BRITISH COLUMBIA

REPORT AND JOURNAL

By

The Honourable The Chief Commissioner of Lands and Works,

Of the Proceedings in Connection

with the

VISIT OF HIS EXCELLENCY THE LATE

GOVERNOR SEYMOUR

to the

NORTH-WEST COAST,

in

HER MAJESTY'S SHIP SPARROWHAWK

Victoria, B. C.
Printed at the Government Printing Office
1869

OF GOVERNOR SEYMOUR

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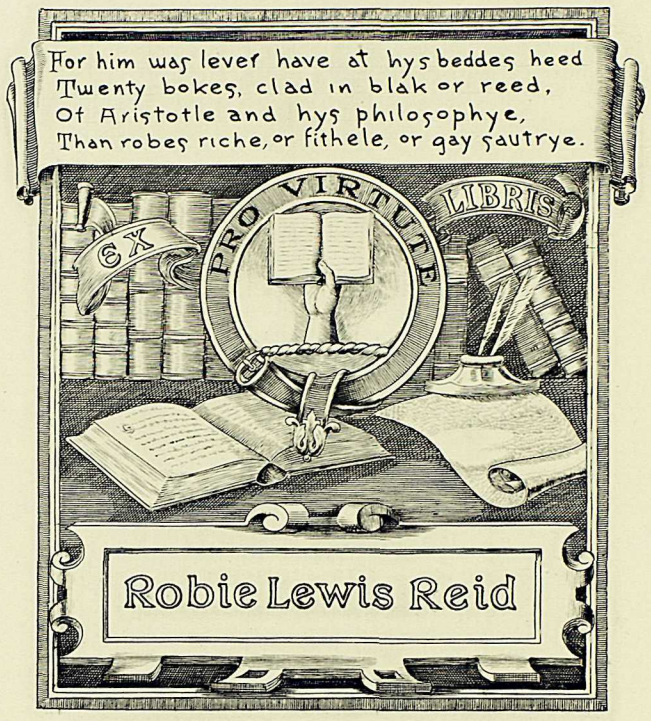

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R E P O R T

Lands And Works Office,
Victoria, June 22nd, 1869.

Sir,

In obedience to your request, conveyed to me by letter of the 17th instant from the Private Secretary, I have the honor to lay before you, enclosed herewith, a Journal of the proceedings during the recent visit of His Excellency the late Governor Seymour to the North West Coast in H.M.S.Sparrowhawk, and I take the opportunity of appending the following remarks thereon.

It is a matter of congratulation that the settlement of the murderous quarrel carried on during the past twelve months between the Naas and Chimpsean Tribes, which was the main object of our lamented Governor's visit to this part of the Colony, has been so fully and satisfactorily accomplished.

From information obtained from Mr. Duncan, Mr.Tomlinson, and Mr. Cunningham of Fort Simpson, as well as from Indians of the contending tribes, I am satisfied that the killing of the Naas Indian in which this bloody dispute originated was purely accidental. A Naas Indian, formerly resident at Metlakatlah, gave a feast (on the occasion of his marriage to a Chief's daughter) to members of both the Naas and Chimpsean Tribes, who up to that time had been living on most friendly terms. For this feast a supply of rum was purchased from the Schooner "Nanaimo Packet," and during the drunken orgies which ensued a Chimpsean Chief, by the accidental discharge of his pistol, killed one of the Naas people.

We were fortunate enough to detect this Schooner, after a twelve months' immunity, in the act of again dispensing liquor to the same Indians amongst whom the quarrel between these tribes originated, and almost at the very place where it arose. Her seizure and condemnation (after due enquiry) had a very salutary and timely effect in showing to the tribes of that neighbourhood that Government are able and determined to punish offenders against the law whether white people or Indians.

In the fight which followed the accidental killing of the Naas Indian, two Chimpsean Chiefs were killed; and, in accordance with the savage requirement of Indian law, the loss of these Chiefs had to be compsensated by the slaughter of an equivalent in number and rank of the opposite tribe. Thus, murder followed murder in continual succession, with no prospect of complete satisfaction on either side. There was no real ground for the hostility of these tribes towards each other; they were on the contrary, anxious to be at peace, so as to avail themselves of the spring fishery in the Naas River, which affords the main source of subsistence to all the Indians of this neighbourhood. Without

the interposition of some powerful peacemaker, however, reconciliation was impracticable; and this quarrel might have lasted for years, with ever increasing waste of blood, but for the intervention which ensured its complete cessation.

The murder of the three Naas Indians resident at Kincolith did not originate in or indicate ill feeling towards that Mission Station. Mr. Tomlinson and his work are held in respect by both contending parties, as well as by the Indians generally along that part of the Coast, and there is no reason to suppose that his life was at any time in danger. But the minds of Indians cannot readily admit that members of a tribe with which they are at war can be denationalised, and placed out of reach of their savage laws of revenge, by the mere act of residing at the time at a Mission Station, especially a Station situate, as Kincolith is, in a most remote part of the Colony, and in the midst of a notoriously ferocious race of Indians.

And here it may be observed that, however admirable the spirit and intention of such Mission Stations, and however valuable their humanizing influence, on the surrounding savage tribes, tending directly to the discontinuance of barbarous customs such as have given rise to the outrages and disturbances now under reference, it is questionable how far the establishment of such posts should be encouraged in situations so remote from the centre of Government as Kincolith, while a field for Missionary labour, extending for four hundred miles southward along the Coast from Metlakatlah, remains entirely unoccupied. It would appear more judicious and advisable that Missionary enterprise should radiate gradually from the centre of civilization, instead of isolating itself at once at points, like Kincolith on the utmost verge of the Colony. So long, however, as that Station is continued it must, most assuredly, be held under the protection of Government; but it is evident that the very remoteness alone of such posts renders efficient protection a matter of much practical difficulty, and in many cases entails on the Colonial Government considerable embarrassment and pecuniary outlay.

The mode by which these warring tribes were brought to relinquish their feud, and bound over to live in future according to English Law, appears in happy contrast to the manner in which, by bombardment and burning of Indian Villages, Canoes, etc., the authority of Government has on some former occasions been enforced with perhaps unnecessary infliction of loss of life and impoverishment, and even, in some cases destruction of entire tribes. It may confidently be expected that a more salutary and lasting effect will result from the persuasive but firm course adopted towards the Naas and Chimpseans which was so satisfactorily consummated, on Board H.M.S.Sparrowhawk, on the 2nd June, than could have been produced by a more forcible mode of proceeding; and it is a very gratifying reflection, in which all who have served under Governor Seymour will, I am sure, fully sympathize, that this his last Official act was in every way so creditable to his Administrative ability, and so entirely in consonance with that kindliness of heart which was his peculiar characteristic, and which will long cause his memory to be cherished among us.

It must be borne steadily in mind, however, that as these tribes were specially placed by the direct act of the

Head of the Executive under the operation of English Law, that law must in future be enforced among them at whatever cost.

Whilst at Metlakatlah and Fort Simpson enquiry was made into the merits of the conviction and fine of Mr. Cunningham, the Hudson's Bay Co's. Trader at Fort Simpson, by Mr. Duncan Acting as Justice of the Peace, on a charge of selling liquor to Indians at the Company's Post at Fort Simpson, which conviction had been sustained on appeal before Chief Justice Begbie, but subsequently submitted by Dr. Tolmie, acting for the Hudson's Bay Company, for the Governor's consideration. Upon investigation of the case on the spot, it did not appear that there were any grounds for the Governor's interference with the Magistrate's decision and award.

The Mission Station at Metlakatlah has been so fully described by others, and the benefits conferred directly on the Indians of the neighbouring tribes, and indirectly on the Colony at large, by Mr. Duncan's labors on the North-west Coast, are now so generally acknowledged that I need only add an expression of my appreciation of the great importance of the results that have been accomplished by that gentleman's christian zeal, courage, and singular persistence of purpose, combined with remarkable ability and adaptability for this particular work. The only fear is that, should the Mission be deprived of his services, very much of the good work effected by him among the Indians, will be undone for lack of his sustaining presence in their midst.

The investigation held at Bella Coola into the complaints of the White Settlers at that place as to the behaviour towards them of the Indians, amongst whom they reside, leads to the consideration of how far Government is responsible for the protection of Settlements isolated, as this is, at so great a distance from the settled portions of the Colony, and lying so far off any travelled line of communication. It is impossible to exercise any supervision or control over either Indians or White people at such remote posts; quarrels arise, the real origin of which it is often impossible to ascertain, and Government is called on to punish the Indians, without its being proved that they are actually more blamable than their accusers.

It is obvious from the beneficial results of the late cruise of the Sparrowhawk, how desirable it is that a Ship of War should periodically visit the various Settlements Mission Stations, and Indians Villages along the Coast. By such means only, can any measure of protection be given to the scattered Settlers and Missionaries, and the wild tribes amongst whom they are located be kept under any control; and by blows such as that inflicted in the confiscation of the Nanaimo Packet, the sale of liquor to Indians, the cause of nearly all Indian outrages towards white people, as well as amongst themselves, will be rendered so hazardous a business that the trade must soon be extinguished in that part of the Colony.

Some duly authorized Official Agent of the Colonial Government should, however, be sent in all cases on board of ships engaged in such missions, to share, if not to bear wholly, the responsibility of any extraordinary proceedings that events may necessitate; for Officers in

command of Her Majesty's Ships, although holding Commissions as Justices of the Peace, may reasonably be supposed to be disinclined to take decisive action in police matters which can hardly be considered within their proper jurisdiction, and which may involve questions of material importance and great pecuniary interest to the Colony.

I have the honor to be,

Sir,
Your most obedient Servant

JOSEPH W. TRUTCH

His Honor the Officer Administering the Government
of British Columbia.

J O U R N A L

May 17th.- I went on board H.M.S.Sparrowhawk, in Esquimalt Harbour, at 4 p.m., a few minutes after the Governor, accompanied by Mr. Lowndes, acting as Private Secretary, had arrived. At a quarter past 4, the anchor was weighed, and we steamed out of the Harbour under easy steam; the weather being fine but with a fresh breeze from the S.W., which gradually increased to a gale, accompanied with much thunder and lightning and very heavy rain, which continued all night.

At 6 p.m., we anchored for the night at Cadboro Bay, perfectly sheltered from all quarters but the S.E. The Governor's health, which had been indifferent for some days past, seemed to improve from the moment he got on board ship.

May 18th.- Started at 7 a.m., and reached the anchorage in Nanaimo Harbour at 4 p.m. I there went ashore, in company with Mr. Lowndes, and called on the Resident Magistrate, Captain Spalding, who went off to wait upon the Governor, and remained on board to dinner. The Governor was at table, feeling much better and stronger.

May 19th.- Went alongside the coal shoot at 7 a.m., and finished coaling at 2 p.m., having taken in 90 tons, making with the 60 tons on board when we arrived, 150 tons in all, of which 50 tons were stowed on deck. I went ashore this afternoon and arranged some matters of Lands and Works business with Captain Spalding, as to the Collection of the Road Tax in his District, and the repairs of the Nanaimo Bridge and the District Roads.

May 20th.- We left Nanaimo at 7 a.m., and reached Plumper Bay, above Seymour Narrows, about 90 miles from Nanaimo, at 7 p.m.,

May 21st.- Started at 5 a.m., against a strong head wind, and anchored off Fort Rupert at 5 p.m., where Captain Mist, Dr. Comrie, Mr. Lowndes, and myself went on shore and visited the Hudson Bay Company's Fort.

May 22nd.- Under weigh at 5 a.m., passed the wreck of the U.S.Steamer Suwanee, in Shadwell passage. At 9 a.m., crossed Queen Charlotte's Sound in very fine weather and smooth sea, and reached Point McLaughlin at 6 p.m., where we found the Hudson Bay Company's Steamer Otter at anchor, she having arrived the same day from Skidegat, on her way to Victoria. Mr. Moss has established a trading post at this point, near the site of the old Hudson Bay Company's Fort, relinquished 20 years ago, when Fort Rupert was established. The Bella-Bella Indian village is situated on the opposite side of the Inlet, and about a mile distant from Moss'. It is chiefly built on a small rock-island, but is deserted by most of the Indians, who are now settled around Moss' post, which consists of a substantial and comfortable looking dwelling-house, store-house, trading-shop, etc., with some cultivated garden land around them. Mr. Moss came on board and informed us that Captain Pender of the Beaver was at Kynumpt Harbour, about seven miles further on; we therefore, having handed to Mr. Moss hastily written letters to be forwarded to Victoria by the Otter, proceeded to Kynumpt, and anchored near the Beaver at 7 p.m. Captain Pender came on board to call on the Governor, and remained to dinner.

May 23rd (Sunday)-- All day at anchor. In the forenoon Mr. Lowndes and myself went on board the Beaver with Captain Mist. Captain Pender told me that he had been

informed, on what he considered good authority, that the schooner Nanaimo Packet, which had been engaged in trading liquor to Indians, was now again in the Naas River employed in the old business.

May 24th.- Started from Kynumpt at 5 a.m., and anchored in Lowe Harbour, about half a mile from the water-fall, in a beautiful and perfectly sheltered little bay, at 7:30 p.m. Soon after we anchored it came on to blow in very heavy squalls, and throughout the night and until past noon next day we had very stormy weather with heavy rains.

May 25th.- Remained all day at anchor, the weather being very stormy until after noon, when it cleared up a little and I went ashore with Captain Mist and Mr. Lowndes. We landed near the waterfall and tried to make our way back to the Big Lake, of which the river that forms the waterfall is the outlet. But as we could not find any trail, we were unable to make any progress through the dense under-growth along the river bank.

May 26th.- We started at 5 a.m., the morning being fine, and anchored off Metlakatlah, about two miles from Mr. Duncan's house, at about 2 p.m. We were soon surrounded by canoes full of Indians anxious to trade. Having no pilot on board, and as none of the officers of the present commission, with the exception of the Surgeon, had been here before, it was not considered prudent to take the ship into the inner harbour. From the distance at which we lay this Mission Station has quite a town-like appearance. Mr. Duncan's residence and store-house, a large octagon building near it used for School and Church purposes, the gaol--a bastioned block-house--over which the ensign was flying, and the town-hall and court-house--a large framed

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building at the water side, all newly whitewashed, produced altogether an imposing effect. Mr. Duncan came off soon after the ship was anchored, and had an interview with the Governor, who arranged to go ashore the next day.

May 27th.- At anchor all day. At 11 a.m the Governor, with Mr. Lowndes, Captain Mist, and myself, went ashore. On landing, the Governor was received by a guard of honor of Metlakatlah Indians in uniform, and saluted with cannon and musketry, and with cheers, which he acknowledged, through Mr. Dunan as interpreter, in a few kind words of thanks and encouragement. Mr. Duncan's various buildings, his residence, church and school-house, trade-shop, store-house, soap-works, court-house and assembly-hall, together with the work in progress for retaining the bank along the shore of the bay, a heavy piece of crib-work of hewn timber, were then visited, as well as several of the houses of Indians resident at this Mission, among others that of the late Chief Legaic, who, we were informed, died a few days before our arrival. We returned on board at a quarter past one, and during the afternoon many canoes were again alongside, offering furs for sale. Mr. Duncan came off and dined with the Governor.

May 28th.- At anchor all day. In the forenoon the Governor, accompanied by Mr. Lowndes, Captain Mist, and myself, went ashore. The Governor had a long conversation with Mr. Duncan in presence of Mr. Lowndes and myself, in reference to the quarrel that had been going on for the past year between the Chimpsean and Naas tribes, arising from the fight which took place at a whisky feast on the Naas River in April, 1868, and which had resulted in the loss of about six lives on each side, including three Naas Indians then residing at Kincolith, Mr. Tomlinson's Mission Station

near the mouth of the Naas, who were killed by the Chimpseans about 3 miles from Kincolith. The Governor determined, after hearing Mr. Duncan's report and opinion, to endeavour to bring the Chiefs of the Naas and Chimpsean tribes together on board the Sparrowhawk, and compel them to come to terms of peace. Mr. Duncan was requested by the Governor to accompany us to the Naas River in the Sparrowhawk, as interpreter. The Indian who gave the feast, on the occasion of his marriage with the daughter of a Naas Chief, which led to the subsequent outrages, had up to that time been settled at Metlakatlah, and was now again residing at that place. He was therefore, also, taken up to the Naas River with us.

In the afternoon, Mr. Duncan's school of 40 girls and 30 boys came on board to vist the man-of-war, and were shown over the ship.

May 29th.- Left Metlakatlah at about 9a.m., in a drizzling rain, and anchored off Fort Simpson after a very disagreeable run in thick foggy weather, at about 1 p.m. The Governor, accompanied by Mr. Lowndes, Captain Mist, and myself, went ashore to the Hudson Bay Company's Fort, where we found Mr. Manson in temporary charge during Mr. Cunningham's absence, the latter gentleman having gone to vist the Company's branch station on the Naas River. After visiting the Fort, the Governor, with Mr. Lowndes, went on board, Captain Mist and myself remaining to visit the Indian villages; and whilst so occupied, we were joined by Mr. Cunningham just returned from the Naas. I had then a conversation with that gentleman, in reference to the distured condition of the Indians of the Naas and Chimpsean tribes. Mr. Cunningham thought that the plan of action determined upon by the Governor

was very judicious. Both tribes were anxious, in his opinion, to make up their quarrel, if they could only be brought together by anyone acting as peace-maker. Mr. Cunningham told me that he had seen the Schooner Nanaimo packet in Naas River, as he came down the day before, and that the Indians had informed him that many of them had obtained liquor on board, and that this was the same schooner with the same master, from whom the liquor had been purchased a year ago, which led to the fight and subsequent murders.

On the subject of the fine inflicted on him by Mr. Duncan last year, on conviction of selling liquor to Indians, Mr. Cunningham said he was now aware that the man Hans Branson, employed under him at the Fort, had been in the habit of trading liquor obtained from him (Mr. Cunningham) to the Indians for furs, which were afterwards purchased from Branson by him as agent of the Hudson Bay Company.

He now perceived that these circumstances afforded strong grounds for the suspicion that he (Mr. Cunningham) had been a party to the sale of liquor to Indians; but he would solemnly aver that he was then totally unaware that the Indians got liquor from Branson, on any terms, much less did he know that the furs he bought from Branson, had been purchased with liquor.

May 30.- Leaving Fort Simpson anchorage early in the morning, we reached the Naas River about 10 a.m., and came to anchor off Kincolith Mission Station. We found the Schooner Nanaimo Packet at anchor about two miles up stream, and a boat was at once sent to search her, but no liquor was found on board in excess of the quantity which her permit allowed her to carry. Still a watch was kept to prevent her getting away, until we could communicate with the Indians at the villages above, from whom we expected

to get decisive information of their having obtained liquor on board the schooner.

Kincolith Mission Station was established under the charge of the Rev. Mr. Tomlinson, about two years ago. The buildings consist of a small Church and School-house, with dwelling house adjoining, and nine houses built and occupied by Indians residing at the station. Shortly after we anchored, Captain Mist, Mr. Lowndes, and myself started for the shore, but were unable to land as the tide was low, so that the boat grounded when we were still 200 yards from the beach. We were, therefore, obliged to return to the ship, but in the afternoon, at about half-past two o'clock, the tide having risen, we succeeded in making a landing, and were met by Mr. Tomlinson, who shewed us the different buildings at this station, after inspecting which we called on Mrs. Tomlinson, who has been residing here for the past twelve months. I heard from Mr. Tomlinson further accounts of the disturbances that had taken place among the Indians in this neighbourhood during the past year. He dwelt especially on the murder, by the Chimpseans, of the three Indians then resident at his station, as a marked act of hostility to his Mission. The facts are, that the Chimpseans, in making their way from the fight in which they had just been engaged, unfortunately encountered, at a point about three miles above Kincolith, a canoe in which were three Indians then resident at Kincolith, but who belonged to the tribe of Naas Indians with whom they had just been fighting. They murdered these defenceless people, because they belonged to the hostile tribe. I am satisfied that they had no intention of expressing by this act any enmity to Mr. Tomlinson or his work; but they could not disassociate

these Indians from the hostile tribe to which they were related, and to which in fact they belonged, although at this time living at the Mission.

On our return on board, it was decided that I should go up to the Naas villages with a message from the Governor to the Chiefs; but it was considered too late to start that afternoon. It being Sunday, Mr. Tomlinson did not come off to call on the Governor till next day.

May 31st:- Left the ship at 10 a.m. in the Captain's gig, with Mr. Lowndes, and accompanied by Mr. Duncan as interpreter. We had a strong breeze with us, but the freshet in the river caused so strong an adverse current that we did not reach the Indian villages, a distance from the ship, as I estimate, of fifteen miles, until half-past three p.m. On landing at the lower village, I informed the Indians, through Mr. Duncan, that I had a message for them from the Governor, and was accordingly conducted to the Chief's house, where the tribe presently assembled, and I told them the Governor was much grieved at the evil work that had been going on for some time between them and the Chimpseans, and had come up to make them friends; that he wanted the Chiefs of the Naas to come down at once to him on board the Sparrowhawk, and to go in her to Fort Simpson to have a talk there with the Chimpseans and arrange all their difficulties before him. For some time they hesitated to go, on the ground that the Chimpseans who commenced the fighting ought to have been brought to Kincolith, instead of the Naas, who were the aggrieved party, being carried to Fort Simpson. They at last, however, agreed to go down with us, and I then went on about three-quarters of a mile up river to the second village, where a meeting was also called in the Chief's house, and the same message delivered. This tribe having

also, after some hesitation, accepted the Governor's invitation, we started, on our return, at 5 p.m., and after proceeding about five miles were overtaken by four canoes in which were the Chiefs and principal men of these villages. They accompanied us down to the ship, which we reached at 10.30 p.m.

I had refrained from mentioning at the villages, the subject of the reported dispensing of liquor by the Captain of the Nanaimo Packet, as I feared lest the Indians might be deterred from coming down, and I calculated that if the Chiefs came down to the Governor we should be sure, after we got them on board, to find some who could furnish evidence of liquor having been given to them on board the schooner.

June 1st.- The Indians came on board the Sparrowhawk at 9 o'clock, prepared to go down in the ship to Fort Simpson. We then spoke to them about the schooner, and several of them immediately stated that they had received liquor on board of her from the Captain, and that it was he who had sold them the liquor a year ago, which was the cause of all their subsequent troubles. Information having been duly made on oath to this effect, and the schooner was seized, and at noon we started from Kincolith towing the schooner, and anchored off Fort Simpson at 6.30 p.m. There I went on shore to the Indian villages, accompanied by Mr. Lowndes, and Mr. Duncan as interpreter, and summoned their chief people to come on board the ship the next day at 10 o'clock, to meet the Naas Chiefs and arrange a peace, as the Governor was fully determined to put to an end the fighting and disorder that had been going on so long. After a short consultation among themselves they cheerfully consented to come on board next day.

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June 2nd.- The Chiefs of the Chimpsean tribes having arrived on board at 10 o'clock, were set opposite to the Naas Chiefs on the quarter-deck, in presence of the Governor. A parley ensued, which lasted for a couple of hours. All the events of their hostilities during the past year were discussed, and the amount of compensation to be paid by each tribe for injuries done to the other having been finally settled among them, peace was concluded, and symbolized by the former enemies blowing swans' down over each other's heads. A document setting forth that peace had been that day concluded between the Chimpsean and Naas Indians in the presence of the Governor was then drawn up, and to this the Chiefs' names were all signed by their marks being set thereto as certified by the Governor's signature and seal. Each Chief was also furnished with a paper setting forth that he had signed this treaty. These papers were signed by Mr. Lowndes and certified by Mr. Duncan as interpreter. The Governor then, through Mr. Duncan, addressed the Chiefs, telling them that he had allowed them on this occasion, for the last time, to make compensation to each other, according to the custom hitherto in force among them for friends and relatives killed and injuries inflicted; but now they must understand that this barbarous system was abolished; that they must henceforth live according to English law; and that if they offended against that law by taking each other's lives, every means in the Governor's power should be employed to apprehend and punish them. All the Indians on board, to the number of one hundred and upwards, were then feasted, and presents of pipes, tobacco, etc., made to each. The previously hostile tribes now mixed together with the greatest cordiality. After the feast the Chimpseans departed in

high spirits, seemingly much satisfied at the result of the day's conference. The ship then left for Metlakatlah with the schooner in tow, the Naas Indians still remaining on board, as some of them were required as witnesses in the case against the schooner. We had a pleasant run to Metlakatlah, where we arrived at 6 p.m., and anchored in the inner harbor.

June 3rd:- At 10 a.m., Captain Mist and myself, as Justices of the Peace, opened Court in the Mission School Room, to try the master and crew of the Schooner Nanaimo Packet, on the sworn information of three Naas Indians, for giving to each of them, in presence of the others, a glass of liquor. At 6 p;m., the Court was adjourned until 10 a.m., next day. The Governor remained all day on board.

June 4th:- The Court sat again at 10 a.m. until 5 p.m., when judgement was delivered--the schooner to be forfeited, and the master, William Stephens, fined $500, and each of the two men employed on board as crew $10. Stephens being unable to pay the $500, it was determined to take the Schooner and cargo to Victoria. Stephens paid the fine of $10 for each of the men on board with him.

At 5:30, the Governor came ashore, and the Indians at Metlakatlah having been all assembled in the School-house, the Governor addressed them, expressing his gratification at their continued well-being, and at the improvement which he noticed in and around their houses since his former visit to Metlakatlah two years ago, encouraging them to persevere in the same way of life and always to respect and practice the advice and teaching of Mr.Duncan, w ho had their true welfare at heart, and aimed to educate them and their children to live profitably to themselves and others. The Governor then returned on board, and the

high spirits, seemingly much satisfied at the result of the day's conference. The ship then left for Metlakatlah with the schooner in tow, the Nass Indians still remaining on board, as some of them were required as witnesses in the case against the schooner. We had a pleasant run to Metlakatlah, where we arrived at 6 p.m., and anchored in the inner harbor.

June 3rd:- At 10 a.m., Captain Mist and myself, as Justices of the Peace, opened Court in the Mission School Room, to try the master and crew of the Schooner Kamaino Packet, on the sworn information of three Nass Indians, for giving to each of them, in presence of the others, a glass of liquor. At 6 p.m., the Court was adjourned until 10 a.m., next day. The Governor remained all day on board.

June 4th:- The Court sat again at 10 a.m. until 5 p.m., when judgement was delivered--the schooner to be forfeited, and the master, William Stephens, fined $500, and each of the two men employed on board as crew $10. Stephens being unable to pay the $500, it was determined to take the Schooner and cargo to Victoria. Stephens paid the fine of $10 for each of the men on board with him.

At 5:30, the Governor came ashore, and the Indians at Metlakatlah having been all assembled in the School-house, the Governor addressed them, expressing his gratification at their continued well-being, and at the improvement which he noticed in and around their houses since his former visit to Metlakatlah two years ago, encouraging them to persevere in the same way of life and always to respect and practice the advice and teaching of Mr. Duncan, who has their true welfare at heart, and aimed to educate them and their children to live profitably to themselves and others. The Governor then returned on board, and the

Indians were feasted with various good things provided for them by his order.

June 5th:- We left Metlakatlah at 5 a.m., towing the schooner as far as Ogden Channel, where she cast off to make her way under sail to Victoria, in charge of the gunner and two seamen of the Sparrowhawk. About noon we came up with a small sloop. An officer was sent to search her but no liquor was found on board. Her name--Petrel--was on her stern, and the man in charge of her said she belonged to the Hudson Bay Co., and had left Fort Simpson about three weeks ago upon a trading cruise along the coast. He had, however, neither register, manifest, clearance, coasting license, nor any document whatever on board to show the character of the vessel; nothing but a journal in which the various purchases of skins from Indians since leaving Fort Simpson were recorded. As, however, there was no reason to doubt the truth of the account given of her by the master, the sloop was allowed to proceed on her way, and shortly afterwards we steamed into Queen Charlotte's Sound, and laid a course for Skidegat. Up to this time the Governor's health had been steadily improved from the day of his departure from Victoria, and he was on deck today apparently quite well, until as we entered Queen Charlotte's Sound he retired into his cabin and did not appear again. After a quick run across the Sound, the weather being fine and the sea smooth, we crossed Skidegat Bar at half-past 6 p.m., and reached the anchorage off the Queen Charlotte Coal Company's Station at Cowquitz at half-past 8. Soon after we anchored Mr. Gibbs and others connected with the Coal Company came on board.

June 6th.-- At anchor all day. Heavy showers during last night and this morning, but the afternoon was clear and

bright. About noon, I went ashore with Mr. Lowndes and Dr. Comrie. The Company's buildings consist of a store-house, office, and boarding-house for their workmen, all framed buildings, with some minor houses scattered around. Here we found Messrs. Gibbs and Landale, who are engaged under contract with the Company in constructing a tramway from the harbour--into which it is to be extended by piling and trestle work, so as to form a pier affordinga depth of over 20 feet of water alongside at low tide--to the coal works, about a mile distant. From the proposed pier the tramway will rise gradually for a distance of 3600 feet to a height of 184 feet above high water. From this point a chute will be constructed, from the top of which a further short section of tramway will connect with the mouth of the tunnel, at a height of 448 feet above the level of high water, and distant about 4,600 feet from the sea-shore. Of this tramway, about 1700 feet from the sea-shore is now nearly finished, and fromthe character of the portion already done, I anticipate that when the whole is completed it will be a very substantial work, and afford an economical and very efficient means of leading the coal down for shipment.

Accompanied by the gentlemen above named, I walked up to the tunnel with which the tramway is to be connected. There we found Mr. Robinson who has at present charge of the coal working, being employed by the company under contract to get out and deliver at the top of the proposed chute a specified amount of coal.

By this gentleman we were conducted into the tunnel--called Nicholson's Tunnel--which is 619 feet long. At 210 feet from its mouth the coal is struck, and thence extends to the end of the tunnel, where there is a fault, the walls of the vein coming together gradually for the

last 100 feet until they close altogether. The whole thickness of this seam is nearly 6 feet, in which are two veins of pure coal, averaging 3 feet and 1 foot 3 inches thick respectively, separated by a slateshale midstone 6 inches thick. These veins are nearly vertical, and their general course bears N., 40° W. The coal has been proved by practical experiment to be a of very good quality. We were also shown by Mr. Robinson three other tunnels which have been driven 112, 433, and 450 feet respectively. In the first, called Robinson's tunnel, the coal had been found, but broken and disintegrated; the other tunnels, Hutchinson's and Wilke's, are designed to strike the vein now being worked in Nicholson's tunnel above, but have not yet been run in the full distance. These tunnels are all driven into the steep north slope of a range of high hills, the summit peak of which--Mount Seymour--is about 4000 feet high. Outcrops of coal are found in the beds and along the banks of almost every stream running down this mountain slope. There can be no doubt of the abundance of the coal in this neighbourhood; and its valuable quality is, I believe, fully ascertained. From the facility with which it can be got out and, after the tramway is constructed, put on board ship, in a harbour of easy access for vessels of any size, there appears every reason to anticipate that this coal bed may be profitably worked. The only contingency to be feared, in my mind, arises from the broken character of the formation in which this coal is situated, which may render the continuous working of the coal more difficult and expensive than is now anticipated.

June th.- The ship went down in the morning to the Skidegat

Village, off which we remained all day at anchor. In the afternoon we took the opportunity of visiting the lodges. These are for the most part large and substantially constructed. Before each lodge one or more poles are erected 50 to 60 feet high, and about 4 feet in diameter, on which are carved the crests of the owners. We found but few people at this village, and these chiefly old women and children, most of the tribe having gone to Fort Simpson to purchase oolachan oil from the Nass, or to Victoria.

June 8th.- Started early from Skidegat, and encountered a strong breeze from S.E. which soon raised so much sea that we were obliged to go under easy steam, as the screw bearings had been found to be in some way defective, so that it was considered prudent not to put more strain on them than could be avoided.

June 9th.- We reached Kynumpt Harbour at 10.30 a.m., and found the Beaver there. Captain Pender came on board and brought some letters for the Governor from Mr.Feake (in charge of the Hudson Bay Company's trading post at Bella Coola) and two white settlers in that neighbourhood, complaining of the threatening conduct of the Indians in that district, stating that they were apprehensive of an attack from the Indians, and were in fear of their lives and praying the Governor to pay them a visit before he returned to Victoria. Another letter from Captain Lewis, of the HudsonBay Company's steamer Otter, corroborated these representations, and joined in soliciting that we should visit Bella Coola immediately. The Governor considered that as we were so near Bella Coola we ought to go there, should Captain Mist determine that the additional run could be made without injury to the ship, in her damaged condition; and that sufficient additional fuel could be obtained, there being now on board only

just enough to take us to Nanaimo. Captain Mist having decided that the ship could go without risk, we started again at noon, and aided by a fair breeze anchored off Bella Coola, after a speedy run, at 9.30 p.m. The three white men residing at Bella Coola, Mr. Feake, in charge of the Hudson Bay Company's trading post, Mr. Fletcher, and Mr. Clayton who have been settled in the neighbourhood for three or four years engaged in raising potatoes, which they sell chiefly to the Indians, immediately came on board and laid before Captain Mist and myself--the Governor being so much exhausted from the effects of diarrhaea, from which he had been suffering for the past three days, as to be unable to attend to business--a detailed account of the conduct of the Indians during the past winter and spring, especially as to the murder of an interior Indian, near the Hudson Bay Company's post at Bella Coola, by one of the Bella Coola tribe; and of the assault by a Bella Coola Indian on a white man, George Pearse, at that time residing at the mouth of Bella Coola River, but who had since gone to Victoria to lay a complaint before the Governor in reference to this assault. After having heard these statements, we sent word by Mr. Feake to the Chiefs and principal men of the tribe to come on board at 10a.m. next day, and to bring the Indian who had committed the assault with them.

Arrangements were also made by Captain Mist with Mr. Feake to supply 40 cords of firewood, to be brought off to the ship as soon as possible next day.

June 10th.- During the past night the Governor became more and more exhausted, Dr. Comrie being in constant attendance on him, as was also Mr. Lowndes, who never left him, being with him to the last. Early in the morning it

just enough to take us to Nanaimo. Captain Mist having decided that the ship could go without risk, we started again at noon, and aided by a fair breeze anchored off Bella Coola, after a speedy run, at 7.30 p.m. The three white men residing at Bella Coola, viz. Frank, in charge of the Hudson Bay Company's trading post, Mr. Pletcher, and Mr. Clayton who have been settled in the neighbourhood for three or four years engaged in trading potatoes, which they sell chiefly to the Indians, immediately came on board and laid before Captain Mist and myself--the Governor being so much exhausted from the effects of diarrhoea, from which he had been suffering for the past three days, as to be unable to attend to business--a detailed account of the conduct of the Indians during the past winter and spring, especially as to the murder of an interior Indian, near the Hudson Bay Company's post at Bella Coola, by one of the Bella Coola tribe; and of the assault by a Bella Coola Indian on a white man, George Pearce, at that time residing at the mouth of Bella Coola River, but who had since gone to Victoria to lay a complaint before the Governor in reference to this assault. After having heard these statements, we sent word by Mr. Pearce to the Chiefs and principal men of the tribe to come on board at 10 a.m. next day, and to bring the Indian who had committed the assault with them.

Arrangements were also made by Captain Mist with Mr. Pearce to supply 40 cords of firewood, to be brought off to the ship as soon as possible next day.

June 10th.- During the past night the Governor became more and more exhausted, Mr. Cowie being in constant attendance on him, as was also Mr. Howaden, who never left him, being with him to the last. Early in the morning it

became evident that the Governor was sinking, and at a quarter to ten he ceased to breathe.

Captain Mist would have started immediately for Esquimalt, but that we were so short of coal that it was very doubtful if we could reach Nanaimo; we were therefore obliged to wait until a supply of wood could be got on board. This was delayed until late in the evening, by so strong a breeze blowing up the Bentick Arm as to prevent loaded canoes from coming alongside.

Shortly after 10 a.m. the Indians came off, in obedience to the summons sent to them through Mr. Feake, and were assenbled on the quarter-deck. The principal Chief was away at a village about 50 miles up the river, but he was represented by the young Chief, Tom (Yakokeas), a good looking, well dressed Indian, the same man whom Governor Seymour, five years before, had rewarded for good conduct. I then told them that the Governor could not see them as he was ill-- we did not let them know of his death--but had deputed me to talk to them. Mr. Feake, in the presence of the Indians, repeated the complaints made to us last night by himself and fellow residents at Bella Coola. I asked Tom what they had to say in reply on the other side. He said that there were some few bad men among them; but that the tribe generally were very friendly to white people. That some of the Indians from the Interior, whilst at Bella Coola last winter, had talked with these bad people (messache tillikum) of his tribe, and had tried to concoct a plan for killing and robbing the white people among them; but the great majority of the tribe were entirely opposed to such wickedness, and he was certain, since a man-of-war had now come to look after these white people, that there would be no fear

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Shortly after 10 a.m. the Indians came off, in obedience to the summons sent to them through Mr. Teake, and were assembled on the quarter-deck. The principal Chief was away at a village about 50 miles up the river, but he was represented by the young Chief, Tom (Yekokees), a good looking, well dressed Indian, the same man whom Governor Seymour, five years before, had rewarded for good conduct. I then told them that the Governor could not see them as he was ill-- we did not let them know of his death--but had deputed me to talk to them. Mr. Teake, in the presence of the Indians, repeated the complaints made to us last night by himself and fellow residents at Bella Coola. I asked Tom what they had to say in reply on the other side. He said that there were some few bad men among them; but that the tribe generally were very friendly to white people. That some of the Indians from the interior, whilst at Bella Coola last winter, had talked with these bad people (massacre tillikum) of his tribe, and had tried to concoct a plan for killing and robbing the white people among them; but the great majority of the tribe were entirely opposed to such wickedness, and he was certain, since a man-of-war had now come to look after these white people, that there would be no fear

of their being injured. As to the assault by the Indian on Pearse, he said that the Indian was bad-hearted, and struck Pearse in a quarrel with him, which arose out of Pearse refusing to lend him a canoe; but that Pearse, also, was not a good man, but had traded liquor to Indians. The Indian, Tom, who had been brought on board, was then asked what he had to say about his striking Pearse. He acknowledged that he did strike him because he would not lend him a canoe. He also made a statement which we could not understand much of, but the gist of it seemed to be that there had long been a quarrel between Pearse and himself. This Indian was then put under arrest, and told that he would be taken to Victoria, unless he or his friends gave ten blankets to be kept as surety for his good behavour. In the course of the day these blankets were brought on board, and he was released after some hours imprisonment. I then, also, told the Chiefs that I should report to the Governor all that had that day occurred, and that they must not fancy that Government were indifferent about the few white people at Bella Coola; if any harm was done them either by the Bella Coolas or by the interior Indians, they (the Bella Coola Chiefs) would be held responsible, and a man-of-war would be immediately sent up to punish them. This they seemed fully to understand, and to agree to the justice of. The Indians then left the ship, with the exception of the Chief Tom, from whom and from Messrs. Feake, Clayton, and Fletcher we took depositions under oath, which appear to establish a case against George Pearse, of having sold liquor to the Chief Tom, at Bella Coola, about a year ago. In the afternoon I went ashore with Mr. Lowndes, Captain Mist, and other officers of the ship, and visited the Indian

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Village on the left bank of the river (the current of which was at this season very rapid from the freshet of melted snow) about a mile from its mouth. The Hudson Bay Company's trading post is some 200 yards distant from the village. The village consists of nine lodges, inhabited by about 200 people. The Hudson Bay Company's establishment consists of a frame store, with dwelling rooms attached, without stockade or protection of any kind. Mr. Feake is the only white man at this post. Only 17 cords of wood could be got on board, in consequence of the high wind, and that not until late in the evening.

June 11th:- We got under weigh at 2:30 a.m., the wind having to a great extent gone down, and had a capital run, with smooth water, across Queen Charlotte's Sound to Fort Rupert, which we reached at 10:30 p.m. and came to anchor off the Fort, but did not communicate with the shore.

June 12th:- Started at 5:30, and stopped at Is'quash, about nine miles from Fort Rupert. Here Captain Mist, Mr. Lowndes, and myself went ashore to visit the coal workings at that place, and with the intention of getting off some coal so as to avoid the necessity of stopping at Nanaimo. The tide was so low, however, that we should have to wait 6 hours before there would have been water to float the company's scow alongside the jetty, which extends some 200 feet out from high water, the shore being very shelving, and we were, thereore, reluctantly obliged to give up the idea of coaling here. The coal crops out on the beach where we landed, and extends back, rising very gradually in a direction nearly west, the vein having a slight dip to the southward. The coal hitherto taken out has been mostly obtained by stripping off the

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overlying surface, the stratification being so nearly horizontal. But a tunnel has been run, striking the vein at about 100 feet from its mouth, from which some 60 tons of coal have been taken, and are now on the jetty waiting for the Beaver. The vein is thin, but the quality of coal, especially that taken from the tunnel appears excellent, and its value for steam purposes has been fully established by practical experiment, and I much regret we could not have the opportunity of further proving it in the Sparrowhawk. The country for some miles back from the coast at this point appears moderately low and regular, and from the character of the formation where we landed, I should conclude that this coal vein would prove continuous and easily worked. We got on board again a little after 8 o'clock, and got under weigh at once, proceeding slowly at first on account of a thick bank of fog, which rendered the navigation dangerous in the narrow channel we were in. We soon ran out of this fog, however, and, aided by a strong flood tide, made a very quick run through Johnson Straits, passing Cape Mudge at 7 p.m., from which point we went under easy steam and arrived at Nanaimo next morning at 7 a.m.

June 13th:- Went alongside the wharf, and got coal enough on board to take us to Esquimalt, at which harbour we arrived at 10:30 p.m., having met a strong breeze at Discovery Island.

Mr. Lowndes and myself at once went ashore, and took the sad news of the Governor's death to Victoria.

JOSEPH W. TRUTH.

Times)
Apr. 27 1868.)

In November 1867, Governor Seymour despatched for England the last bluebook of British Columbia as it was, bringing down its story to the close of 1866 when Vancouver Island had just been annexed to it. He was too much occupied last year to be able himself to report in detail on the Blue-book. He had just returned at end of June from an official inspection of the then nightless regions of our extreme boundary and the magnificent scenery of Queen Charlotte's Island, when he received a telegram from Cariboo, stating that the law was utterly powerless at the mines against some 500 or 600 men banded together. He proceeded to the spot, and tranquillity was restored. He found the farms in the upper country greatly improved, and the roads in excellent order. He drove six-in-hand from Yale, the head of navigation on the Fraser, into Cariboo, about 400 miles; sometimes along a road build up by scaffolding against a mountain side, and hanging 600 or 700 feet over the river, and sometimes through the high country of vast prairies, plains and cornfields. The leaders in t is travelling were generally in a hard gallop, the second pair, or swing horses, pretty nearly chose their own pace, the wheelers were steady, and the break [sic] was worked by the driver with his right foot. The roadside inns, mostly kept by Franchmen and Italians, are comfortable; the charges are greatly reduced, and the governor had not, as at his first visit, to pay 30 l. a night for the feed of his horses. The most important advance made by British Columbia in 1866 was the rapid development of agriculture occasioned by the increasing number of waggon roads, and other communications. Home manufactured flour of superior quality is already taking the place of the important [sic.? imported] article. Use is being made of the magnificent timber covering the sides of the harbours and inlets; and spars and lumber of superior quality were exported in 1866 to the value of 10,000 L. The yield of gold in the year is roughly estimated at 600,000 L., and as there were certainly not more than 3,000 miners engaged the average product reached 200 l. per man, far exceeding any average ever reached in California or Australia. Silver mining also promises well. The reckless flooding of the country with an overstock of goods in 1865 reduced the imports of 1866 to 298,000 L., and the revenue to 86,000 L.; the progress of agriculture will now tend to lessen the import demand. The exports were 43,000 L.; the expenditures, 91,000L.; the debt, 295,000 L., including that of Vancouver Island. The white population of the mainland was about 6,000 in 1866, the native population at least 40,000, all more or less producers and consumers. Education is liberally aided on a non-sectarian system, the Government granting the teacher 4s. a month for every child regularly attending school. The Governor considers that the era of resident farming population dates from 1866, and that the great strides made in agriculture and stock-raising are full of promise. He says with ordinary care and application the resources of this vast and peculiarly healthy colony could be developed twenty fold.