heritage House, have now produced a handsome volume of Frank Gowen's postcards, most of which are true photographs rather than lithographed half-tone images from a printing press.

Gowen, born in England in 1878, formed a partnership in Vancouver with Alfred James Sutton in 1920. As a sometime postcard collector, I treasure a number of Gowen-Sutton images and was interested to learn about their careers and the involve-

ment after 1924 of Joseph Spalding, who moved on to form the Camera Products Company, another firm publishing beautiful Vancouver images. This book concentrates on Gowen's black-and-white work, with only passing mention made of the cards he hand-tinted with his daughers Evelyn and Kathleen. Understandably (due to cost) but regrettably, there is no section of these coloured images.

To my eye, the subjects seem much fresher than those in other recent Vancouver histories. Gowen ranged all over the region: he was the official Stanley Park photographer for many years, but also took pictures in neighbourhood parks, on out-of-the-way beaches and at long-vanished tourist and summer-cottage sites. There are downtown views I'd never seen before and many building interiors. Gowen was a natural entrepreneur with a good eye and fine technical skills. The result is a collection to linger over-avery nostalgic one, even for those of us too young ever to have seen places like the old Hotel Vancouver.

The book's cover is a striking blue and silver composition, matte-printed and, alas, easily scratched, as it isn't varnished. The book itself is in landscape format, 8 1/4" x 12", with photographs occupying most of the page except in the opening essay and the single-page introductions to each subject section. The text is inclined to be chatty and familiar, addressing the reader directly. While the format allows the photographs to be beautifully reproduced, it ties the hands of the authors, limiting the captions to just a single line. That being so, it is a pity that so many of them reject useful information in favour of the sort of throwaway comment one might make at a slide show. A few are really banal, for example the one beneath the magnificent 1916 image (also used for the cover) of a native canoe near Brockton Point with the huge Empress of Russia passing in the distance: "One wonders what the Indians in their dugout canoe thought of all the changes that had come into their world in just a few years."

Such quibbles aside, the book is more than worthy of shelf-space in my increasingly crowded Vancouver collection, and provides a good portrait of the life of a working photographer in the first half of the 20th century.

Michael Kluckner *Michael Kluckner is the author of Vancouver the Way It Was.*

Great Central Book Project Committee
When the Whistle Blew: The Great Central Story 1925-1952

Alberni District Historical Society, 2002. 211 p., illus. $19.95 paperback. (Available from the Society, Box 284, Port Alberni, BC, V9Y 7M7)

Despite the recently expressed fears of one historian, the historiography of workers in at least one industry in British Columbia does not appear to be withering. The written history of forestry workers in BC is expanding consistently. Recent publications in the field reach a range of audiences. Gordon Hak and Richard Rajala have each published academic microstudies of working class experience in 20th century British Columbia. Richard Mackie's award winning *Island Timber* will soon be followed by a sequel written in the same semi-academic format, blending meticulous scholarly research with very straightforward prose. Slightly different in both form and content is *When the Whistle Blew: The Great Central Story 1925-1952*, a local history written by the Great Central Book Project Committee and co-published with the Alberni District Historical Society.

Written by former residents of the town, *When the Whistle Blew* is a retelling of community life in Great Central, the company town that existed around the MacMillan & Bloedel sawmill on the south-east shore of Great Central Lake from 1925 until 1952. As often seems the case with local histories, this one is based on the collective memories of the authors, supplemented with interviews and documents from other former residents, combined with newspaper accounts and some archival research into school and church records. Its presentation is, essentially, anecdotal. It offers a series of stories about life in the town from a variety of perspectives; and the reader is keenly aware of the interaction of men, women, and children of a variety of ethnicities and social backgrounds.

There is certainly an element of boosterism at work within the book, and conflict among the workers themselves and between labour and management tends to be minimized. Brief glimpses of strike action and ethnic tension tend to be left unexplored in favour of more upbeat topics like communal sports and outdoor activities in the surrounding wilderness. But that clarity of purpose is one of the privileges enjoyed by authors of local histories. They construct their story in such a manner as to present life 'as it was', told by those who experienced it, without the burden of overarching frameworks and lengthy critical analysis.

When the Whistle Blew offers an overview of day to day life in one specific context. It offers a window through which readers can observe what it was like to live in an isolated, one industry town, dependent on the company for necessities including electricity and provisions. Not only was the mill the largest employer in the town, it also produced the town's electrical supply. Thus residents had a vested interest in maintaining a good relationship with the company. Those who could not keep that relationship up tended to leave Great Central quite quickly. As a result, a core group of families seems to have emerged, existing in relative harmony with the company. The authors of the book were a part of this group.

The book provides information on a series of topics, and discussions of logging and sawmill work are accompanied by photographs in an especially beneficial manner. Recollections of mill construction and employment give way to stories of bunkhouse life for bachelors and household life for those with families. There are picnics and parties and camping trips sprinkled with practical jokes and the occasional romance. The reader is left with a sense that this was truly a community connected through shared experience, including the occasional tragedy such as a mill accident or the death of a local lad in the Second World War.

When the Whistle Blew is not an aca-

demic monograph. It is the legacy of a group of individuals who are concerned that a vital piece of BC history is in danger of being forgotten. They have taken it upon themselves to ensure that it is remembered in the way that they recall it. Certainly there are some gaps. There is little in the way of analysis. Communal solidarity is emphasized while company paternalism is downplayed and evidence of ethnic and social division somehow remains neglected in the wealth of detail provided. Regardless, When the Whistle Blew is an important contribution to the historiography of BC workers for the way in which it suggests the complexity of the series of relationships that affected the day to day life of ordinary people, not just in Great Central, but in company towns of that era across the province.

1. Mark Leier. 'W[h]ither Labour History: Regionalism, Class, and the Writing of BC History,' BC Studies 111 (Autumn 1996) 61-75

***Tim Percival**. Tim Percival is a graduate student at the University of Victoria.*

First Nations, First Dogs. Canadian aboriginal ethnocynology.

Bryan D. Cummins. Detselig Enterprises Ltd., Calgary, 2002. 351pp. Illus. maps. $32.95 paperback.

Alas for the romance of the Canadian dog, as we know him from Pauline Johnson's *Train Dogs* ("freighters of fur from the voiceless land"), Irene Rutherford Mcleod's "Lone Dog" ("a lean dog, a keen dog, a wild dog, and lone"), or Jack London's Buckresponding to the *Call of the Wild*. Noble Companion to Noble Savage (Johnson's "Indian driver, calling low"): one proves as much as myth as the other, and in both cases the reality is at least as interesting as the myth.

Shortly before I received this book, I was surprised to see, in the cover photo of the prestigious journal *Science*, a subject I could identify a rare occurrence, as I am not the scientist in this family. It was a dog. The same issue [V.298, N.5598] published two papers presenting DNA evidence on the origin of domestic dogs, by various authors, one of whom I found cited in *First Nations, First Dogs*. There seems, fortunately, to be no end to the ways of approaching history, and we must now pay attention to Cynology, the natural history of dogs, with its subspecialty Ethnocynology.

As the book's title suggests, Cummins combines a careful academic approach with a personal interest in dogs and their people. After introductory chapters, "Canis Familiaris meets HomoSapiens" and "Canadian First Nations and the North American Dog", he divides the country into regions, with a chapter for each: Arctic, Eastern Subarctic, Western Subarctic, Eastern Woodlands, Plains, Plateau, and Northwest Coast, and within each chapter a discussion of the various Aboriginal peoples and "their" dogs, species by species. Most readers will not curl up with this book,but many sections make fascinating reading, and the whole is a valuable reference for Aboriginal history. Cummins concludes with *Selected Canadian Kennel Club Breed Standards*, and berates the kennel clubs for permitting the extinction of most of the native breeds.

You may have to correct your careless use of such terms as"Husky". Prepare to be stripped of illusions about origins and methods of trapping, tracking and transport, and most of all of the sentimental image of a primordial bond between man and beast. A Native dog was not apt to be part of a human family or anyone's best friend. More likely, it was part of the tool inventory or a competitor for scarce food. Care was not up to SPCA standards.

But the Native dog had a place in mythology and spiritual life, and not only as an occasional ritual sacrifice. Cummins narrates several versions of the chilling Dog Husband legend, and tells us that in some cultures the dog once possessed human speech, which it can still comprehend but not, to its frustration, return.

With all its erudition, this book could have been written only by a person who loves dogs, who is enthralled by their variety and enraged at their extinction, and who delights in sharing his detailed information about these forgotten species: the Kimmiq, the Tahltan Bear Dog, and the dogs of the Nootka, Carrier, Iroquois, and all the various rest.

We, in turn, may delight in such accounts as that of Spaniards who touched at Gabriola Island in 1792, saw many ofthe Clallam Indian Dogs (also wonderfully known as "Little Woolly Dogs") of the Coast Salish, and were offered blankets woven from the dogs' hair. The Little Woolly Dog was superseded by Hudson'sBay Company blankets, as some northern species have been replacedby snowmobiles.

And Cummins wins this reviewer's approval by devoting considerable space to the Newfoundland, despite his regretful conclusion that this species, "known for his sterling gentleness and serenity" is not indigenous to North America.

***Phyllis Reeve** Phyllis Reeve acknowledges the assistance of Berrypoint's Bernoulli, a Newfie born on Woolly Dog land .*

Indian Myths & Legends from the North Pacific Coast of America.; a Translation of Franz Boas' 1895 Edition of Indianische Sagen von der Nord-Pacifischen Kuste Amerikas.

Randy Bouchard & Dorothy Kennedy, editors. Vancouver: TalonBooks, 2002. 702 pp. Illus. maps. $75 cloth.

In 1973, the B.C. Indian Language Project commissioned Dietrich Bertz' to undertake a translation of Franz Boas's *Indianische Sagen.* This is an excellent source of folklore collected by Boas from various First Nations in British Columbia between 1886-1890. Intermittently over the years, while undertaking many other projects, Randy Bouchard and Dorothy Kennedy have done an immense amount of researching, foot noting and annotating of the text that greatly enhance the original documents. The many stories are organized under twenty-five different First Nations groups.

This publication is important in that it provides context to Boas' stories. It reveals his philosophical intent in collecting the material and the circumstances and methods of his collecting. Bouchard and Kennedy, often utilizing their own work among the same peoples that Boas visited, provide the many annotations necessary to give greater depth and interpretative power to these important stories.

One of the things that always perturbs

me in reading folklore texts is the uncertainty in the use of general terms, place names and especially the misidentification of animals that often play such an important part in the stories. Bouchard and Kennedy have paid special attention to clarifying these problems with extensive notes on terminology and references to later works of themselves, Boas and others.

Included is the important letter Boas wrote to Powell of the Bureau of Ethnology in 1887 which reveals his methodology at that time. Boas believed that the "psychological causes" of cultural complexity cannot be understood "without a thorough knowledge" of a people's history. He was attempting to understand the complexities of the interaction between Humans and their "geographical surrounding". In visiting the Northwest Coast, he considered it "necessary to see a people among which historical facts are of greater influence than the surroundings".

Boas's scientific rigor and his willingness to try different approaches is a model to emulate. Boas reminds us, that what he collected are not just stories - they are oral histories that are a reflection of the complex interactions between human groups and the human and non-human environments - as seen through the historical experiences of specific populations.

Bouchard and Kennedy also bring out mistakes that resulted from Boas' often quickly put together histories. Reproducing Boas' lists of texts "as he wrote them" can be useful in understanding how he may have originally interpreted the stories. As an example, Boas' reference to the Tlingit word Kusta' qa as "Sea Otter" rather than "land otter spirit" can be significant to the understanding of the social complexities of the story. The Kusta qwani, or "Land Otter People" are intimately associated with the world of the living and dead and shamanic possession, and are not to be seen literally as physical mammals.

Boas considered folklore of "great importance, as it recalls customs which easily escape notice, or are extinct; and is the best means of tracing the history of the tribes". Many of Boas' ideas remain to be examined and discussed - for example, his statement that "Sun worship" played an important role in cultures of the southern Northwest Coast. The Day Dawn Spirit of the folklore is obviously associated with this concept and is in need of a modern re-examination.

Bouchard and Kennedy should be congratulated for their extensive efforts in making this wealth of information more accessible and more readable for a broader audience. The recording of oral histories needs to be examined, not only in light of the changing nature and history of the discipline of anthropology, but also in light of the circumstances and stage of experience of the storyteller and researcher. Reading this enhanced version of Boas' earlier work in British Columbia will hopefully rekindle an interest in re-examining our early folklore with new perspectives.

Grenat Keddie *Greant Keddie is Curator of Anthropology, Royal British Columbia Museum.*

Bugles on Broadway.

Milton Parent, Arrow Lakes Historical Society, Box 819, Nakusp, B.C., V0G 1R0 376 pages, illus., $50 hardcover.

The title resonates with local old timers as a good many youngsters enjoyed a year or two with Jack Bailey's Boys' Bugle Band. The route of any parade in Naksup included the main street Broadway.

This fifth book of the Arrow Lakes Centennial Series is the final edition of a carefully executed project. Our congratulations go to Milton Parent for his years of detailed research, planning, careful recording of personal memories, and final presentation. Two books of that series of five have won awards. Between 1989 and 2003 supporters of the Arrow Lakes Historical Society obtained 1718 pages of richly illustrated history in hard cover at a modest price.

Bugles on Broadway is laid out chronologically from 1922 to the late 1960s. The evolution of businesses, forest practices, transportation and social groups makes for very good reading even if the reader never lived in the district. Fighting fires in the hot dry summer of 1925 was dangerous and dramatic. The fire even gutted islands in Summit Lake. There were no access roads and no helicopters.The crew on a train engine risked life and limb to evacuate fire fighters to safety. Reports of the summer of 2003 make this season easier to envision, and to shudder about.

The Depression affected citizens in rural B.C. less than those who lived in cities or on the prairies.There was reduced employment but families survived by growing their own food, cutting firewood for heat and cooking, and cooperating with their neighbours. There are many detailed anecdotes of the initiatives typical of coping, getting some work, expanding community facilities such as the fire department, creating roads connecting to other communities, and supporting the traditional churches. Schools continued in outlying areas as well as in town but teachers had their wages cut. A Community Christmas Tree was organized so that every child from birth to age fifteen received some gift to mark the traditional season. New homes were built with recycled lumber and recycled nails as far as possible.

Steamers and small boats plying the Arrow Lakes were being phased out in favor of trucks and cars. The royal visit in 1939 was to raise morale. Many Nakusp citizens travelled to Revelstoke to meet King George VI and Queen Elizabeth. By the time World War Twostarted there had been many changes and the population was ready to expand its horizons.

Although a degree of prosperity arrived, the young men who would have benefited most from the new jobs were leaving to serve in the Armed Forces. The roads were finally opened beween Nelson and Nakusp to the east and Nakusp and Vernon to the west. The provincial budget for highways now could assign snow clearing equipment to these roads which had been subject to closure in previous winters. Following the evacuation of Japanese Canadians to inland centres Nakusp attracted several Nisei citizens each of whom performed well in businesses, sports teams, work or school. The

town was without a resident physician for many months and either the Japanese physician or local doctor in New Denver came over to attend emergency cases. There were wartime shortages and rationing but people carried on. Cars had no windshield wipers so alternative methods were devised for the hardy traveller to maintain visibility when negotiating muddy roads. Bus service was finally established. By 1944 the Community Christmas tree could be abandoned but because news from the fighting front listed the death of several local servicemen gloom prevailed.

Loggers from post World War Two Nakusp experimented with gasoline powered saws and former Army trucks. Small sawmills sprang up to meet the need for lumber in the flush of economic recovery. Downtown Nakusp upgraded its firefighting equipment but still, because pressure was low, residents were asked to turn off sprinklers if the siren sounded. The flood of 1948 erased some road improvements and waterfront businesses. Extreme high water is a problem, but then the High Arrow Dam changed the lake level in the name of flood control south of the 49th parallel.

Before that dam was built, Celgar modernized logging, milling and lake transportation of booms. Nakusp benefited while the Castlegar Pulp Mill was under construction. Operations could be continued year round with huge machines doing loading, peeling and chainsaws had now become a comfortable size for use in the bush. The train connection continued for some years then it, too, was phased out. The prized steamer *S.S. Minto* was officially retired in 1954. The community was able to receive television signals when equipment was installed on a mountain top in 1960. (The installation of this was observed by the US Airforce base in Spokane which classified it as UFO activity.)

The final chapters and many pictures in this book confirm the need for haste at the final preparation. The author regrets having to curtail the Nakusp story after the 1960s. But the whole series have been a wonderful insight into life in the Arrow Lakes District.

Naomi Miller. *Naomi Miller is a former editor of the B.C. Historical News*

Honoured in Places; Remembered Mounties across Canada.
William J. Hulgaard & John W. White. Surrey, Heritage House, 2002. 224 p., illus. $18.95 paperback.

The subtitle of this book tells us what it deals with: vis. the naming of communities and places after members of the Royal North West Mounted Police and its successor, the Royal Canadian Mounted Police. The settlement of Canada, particularly in the north and west has been inextricably linked up with the Force. The authors state "Our intent is to remind the reader of those placenames' origins before their historical contexts are forever lost in time". In this they have succeeded remarkably.

Historically, the Force came into being on 25 September 1873, when the first nine officers were appointed. In June, 1874, the "march west" was begun, taking the small force into the western frontier, and later in 1885 they were involved in battles of the North West Rebellion. Subsequent expansion and service of the Force to the North is legendary for Canadians.

I enjoyed perusisng the place names with the name of the officer given and the latitude and longitude if needed. Some officers, such as Colonel Sam Steele, had numerous places, streets and geographical features named after them. Others had just a single place-name. The *St. Roch,* first ship to sail through the NorthWest Passage (1940-1942) had three places in the north named after it. Another, Blackfoot Crossisng in Alberta, was named by Jerry Potts, a scout and interpreter for the North West Mounted Police.

Predictably, most of the place names are on the prairies or the north, with few from British Columbia linked to the Force. However, anyone interested in the history of the Royal Canadian Mounted Police, or the origins of place names in Canada, will find this a fascinating reference book.

Arnold Ranneris. *Arnold Ranneris President Victoria Historical Society*

Noteworthy Books

All Hell Can't Stop Us; the On-to-Ottawa Trek and Regina Riot. *Bill Waiser. Calgary, Fifth House, 2003. $29.95 paperback.*

Ch'askin; a legend of the Sechelt people. *Donna Joe. Illustrated by Jamie Jeffries. Madeira Park, Harbour Publishing, 2003. $7.95 paperback.*

Children, Teachers and Schools in the History of British Columbia. *Jean Barman and Mona Gleason. Calgary, Detselig Enterprises, 2003.*

The First Russian Voyage around the World; the journal of Hermann Ludwig von Lowenstern, 1803-1806. *University of Alaska Press, 2003. $35.95 US hardcover.*

The Heavens are Changing; nineteenth-century Protestant missions and Tsimshian Christianity. *Susan Neylan. Montreal, McGill-Queen's University Press, 2003. $75 hard cover.*

Native American in the Land of the Shogun; Ranald MacDonald and the Opening of Japan. *Berkeley, Calif., Stone Bridge Press, 2003. $19.95 US paperback*

Polar Extremes; the world of Lincoln Ellsworth. *Beekman H. Pool. Fairbanks, University of Alaska Press, 2002. $24.95 U.S.*

Same-Sex Affairs; constructing and controlling homosexuality in the Pacific Northwest. *Peter Boag. Berkeley, University of California Press, 2003. $24.95 US*

Tlingit; their art and culture. *David Hancock. Surrey, Hancock House, 2003. $11.95*

Tong; the story of Tong Louie,Vancouver's quiet Titan. *Madeira Park, Harbour Publishisng, 2003. $39.95 hard cover.*

Uncle Ted Remembers; *26 short stories describing the history of the Lakes District of North-Central British Columbia. Dawson Creek, 2003. $15.*

Undelivered Letters to Hudson's Bay Company Men on the Northwest Coast of America, 1830-57. *Judith Hudson Beattie and Helen M. Buss. Vancouver, UBC Press, 2003. $34.95 paperback.*

Walter Moberly and the Northwest Passage by Rail. *Daphne Sleigh. Surrey, Hancock House, 2003. $17.95 paperback.*

When Eagles Call. Susan *Dobbie. Vancouver, Ronsdale Press, 2003. $19.95 paperback.*

Where the Meadowlark Sang; cherished scenes frm an astist's childhood. *Hazel Litzgus. Calgary, Fifth House, 2003. $27.95*

Web Site Forays

The University of Victoria History Department

By Christopher Garrish

I know that for myself, the word "convergence" is still associated with some of the worst excesses and irrational exuberance connected to the high-tech bubble of a few years back. Yet, despite this, it is still the first word that comes to mind when I visit some of the great things that have been going on at the web site for the University of Victoria's History Department (UVHD).

I have long felt that the web is an unconquerable medium in which to publish worthy history's that might not otherwise find a home in the more traditional venues of academic Journal's, or books. That is why I am so impressed with the pioneering work being done by the UVHD, and Professor John Lutz in particular, in "converging" the telling of British Columbia history with the Internet in a truly interactive manner. This is a practice that the Department refers to as "Micro History and the Internet."

What a micro history does is to take a specific look at a place, person or event in history that illustrates or explains larger themes in macro history. As an example, a micro history on a particular co-operative in British Columbia would contribute to an understanding of the co-operative movement in British Columbia as a whole. "Similarly, a website is only one small piece of the ever expansive Internet that is made up of many linking sites that cover larger themes or topics." Therefore, as a micro history site grows, it will link together a broader picture of a particular historical topic that, in turn, can link to other sites presenting even wider views.

Where it all began for the UVHD was with the introduction of the murder mystery site Who Killed Will Robinson? (http://web.uvic.ca/history-robinson) about six years ago.

The site chronicles the demise of William Robinson, a middle-aged African American who moved to Salt Spring Island in the late 1860s to escape racial persecution in the US, only to end up murdered here in British Columbia. The uniqueness of the site, and the aspect that garnered it a somewhat unprecedented level of attention in the late 1990s, was its interactivity.

Promoted as an "historical whodunit," Who Killed Will Robinson? engages visitors in historical research through the use of contemporary newspaper articles, letters, diaries, oral histories, official correspondence, court proceedings, and other relevant works.

According to the Authors of the site, John Lutz and Ruth Sandwell (whose Phd thesis was on the history of Salt Spring between 1859-1891), "there is not enough evidence to convict or exonerate anyone with 100% certainty. But there is enough here to give us more than reasonable doubt about the guilty verdict for the man convicted and hanged, and there is enough to suggest other suspects. These ambiguities are the site's greatest pedagogical strength."

Who Killed Will Robinson? was completely remodelled in 2000 and made much more user friendly in terms of navigation and graphics. Although there remains a link offering visitors a chance to experience the site as it was in 1997-98, this seems to have now been removed.

The success of Who Killed Will Robinson? has spurred an expansion on the original theme of historical murder mysteries. In June of 2003, the UVHD was awarded a grant by the Department of Canadian Heritage to build a pair of new case studies for the new Great Unsolved Mysteries in Canadian History project (www.canadianmysteries.ca).

While the first will profile Aurore Gagnon ("What Happened to Aurore Gagnon?"), a twelve year old girl from Quebec whose death in 1920 became a "cause célèbre" in the province, the second mystery will revolve around Klatsassin, whose name literally means, "We Do Not Know His Name" in Tsilqot'in.

"Nobody Knows His Name: Klatssasin and the Chilcotin Uprising" will be an examination of the causes and results of an 1864 between the Tsilqot'in people and the Colony of British Columbia. Klatsassin was hanged with seven others including his seventeen-year-old son for the death of a road building crew, a team of packers and the only settler in the area. As the site states; the mystery lies in asking why the Tsilqot'in attacked, and in deciding who won the Indian War that followed."

Both of these sites are currently scheduled to go live on the 31st of March 2004. Be sure to check back, however, as the project is seeking to create thirteen web-sites, and is currently accepting proposals for future profiles.

Finally, a third site associated with the UVHD that is definitely worth visiting is "Victoria's Victoria" (web.uvic.ca/vv). Rather than another murder mystery, this site is a look at our capital city during the reign of Queen Victoria.

Launched in April 2002, the web site is being maintained through a partnership with the History Department at Malaspina University College, and several regional archives, and appears to be maintained (or at least updated) by students enrolled in courses being offered by these institutions on micro- history and the Internet.

Easily navigable, and quite visually appealing, Victoria's Victoria is essentially a collection of short student essays that have been compiled under a number of different headings. There are, for example, historical studies on Wharf Street in the 1860s, the playing of cricket, the beginnings of the Victoria Gas Company, and a synopsis on the Victoria Brewing Company.

A rather intriguing few pages are "Airing Victoria's Dirty Laundry," which is billed as an exploration of prostitution, murder, and (im)morality in Victoria. This study presents two case studies of Victorian prostitutes, Belle Adams and Edna Farnsworth, while examining the influence that London and San Francisco had on the prostitution trade in Victoria.

In all, the pages presented through the UVic History Department's web-site offer a wealth of information that will keep any visitor busy for hours, as I slowly realised as one hour slowly 'converged' into many. •

Archives & Archivists

Sisters of Saint Ann Archives, Victoria

Margaret Cantwell, S.S.A.

In the James Bay area of Victoria, and along the little creek that flooded with an incoming tide and wound its way into Ross Bay, the archives of the Sisters of Saint Ann began to develop. For it was here, in June 1858, that the first group of Sisters of Saint Ann recorded their arrival.

In 2003, changes have occurred. The creek is gone, the Sisters are no longer in the pioneer log cabin that had been the home of the Leon Morel family, the "Sea Bird" (on which the Sisters had culminated their ocean travel) foundered. But hand-written documents, mostly in French, help a researcher sense the spirit of the times and the earnestness of the people, who, often with but little awareness, were beginning to build the Province of British Columbia and extend the Dominion of Canada to the Pacific. A visit to the Sisters of Saint Ann Archives helps bring time spans and cultural changes together. Beginning in 1864, the Sisters spread out from Victoria to open schools at Cowichan and Nanaimo, and soon along the Fraser, braving the Cariboo Trail to Williams Lake, venturing to bring educational facilities to a burned-out Vancouver and to the tumbleweed, twin rivers, and twin mountains of the Kamloops area.

Through the documentation housed in the small, private Sisters of Saint Ann Archives, Victoria, it is possible to create a "mind-set" of the olden days. Letters, diaries, yearly summaries of ministries in which the Sisters were involved, the progress or failure of institutions, dignitaries that visited, pageants that embellished civic or religious anniversaries, construction plans and bills-of-sale all help to do so. Ledgers of receipts and expenses (recettes & dépenses), for example, of boarding-school students attending St. Ann's Academy, New Westminster, help document the cost of rubbers, hair ribbons, notebooks, art lessons, combs, etc. of the 19th century.

Besides seeing the spread of the Sisters from Victoria to the mainland for educational purposes, the 19th century also saw the beginnings of their formal health care ministry.

St. Joseph's Hospital opened in Victoria in 1876, through the joint efforts of Bishop Charles John Seghers, Dr. John Sebastian Helmcken, and Sister Mary Providence, S.S.A. Among other memorabilia, the archives has the engraved trowel used at the beginning of the construction in 1875 (and used again as the "C" Wing opened in 1928). When St. Joseph's School of Nursing was initiated in 1900, the Directress, Sister Mary Gertrude of Jesus, used her own hand-written notes regarding medical terms and procedures currently used by the medical profession, as she had no available printed texts for her lectures.

The archives hold surprises for researchers. Such information might be about the gold rushes in Alaska—the Juneau/ Douglas areas, Fairbanks, or Nome; the White Pass and the Chilkoot in the Dyea/ Skagway areas. The documentation might be of the Dawson / Klondike region, Nellie Cashman, St. Mary's Hospital, or Yukon River travel. Other unexpected archival holdings have to do with Haiti and Japan. This "surprising" documentation comes from records gathered as a result of Sisters ministering in those areas.

The restored St. Ann's Academy (Victoria) can be called "an archives in stone." Just by standing outside its façade and looking up and around is almost as good as consulting paper documentation in the archives. Much of the restoration work (ca. 1995 of the 1871, 1886, 1910 sections) depended on the graphic or textual documentation in the archives of the Sisters of Saint Ann. That "archives in stone" frequently inspires people to consult the actual archives for genealogical, health care, educational, architectural, or cultural projects.

Although the Sisters of Saint Ann Archives, Victoria, are closed at this particular time, research requests by e-mail, fax, phone, or letter are often received and given a response. If feasible, an off-site appointment may be set up for an interview. Although there has been an ongoing effort to put the archives "on line" (mainly through CAAP grants and the work of a contract archivist), research is still basically carried out by hard-copy Finding Aids. Record Groups, a Series format, institutional sequence by archdiocese or diocese, and relevant prefixes maintain a convenient control of all acquisitions, much of which has a brief RAD description.

Within the archives itself, March 2003 has seen an effort to re-examine the Book Collection Series. Within it are various categories, including bona fide rare books, volumes used by Sisters in their Congregational and personal life, old "Teacher Library" texts, library books of interesting editions, autographed/ inscribed books, art books, and others. The aim is to reclassify, limit, and rehouse. Currently lists of available books have gone out to institutions in the Victoria area, as well as to appropriate institutions of the Pacific Northwest. The rehoused books, it is hoped, will conveniently serve interested researchers.

Another ongoing project in the archives is the assembling of an Education Series. This series departs from that of particular institutions or individuals and gathers into one place a variety of lesson plans and other pedagogical materials used by teachers in various classrooms and eras. Accompanying this Education Series (mostly textual) are a number of audiotapes listed in the Audiotape Collection. Tapes related to the Education Series have recordings of songs used in a classroom, selections for speech contests, inspirational or restful music.

Both the book and the education projects are part of the effort to enhance and enrich research and to empower researchers. Students from Camosun College, the University of Victoria, or from lower mainland institutions sometimes apply for research appointments to gather information, such as, curricula used in different time periods, the development of Commercial Courses, the Art Studios, the history of the 1858 chapel and its Quebec architect, or early nursing programs. The researcher's log book also records many names of free-lance authors, university professors, descendants of former students, alumnae, communications media, event planners.

These researchers, as well as any researchers in any archives, provide the archivists with a strong sense of purposefulness and well-being. The personal contact with people's visions and dreams helps keep archivists alert and grateful for the mission of preserving and sharing history. Even with the Sisters of Saint Ann Archives, Victoria, officially closed, the archivists, Mrs. Mickey King and myself, are proud to have a place in the Archives Association of B.C. •

Gerry Andrews, One Hundred Years Young

Gerry Andrews celebrated his one hundredth birthday on 12 December 2003. It has been suggested that donations be made to the British Columbia Historical Federation in lieu of birthday gifts. If you wish to honour Gerry send a cheque marked "endowment fund" or "scholarship fund" to Ron Greene, the treasurer.

Gerry's long career is detailed in this biographical sketch from the government's Order of British Columbia website:

A teacher, an engineer, a forester, a land surveyor and a writer, Gerry Andrews is truly one of British Columbia's great trail blazers.

Born in Winnipeg, educated in Vancouver, Toronto, Oxford, England and Dresden, Germany, Gerry commenced his career as a school master at Big Bar Creek and Kelly Lake in 1922. Teaching gave way to land surveying in 1930. He was Chief of Party, Flathead Forest Survey-1930; Tranquille and Niskonlith Survey-1931; Shuswap Forest Survey -1932.

He initiated the use of air photography in 1931 and supervised air surveys for the Province in Nimkish Forest, Kitimat, Okanagan, the Kootenays and the Rocky Mt. Trench.

Mr. Andrews' career as a surveyor was interrupted by distinguished war service overseas between 1940 and 1946 wherein he rose to the rank of Lt.-Col. He developed improved air cameras for the Canadian Army and undertook depth soundings of Normandy beaches by wave velocities determined from air photos. His army service took him on liaison missions to some eighteen countries and he was awarded an M.B.E.

Returning to British Columbia, between 1946 and 1950 he served as Chief Air Survey Engineer for B.C.; and as B.C. Surveyor General & Director of Mapping and Provincial Boundaries Commissioner from 1952 to 1968.

He has acted as a consultant to several countries including the Mekong River studies in 1958.

A keen historian of British Columbia, Gerry Andrews is the author of some 50 publications, and continues to write articles for the B.C. Historical Federation's magazine.

Among many honours and awards, he received the Meritorious Achievement Award from the Association of Professional Engineers of B.C. and, in 1988, he received an Honorary Doctorate in Engineering from the University of Victoria.

Gerry Andrews at the 1997 BC Historical Federation conference in Mission.
John Spittle photo

BCHF President Jaqueline Gresko Sends Birthday Greetings and a Story

Members of the British Columbia Historical Federation will join me in wishing Gerry Andrews, our past honourary president a happy one hundredth birthday on December 12, 2003.

My husband Rob and I would like to send Gerry Andrews birthday congratulations. We have great memories of his presentations on the history of surveying and mapping in BC and beyond.

One story we love to recall relates to Gerry and his wife hosting a BC Historical council meeting at their home in Victoria in the 1970s. Rob, a biology teacher, had driven me there and was going to sit and do his marking in the car. When I arrived Gerry asked what Rob was doing sitting in the car. Gerry went out to invite Rob to use his study. So several hours later, after the meeting was over, Gerry and Rob emerged from the study still chatting about maps of Normandy and World War Two battle plans.

Gerry Andrews has asked that donations to the BCHF's endowment would be a lovely birthday gift in lieu of cards.

Naomi Miller Asks "Did you ever meet Gerry Andrews ?"

Gerry, past president of BCHF and Honorary President BCHF and Order of BC and Order of Canada turns 100 on Dececember 12. His daughter has prepared a small book about him. (see page 33)

He is a real character and his friends were accepted into the "Order of the Red Sock". That red sock in his hip pocket contained a mickey of rum. Once, when all planes in BC seemed off schedule, I met Gerry in the waiting room of the Vancouver airport. He offered me a sip from the red sock. His librarian daughter Mary informs me that a female was rarely offered that Privilege)

A Man and His Century

A Man and His Century, is a slim book outlining the life and times of a man of great achievement, Gerald S. Andrews, former Surveyor General of BC (1951-1968). Richard Hargraves, current Surveyor General of BC, describes the recently released book as a delightful and fascinating read about a true Canadian pioneer and visionary British Columbia land surveyor. Gerry's work as the longest serving Surveyor General in the history of British Columbia endures to this day.

Authors Mary E. Andrews and Doreen J. Hunter have included many photographs recording the life of Colonel Andrews, his sketches, and excerpts from his writings, as well as the story of postwar aerial photography in BC. *A Man and His Century,* designed and edited by writing coach and editorial consultant Mavis Andrews (no relation), of Victoria, has received the support of the Corporation of the Land Surveyors of British Columbia and the Association of Professional Engineers and Geoscientists of British Columbia. Gerry Andrews, soon to reach his 100th birthday, now lives in Fairfield with daughter, Mary, surrounded by his journals, publications, certificates of honour, including the Order of Canada and British Columbia, and mementos of his long and colourful life. Barry Cotton, surveyor (ret'd) and author, writes:

To the surveying profession, Gerry is still regarded as an institution, the man who charted the province through its most extensive period of growth, the post World War Two years. Now approaching his own centenary, his full and interesting life is a story that all lovers of British Columbia should know.

Retired editor of *British Columbia Historical News,* Naomi Miller writes:

There were many firsts in Gerry Andrews life. These are remembered in his own pithy passages and in observations by those who worked with him or followed his footsteps. From boyhood, through student years, changing vocations to working around the world, Gerry learned, made friends and became a leader in a new specialty (aerial surveying). The words and pictures in this book illustrate many facets in the long and interesting life of Colonel Gerry Andrews.

A Man and His Century *is available for $12.95 (no GST) shipping and handling is an additional $5.00. Payment can be addressed to Mary Andrews, 116 Wellington Avenue, Victoria, BC V8V 4H7. For more information contact Mary at maryeandrews@shaw.ca or by phone at 250.382.7202*

Miscellany

From the President's Desk

I would like to send holiday greetings to all the British Columbia Historical Federation members and to our subscribers.

If you are looking for gift ideas consider giving a subscription to the *British Columbia Historical News* as a gift.

Jaqueline Gresko

Publication Name Change

At the September 20, 2003 BCHF council the following motions passed: *The name of the journal of the British Columbia Historical Federation shall be* BC History, *effective vol. 38 no. 1, 2005. and subscribers to* British Columbia Historical News *are invited to provide comments on the name change by February 1, 2004.* (Ron Welwood's article Time for a Change appears below and can be found in the recent newsletter mailed in mid December. *)*

Please send your comments to the President, Jaqueline Gresko, as soon as possible. [Contact details can be found at the front of the magazine.]

Time For A Change?

A newsletter is meant to be exactly what it is — an information sheet containing news of interest to the members of the British Columbia Historical Federation. News should be as current as possible so the *Newsletter* will be issued bimonthly and, if warranted, perhaps more frequently in the future.

In order to avoid confusion between our new *Newsletter* and the Federation's flagship quarterly, *British Columbia Historical News* it may be appropriate to consider a new title for the quarterly journal. It will continue to publish its regular columns: Archives and Archivists, Web Site Forays, News and Notes, Federation News, etc.; but these "news" features represent less than eight percent of the journal's total content whereas the remaining space contains historical articles relating to British Columbia. Why not emphasize this focus by changing the title to *British Columbia History*?

Undoubtedly some members of the Federation will be reluctant to change a worthy tradition that has existed for over thirty-five years. Nevertheless, many good things undergo transformation at one time or another—often for the better. Product identification and image help both promotion and sales. Unfortunately, "News" implies something other than what lies within. Why not proudly state what the magazine really is? — *British Columbia History*.

The Federation has been fortunate to receive provincial grants over the years to help defray subscription costs to the journal. That era has passed and, as a result, the Federation has had to revise subscription rates to the News. Subscription rates for Federation members will now be $15.00/year and non-member subscription rates will be $18.00/year. These new rates may help to defray rising costs, but to provide a more stable financial environment we need to increase the number of subscriptions and sales. A change in title may be the catalyst to achieve this.

Do you have any comments about changing the quarterly's name to *British Columbia History*? If you do, please contact President Jacqueline Gresko.

R.J. (Ron) Welwood

Conference Workshops Announced

Once again Melva Dwyer will be arranging pre-conference, all day, workshops, Thursday May 6th on Archives and Family History - thanks to a grant from the Paths Program, Canada's National History Society.

The above painting is by Michael Kluckner, who is busy documenting the province for his upcoming book *Vanishing British Columbia* to be published by UBC Press. Michael says his reasons for the book are that *"As familiar roadside icons disappear, the history of the province becomes harder to trace and the sense of familiarity I feel as I travel through my home province gets more tenuous."* More information on the book and places to be included can be found at www.michaelluckner.com

" I believe this place is called the Marlow house—it's one of the very few buildings along the road running from the Beaton turnoff to Trout Lake along Highway 31 in the Lardeau region of the Kootenays. The road follows Beaton Creek, which is marshy and flooding in spots, probably due to beaver dams, the high water seeming to drown the aspens along its bank. On the late-November morning I was there, a clammy mist had risen into the pale sunshine from the rank grasses along the edge.

The house, with attached shed and privy, is about as close as a British Columbia place gets to the house-barn combinations typical of Mennonite farms on the prairies. In this case, though, the old log and frame barn buildings are on higher ground—on the other side of the road.

Michael would be interesting in learning more about this house in the Lardeau region. Contact him through his web site.

Lardo/Lardeau

Some comment and amplification re: Greg Nesteroff's article in Volume 36, No. 2.

The name "Lardeau" has been applied to two towns, one on the Northeast Arm of Upper Arrow Lake, the other near the head of Kootenay Lake. As well, it designates the river and the District comprising the Fish (Incomappleaux) and Lardeau Rivers. "Lardeau" is the later and gentrified spelling of what in each case was originally spelled "Lardo."

"Lardo" was, in the nineteenth Century, a vulgar adjective for a rich or fat prospects. Note "Lardo" Jack Me Donald, Kaslo prospector and miner of 1891. The town on Kootenay Lake was not named for Jack Me Donald but for the hope of mineral riches in the Duncan Lake district nearby. The word comes from the French, lardon, to enrich lean meat with small pieces of pork or bacon fat.

The name, "Lardo" was given to the Lardeau and Fish Rivers district in 1865 by James Turnbull, a surveyor and map maker in his own right, though usually listed as one of Walter Moberly's assistants.

Joseph Truch sent out Walter Moberly and his assistants including Turnbull in 1865-66 to try to locate a route for a coach road through the Gold. Selkirk and Rocky Mountains. While Moberly explored farther north he sent James Turnbull to check out a reported Indian route from Upper Arrow Lake to Kootenay Lake and a possible pass (Jumbo Pass) from there to Lake Windermere in the Upper Columbia Valley.[1]

Tumbull explored and named the Fish River, by frenchifying the Aboriginal name, "Nkema'puluks" into "Incomappleux." He gave the district and the river the name "Lardo," using the prospectors' term for a rich or "fat" country, probably referring to the abundance of fish and game.

That it was originally spelled "Lardo" comes from a report by Gold Commissioner and literary prize winner, Gilbert Sproat at Farwell in 1888, "....the Lardo country has not been actively prospected during the past season..."

As well, Perry's Mining Map of the West Kootenay published in 1893 designates the region from the Northeast Arm of Upper Arrow Lake to the head of Cottony Lake as "Lardo Country." On it the "Lardo" River is shown draining Trout Lake and two new towns appear, "Lardeau" at the mouth of the Fish River and "Lardo" at the head of Kootenay Lake. "Lardeau,"which has no French antecedent at all, was simply a Real Estate Agent's more pretentious spelling of the miner's old "Lardo,"

Lardeau, or Lardeau City, on the Northeast Arm, was James "Pothole" Kellie's pet development. Kellie was a miner and the West Kootenay's first MLA . he served in the legislature for ten years and infuriated the Lardeau District's residents by vigorously promoting his own clumsily located town as the commercial centre of the Lardeau. With a mile wide mudflat between the town and deep water it was inaccessible to steamers which were obliged to dock at Thompsons Landing, some five miles distant. Kellie obtained government funds for a bridge across the Fish river to link his town to the Thompson's wharf and for a road up the right bank of the Fish River to the mining developments at Camborne in order to bring the mining traffic through his town.

All in vain, for when the Kootenay Lumber Company built a large mill, cleared a townsite and constructed a usable wharf and steamer landing a half mile to west, the residents of Lardeau City moved, buildings, hotel and all, over to the new town and Lardeau City disappeared, eventually becoming a cattle ranch.

Bill Laux

[1] See R.G Harvey, Carving the Western Path, p. 50.

More on the Chicken Oath

Betty O'Keefe and Ian Macdonald, authors of *Canadian Holy War*, have written *BC Historical News* to say that October 1901 was not the last time the Chicken Oath was taken in a BC court. (See: The King's Oath or Chicken Oath by Ron Greene vol 36/no. 4) They write:

In September, 1924, at an inquest into the killing of Janet Smith in Vancouver, Wong Foon Sing swore on the chicken oath at the insistance of a lawyer. The details are outlined in our book, Canadian Holy War – A story of clans, tongs, murder and bigotry, *published by Heritage House. The Chinese house boy eventually was acquitted of the charge of murder after suffering one of the worst cases of racial injustice in B.C. history.*

Collecting Obituaries

Bill Etchell of the Vancouver Historical Society is curious to know if anyone else reads and collects obituaries of British Columbians born in intereting places within our province? It might be an early or pioneer town or a place which no longer appears on the maps. If this is one of your hobbies Bill can be reached at 604.731.6247

The Lone Man, a correction

Yvonne Klan notes: In the penultimate paragraph on page five (The Lone Man vol. 36/no. 4), I had written "...the Sekani requested that the post be moved back to the old Rocky Mountain Fort." I should have written that "...the Sekani requested that the post be moved back to the old Rocky Mountain Portage."

CANADA'S WAR: THE LOST COLOUR ARCHIVES

Can You Help?

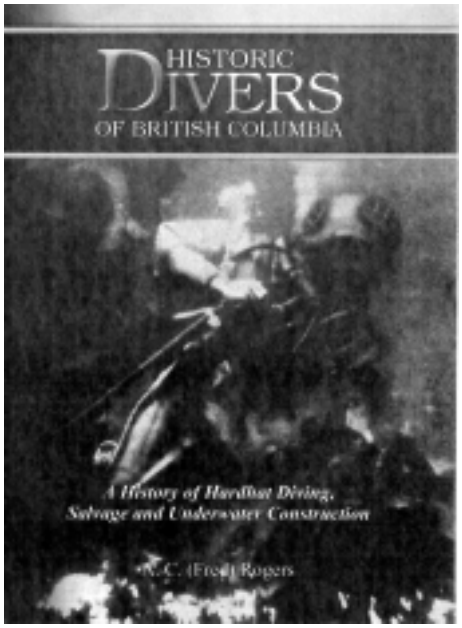
Canada's War: The Lost Colour Archives is a television series thatlooks at WWII from a Canadian perspective, using only colour film footage. In total, the project will entail three one hour documentaries, which will be screened nationally on the CBC, in June, 2004, to coincide with the 60th anniversary of D-Day. The series is being produced by YAP Films, a Toronto documentary production company.

Yap Films has found some great home movies of life in B.C during the war at the B.C Archives in Victoria but there must surely be more reels of 8mm and 16mm colour reversal in the basements of the province!

They are also looking for any letters or diaries written during war as they will provide a lot of the narration for the series.

Please contact Yap Films at 416.504.666.2237. They also have a toll free number for anyone outside the Toronto area: 1.866.WAR.FILM; 1.866.927.3456.

CBC's website for the documentary is at: http://www.cbc.ca/documentaries/canadaswar/



Fred Rogers, a long-time contributor to *BC Historical News* has recently published a book on the history of hardhat divers in British Columbia. It is self published volume limited to 1500 copies. It's 240 pages, illustrated with many photos never before published. The price is just 29.95. If you're interested contact Fred Rogers, 530 First Avenue W, Qualicum, BC V9K 1J6

Winifred Dawson Thomas posing with her loaded three ton GMC salvage truck in Duncan BC, 1942. (top)

Loading the truck in Victoria opposite the Hudsons Bay Company department store, 1942.(bottom)

Interesting Photographs on Hand?

Collecting salvage during World War Two was one way people on the homefront could assist the war effort. Posters, newspaper advertisements and radio spots all exhorted the value of saving scrap. To collect it all the government created the Salvage Corps of BC.

The photographs show Miss Winifred Dawson Thomas and her truck in action. The Salvage Corps publication *SCRAP (*May 1943) noted, "Miss Dawson Thomas has loaded and driven from her home in Duncan many hundreds of tons of steel and iron to the sorting depot."

BC Historical News is interested in other photographs that have a story to tell. So flip through those albums.

John Atkin, Editor, BCHN

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