

SPAM
7905

The Ryerson Canadian History Readers

EDITED BY LORNE PIERCE

Endorsed by
IMPERIAL ORDER DAUGHTERS OF THE EMPIRE AND THE
PROVINCIAL DEPARTMENTS OF EDUCATION

SIR JAMES DOUGLAS

By

W. N. SAGE, M.A., Ph.D.

Associate Author of "The Story of Canada."

—
PRICE 10 CENTS
—

THE RYERSON PRESS
TORONTO

The Ryerson Canadian History Readers

Lorne Pierce, *Editor*

"Pupils who depend upon the authorized text alone for their information learn little or nothing about Champlain's life except the days he spent in Canada. They know nothing about his fighting days with Henry of Navarre; that he travelled widely in Spanish America; that he wrote interesting books about his travels; that he was the first man to suggest the possibilities of a Panama Canal. All this and a very interesting account of all he did for his beloved colony, his toilsome wanderings through the primeval forest, his zeal in spreading a knowledge of Christianity among the cruel and ignorant savages, will be found in this very interesting little booklet on an early Canadian hero—Champlain."—*Manitoba Teacher*.

What is true of *Samuel de Champlain*, by Adrian MacDonald, in the RYERSON CANADIAN HISTORY READERS, is equally true of the other gallant figures which form the theme of this series of short biographies of the great heroes of Canadian history. Against the background of Canada in the making stand out the romantic personalities of her makers—explorers, warriors, missionaries, colonists.

"A large number of these popular little books have made their appearance. . . . They make absorbing reading for any one wishing to get a brief insight into the romantic life surrounding the important personalities in Canadian history."—*Toronto Globe*.

Printed on excellent paper, with clear type, from 16 to 32 pages, illustrated by C. W. Jefferys, R.C.A., an artist into whose exquisite little line drawings has gone a whole lifetime of historical research, vivid in style, brief enough to be read at a short sitting, these little booklets deserve the intelligent recognition of every teacher, librarian, and student in Canada. Not only do the RYERSON CANADIAN HISTORY READERS provide the first complete history of Canada from East to West, based on the romance of personality, but they provide also the first complete pictorial history of the Dominion.

Those marked with an asterisk are already published and available.

1. STORIES OF PATHFINDERS

- *Pathfinders to America—S. P. Chester
- *Jacques Cartier—J. C. Sutherland
- *Henry Hudson—Lawrence J. Burpee
- *La Salle—Margaret Lawrence
- *Daniel du Lhut—Blodwen Davies
- *Père Marquette—Agnes Laut
- *Pierre Radisson—Lawrence J. Burpee
- *Alexander Henry and Peter Pond—Lawrence J. Burpee
- *John Jewett—Eleanor Hammond Broadus
- *Cadillac—Agnes C. Laut

2. STORIES OF PATHFINDERS

- *La Vérendrye—G. J. Reeve
- *Anthony Hendry and Matthew Cook—Lawrence J. Burpee
- *Captain Cook—Mabel Burkholder
- *Samuel Hearne—Lloyd Roberts
- *Captain George Vancouver—F. W. Howay
- *Sir Alexander Mackenzie—Adrian MacDonald

- *John Tanner—Agnes C. Laut
- *David Thompson—A. S. Morton
- *Sir John Franklin—Morden H. Long
- *Simon Fraser—V. L. Denton

3. STORIES OF SETTLEMENT

- *Samuel de Champlain—Adrian MacDonald
- *Hébert: The First Canadian Farmer—Julia Jarvis
- *Frontenac—Helen E. Williams
- *Talon—Helen E. Williams
- *Old Fort Prince of Wales—M. H. T. Alexander
- *Colonel Thomas Talbot—Fred Landon
- The Acadians—V. P. Seary
- *Lord Selkirk—William Martin
- The United Empire Loyalists—W. S. Wallace
- The Canada Company—J. E. Wetherell
- *Prairie Place Names—Edna Baker

(This List continued on inside back cover)

SIR JAMES DOUGLAS

ON May 7, 1819, the stoutly built brig *Matthews*, of which Matthew Steele was master, slipped down the Mersey bound for America. In the little group which gathered at the stern of the vessel and watched the low banks of the river slowly recede was a tall, dark, fine-looking lad of nearly sixteen. This youth, James Douglas, was on his way to Fort William to join the service of the North West Company. A few days before he had left his father and mother in Lanarkshire and had started off for Liverpool. Now he faced the great adventure—another young Scot was about to enter the fur trade, and like Sir Alexander Mackenzie and Donald A. Smith (Lord Strathcona) he was to leave a name famous in Canada's story and to bring credit to his native Scotland.

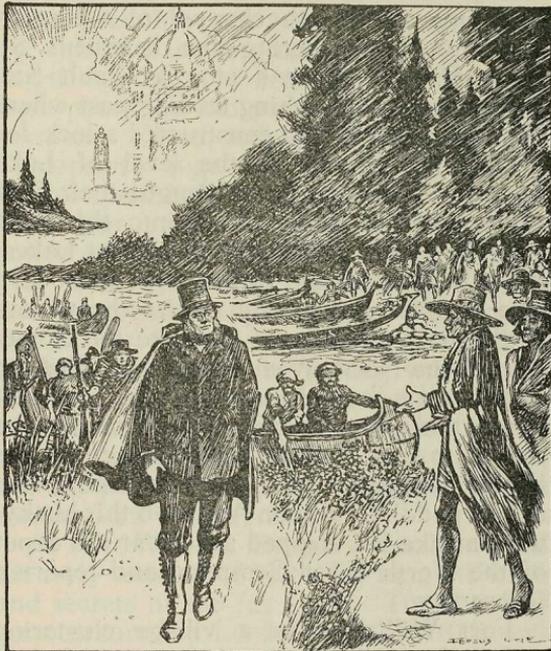
James Douglas was born in Lanarkshire on June 5, 1803. His father John Douglas owned sugar estates in Demerara, British Guiana, but was then farming near Lanark. His mother was a Ritchie. While still very young James was sent to school in Lanark where he boarded with a Mrs. Glendinging.

CANADIAN HISTORY READERS

Years later Governor Douglas recalled how Janet Glendinning had cured him of all longing for cold baths and deep water by plunging him head over heels in the flowing Clyde. From a nobleman who had fled to Scotland from his native land during the French Revolution young James learned French so thoroughly and accurately, that half a century later he was praised in Paris for the purity of his accent. But there were few openings for an ambitious young lad in Scotland and so his father secured for James a post with the North West Company. Just picture to yourselves what a break this would be to a sixteen year old boy.

The *Matthews* landed at Quebec on June 25, 1819, after a seven weeks' voyage. Young Douglas set out for Montreal and at Lachine found a place in one of the company's canoes bound for Fort William. Up the Ottawa the fleet of canoes swept in stately majesty, sometimes held up by treacherous rapids and imposing waterfalls, portaging past the Chaudière Falls where Ottawa now stands and then gliding serenely over the bosom of Lake Deschesnes. Across a short portage to Lake Nipissing and French River the sturdy *voyageurs* carried

SIR JAMES DOUGLAS



GOVERNOR DOUGLAS RECEIVES A FRIENDLY GREETING FROM
THE "FIRST FAMILIES" IN THE YOUNG COLONY

CANADIAN HISTORY READERS

the canoes and soon the flotilla was threading the North channel of Georgian Bay and then entering the beautiful St. Mary River. After a stop at Sault Ste. Marie, then a flourishing trading post where the Nor'-westers had constructed a lock for raising the canoes to the level of Lake Superior, the *voyageurs* brought their frail craft round a sandy point into the huge expanse of the greatest of the Great Lakes. We who cross Lake Superior in a modern lake steamer can hardly realize the terrors of that mighty body of water to the canoe-men of the North West Company. But the "pork-eaters," as the men of the St. Lawrence and the Ottawa who brought the canoes to Fort William were dubbed by the hardy *voyageurs* of the north land, were expert paddlers, and on August 6 this husky, wide-awake lad stepped ashore at the depot of the North West Company and reported for service.

Fort William was a village clustering within the walls of a trading post. It had been built by the Nor'-westers between 1800 and 1814 and was named in honour of William McGillivray, one of the most important partners of the company. Around

SIR JAMES DOUGLAS

the four sides ran a stockade with a guard-house over the main gate. In the middle of the square was the great hall, sixty feet in length by thirty in breadth. On its walls were paintings and portraits of the leading partners. There, too, was displayed David Thompson's huge map of the fur country. In this great hall the *bourgeois* or partners held their annual meetings at which the policy of the company for the following year was settled and partners and clerks were assigned to their posts. There were also rooms for the wintering partners and clerks, quarters for the guides, warehouses for furs, a powder magazine and even a jail which the *voyageurs* termed the "butter tub." Most of the buildings were of wood, but the powder magazine and one of the storehouses were of stone.

At Fort William Douglas remained until the early summer of 1820, learning the wiles and secrets of the fur trade. The fort had been captured by Lord Selkirk, in 1816, and the young clerk must have heard stirring tales of the arrest, at Selkirk's orders, of William McGillivray and other leading partners of the company. The Nor'-westers and the Hudson's Bay Company were then

CANADIAN HISTORY READERS

engaged in a life and death struggle for supremacy and Douglas soon became a champion of the Canadians.

In 1820 Douglas was sent to Isle à la Crosse in the Churchill or English River District, in what is now northern Saskatchewan. He left Fort William with the brigade which was carrying "outfits" of trading goods to the far-distant posts and made his way across the Kamanistiquia Portage by way of Rainy River, Rainy Lake, Lake of the Woods and Winnipeg River to Lake Winnipeg. Storms on Lake Winnipeg delayed the brigade two weeks but at length the tired *voyageurs* reached the Saskatchewan and Cumberland House. The route then lay across Treaty Fort Portage, or Frogskin Portage as it was also called, to the Churchill and up that treacherous river whose rocky bed tore canoes to pieces, and across thirty or more portages to Isle à la Crosse. We may be sure that Douglas was thoroughly weary and hardened when he reached his destination in September.

For seven years, 1818-1825, Douglas remained at Isle à la Crosse. Soon after his arrival he got into a fight with Cunning-

SIR JAMES DOUGLAS

ham of the Hudson's Bay Company, whose fort at Isle à la Crosse was quite close to that of the Nor'-westers. Unfortunately we are not told who was the victor, although the one reference we have to the affair says that no blood was shed. Douglas was always an observant youth and early learned to write down his impressions. In the leather pocket of an old journal of his, preserved in the Archives of British Columbia at Victoria, B. C., there is an essay on the habits and customs of the Indians around Isle à la Crosse. It is written in an immature school-boy hand and is full of long words. But it shows that Douglas was thinking about what he saw.

Isle à la Crosse, although rather out of the world to-day, was then a most important meeting-place for the fur traders. Three routes met there, one from the east up the Churchill, one from the south down Beaver River and one to the north-west through a chain of lakes to Methy Portage and across to the Athabaska country. So Douglas kept in close touch with the activities of the fur trade. During these years at Isle à la Crosse the strife between the companies was ended by the union of 1821 in which the North

CANADIAN HISTORY READERS

West Company was merged with the Hudson's Bay Company. Douglas then entered the service of the great Company in which he was to rise to the proud dignity of chief factor.

In 1825 James Douglas, at the age of twenty-two, was sent across the Rocky Mountains to New Caledonia, as northern British Columbia was then termed. He left Isle à la Crosse on April 5, and arrived at Fort Chipewyan on Lake Athabaska sometime about the end of the month. Then he started up Peace River with the New Caledonia brigade, and, passing Dunvegan, came to the post at Rocky Mountain Portage and so on through the main chain of the Rockies to Fort McLeod on McLeod's Lake in New Caledonia. There his companion was the eccentric John Tod, from whose most interesting letters we learn much of the life of the fur trade.

After a few months at Fort McLeod Douglas was sent to Fort St. James on Stuart Lake, the chief post in New Caledonia. There he made his headquarters until 1830. William Connolly was at that time in charge of New Caledonia and was living at Fort St.

SIR JAMES DOUGLAS

James, and Connolly had a beautiful daughter Amelia. But of her we shall hear more a little later.

In the spring of 1826 Connolly and Douglas set out from Fort St. James with the brigade for the new depot on the Columbia, Fort Vancouver. The Hudson's Bay Company's officials had decided that it was much easier to send the supplies for New Caledonia by ship around Cape Horn to the Columbia River than to land them at York Factory on Hudson Bay and then send them by canoes by way of Hayes River, Lake Winnipeg, the Saskatchewan, Cumberland House, the Churchill, Isle à la Crosse, Athabaska River, Lake Athabaska and Peace River, across the mountains. The new route was by boat from Stuart Lake and Stuart River to the Nechako and Fraser Rivers and down the Fraser to Fort Alexandria, now Alexandria, B. C. At Alexandria horses were provided and the horse brigade went across country to Kamloops and then down through the Okanagan country, following the "benches" to the west of the lake, to Fort Okanagan at the junction of the Okanagan and Columbia Rivers. At Fort Okanagan

CANADIAN HISTORY READERS

the boats which had come down from Spokane House were waiting and the combined brigades journeyed down to Fort Vancouver together, arriving on June 12. After a pleasant three weeks at the depot the brigade, under Connolly's command, started up the river on July 4, 1826, and in September the men of New Caledonia were back home again.

On April 27, 1828, James Douglas married Amelia Connolly at Fort St. James. It was a very happy marriage and the Douglas's had a large family, of whom four daughters and one son grew up to maturity. In August, 1828, Douglas nearly lost his life in what he describes as a "tumult with Indians." One of the natives had killed a servant of the company and Douglas, in accordance with the rough and ready methods of the fur traders, caught and killed the murderer. A little later the Stuart Lake Indians attacked Douglas in the chief room of the fort. Mrs. Douglas and Madame Boucher, the interpreter's wife, with great presence of mind showered tobacco, handkerchiefs and clothing on the natives and managed to divert their attention. The old chief of Stuart

SIR JAMES DOUGLAS

Lake, 'Kwah, who had merely wished to frighten Douglas but not kill him, now accepted the gifts as compensation for the Indian's death and the incident closed. Connolly was at this time away with the brigade and Douglas was in charge of the fort.

Governor George Simpson, that diminutive but efficient autocrat of the fur trade, arrived at Fort St. James on September 17, 1828, and was welcomed with all due solemnity by Douglas. Simpson was making a canoe journey from York Factory to Fort Vancouver and was inspecting the posts of the company on the way. Connolly got back from the Columbia on the afternoon of Simpson's arrival so Douglas did not play host to the great man for more than a few hours.

In 1830 Douglas was moved to Fort Vancouver where he soon was promoted to be accountant. His chief there was that fascinating Irish-Scotch-Canadian, Dr. John McLoughlin, better known as the "Father of Oregon." McLoughlin had come to the Columbia with Governor Simpson in the autumn of 1824, and Fort Vancouver was founded in March, 1825. He ruled the Oregon country, in the name of the Hud-

CANADIAN HISTORY READERS

son's Bay Company, from the northern boundary of California to the southern boundary of Alaska. On account of his pure white hair and stately bearing McLoughlin was known to the Indians as the Great White Eagle. He was a strict disciplinarian and saw to it that his orders were carried out to the smallest detail.*

Fort Vancouver was the capital of a fur trading empire. It contained about forty wooden buildings surrounded by a palisade enclosing an area two hundred and fifty by a hundred and fifty yards. At each angle there was a bastion with two twelve-pounders, and some eighteen-pounders were displayed in the centre of the courtyard. But these guns were never used, because the Indians were peaceable. Dr. McLoughlin's house was a white frame building, two storeys high, with a wide verandah. The dining-hall, where officers and clerks took their meals, and the public sitting-room or "bachelor's hall," which served as a smoking-room, occupied prominent places in the centre of the courtyard. Mrs. McLoughlin, Mrs. Douglas and the other women of the fort lived in a sort of semi-

*See *Dr. John McLoughlin* in this series.

SIR JAMES DOUGLAS

oriental seclusion and did not often appear in public.

At Fort Vancouver Douglas remained from 1830 to 1849. During that time he rose rapidly in the service. He was a hard worker and soon gained the confidence and friendship of Dr. McLoughlin. In 1835 he was promoted to the dignity of chief trader, and in 1840 he became a chief factor. A chief trader was entitled to one share in the company's profits and a chief factor to two. It has been reckoned that a chief trader received from \$1,000 to \$2,000 a year according to the value of the fur "harvest," and a chief factor's income was, of course, double that of a chief trader. Previous to this Douglas had received a salary of \$500 or £100 a year. It should be remembered that the fur trader also had a certain allowance of clothing and provisions, and that there were few ways in which one could spend hard cash in the wilderness. Each year the trader ordered supplies from England, chiefly clothing and luxuries, and these were delivered with the next year's "outfit." We read of musical instruments being brought into New Caledonia either by way of York Factory or Cape Horn and the Columbia.

CANADIAN HISTORY READERS

John Tod loved his flute and violin and Edward Ermatinger composed a "Red River March."

One of Douglas's duties at Fort Vancouver was to accompany the annual express which left the Columbia in the spring, crossed the mountains and made its way to the Athabaska to Fort Assiniboine, portaged across to Edmonton and then down the Saskatchewan to Lake Winnipeg and thence by a series of portages to Hayes River and York Factory. The express left York Factory about the middle of July and arrived at Fort Vancouver early in November. Douglas's journal of the 1835 express is preserved in the Archives of British Columbia. It is written in pencil in a fine, spider-like hand and in places is so faint with age that it is impossible to read. But it is interesting as showing how far the express travelled each day, what difficulties were encountered and how little the fur traders thought of crossing half a continent. Douglas left the express at Carleton House on the Saskatchewan and with a party went "the plains across" to Lower Fort Garry or the Stone Fort. There the Council of the Northern Department held its sessions, and on June 3, 1835, James

SIR JAMES DOUGLAS

Douglas received his commission as chief trader. His years of faithful service to the company were being recognized.

After a stay of ten days in the Red River Settlement Douglas went on to York Factory. The ice was still in Hudson Bay when he arrived. The return journey commenced on July 16, and the express for the Columbia travelled with the Saskatchewan brigade as far as Edmonton. There Douglas and his party took horses and rode across to Fort Assiniboine. At Fort Assiniboine a test was made to see whether boats or canoes were more serviceable on the boisterous Athabaska. The boats won, for Douglas and his men set out on September 26 in three boats, each containing nine men. They arrived at Jasper House October 9, and started off on foot across the mountains. They made good time, covering in seven days the hundred and twenty miles to the Boat Encampment at the "big bend" of the Columbia. Boats were waiting for them, and the rest of the journey to Fort Vancouver was uneventful. The last entry in Douglas's journal is at Fort Walla Walla on October 27, 1835. He probably got home on November 4 or 5, possibly a day or two

CANADIAN HISTORY READERS

sooner. He had been away eight months and had travelled nearly five thousand miles.

The Russian American Company, which controlled the fur trade in Alaska, entered into an agreement with the Hudson's Bay Company, in 1839, by which the British company was to trade in the Alaskan "panhandle." In 1840 Douglas was sent north to take over the Russian post on the Stikine River and to build a fort farther north. He did so and got an insight into the Russians and their trading methods. In his notes we find that he evolved a scheme of trading land otter skins for beaver skins at Sitka, a transaction which produced a profit of nearly fifty per cent. for the Hudson's Bay Company.

On his return from Alaska in November, 1840, Douglas found his chief factor's commission waiting for him. He was now, at the age of thirty-seven, one of the lords of the fur trade. His first undertaking as chief factor was a mission to California to arrange terms with Governor Alvarado regarding the trade of the Hudson's Bay Company with California. Douglas visited the Governor at Monterey, that charming old-world capital of Upper California, was successful in estab-

SIR JAMES DOUGLAS

lishing better relations and finally obtained the terms he desired. Alvarado even offered Douglas a large land grant if he would settle in California and become a Mexican citizen. But the braw Scot would not desert the old Company.

By the terms of the convention between Great Britain and the United States, signed in 1818 and renewed in 1827, both countries had the right to trade in Old Oregon. Up till 1840 the Hudson's Bay Company had really ruled the whole territory. A few Methodist and Presbyterian missionaries had come in during the 1830's and had established mission stations. But in the early 1840's the American settlers began to arrive. Picture the covered wagons creaking across the plains, bringing at first tens, then hundreds and finally thousands of settlers into the fertile fields of Oregon. The beautiful Willamette Valley was soon peopled with American citizens. On May 2, 1843, at Champoeg, on the Willamette River, the majority of voters at a mass meeting decided to form a provisional government until such time as the United States extended her sovereignty over Oregon. The British traders at Fort Vancouver recognized

CANADIAN HISTORY READERS

that the days of the fur trading empire in Oregon were numbered.

Already the authorities of the Hudson's Bay Company were considering the foundation of a new depot north of the American settlements, in territory which would probably remain British in case of a boundary settlement. Sir George Simpson in his tour of the world had, in 1841, been attracted by the possibilities of the south end of Vancouver Island, and in 1842 Douglas was sent to make a careful survey of that district. He chose the "Canal of Camosack," as he called Victoria Arm, and there in March, 1843, he founded Fort Victoria. It was well he did so, because the Americans were already demanding that the line of the 49th parallel, which was the boundary from the Lake of the Woods to the summit of the Rock Mountains, be continued to the Pacific Ocean. The British, on the other hand, were attempting to hold the north bank of the Columbia River.

Excitement rose high in the United States. In November, 1844, President Polk was elected on a cry of "Fifty-four-forty or Fight," that is, that the United States should take over the entire Pacific coast from California

SIR JAMES DOUGLAS

to Alaska. But Polk had little intention of carrying out his threat, and after much negotiation the Oregon Treaty was signed on June 15, 1846. By its terms the line of the 49th parallel became the boundary to the centre of the Gulf or Strait of Georgia, and thence the boundary ran through the main channel between the gulf islands to the Strait of Juan de Fuca and through the centre of that strait to the Pacific Ocean. All of Vancouver Island remained under the British flag.

During these exciting days Dr. John McLoughlin retired from the Hudson's Bay Company. For years there had been friction between him and Sir George Simpson. Dr. McLoughlin's son John had been murdered at Fort Stikine, in 1842, and the doctor bitterly blamed Sir George, who had visited the post a few days later, for not having brought the murderers to justice. In addition there had been trouble over the fur trade returns from Oregon. The last straw was when McLoughlin found that advances of food and clothing to starving American settlers, which he had made from the company's stores, were charged to his personal

CANADIAN HISTORY READERS

account. In disgust McLoughlin resigned, in 1845, and his resignation took effect in Vancouver, and he and Peter Skene Ogden, another well-known fur trader, were the Board of Management for the Columbia Department.

The year 1849 was marked by four important events in western America: the great gold rush to California; the proclamation of Oregon territory as part of the United States of America; the transfer of the depot of the Hudson's Bay Company from Fort Vancouver to Fort Victoria; and the creation of the colony of Vancouver Island. In the career of James Douglas it marked his change of residence from the Columbia to Vancouver Island. He arrived at Victoria during the first week in June and took up his abode in the fort.

The Hudson's Bay Company, remembering its experience in Oregon, decided to colonize Vancouver Island. The British government agreed to the proposal and issued a royal grant in spite of opposition, notably that of the Earl of Lincoln, who spoke for four-and-a-half hours in Parliament against handing over the island to the tender mercies of the company. But the

SIR JAMES DOUGLAS

company at once drew up regulations so stringent that they actually discouraged colonists. At that time land was cheap in Oregon, ranging from \$1.25 to \$2.50 an acre according to quality; the company demanded £1 (\$4.86) an acre for land on Vancouver Island. Only one absolutely independent settler, Captain W. C. Grant of the "Scots Greys," came out, but he soon left in disgust. Most of the land in the vicinity of Fort Victoria was taken up by officers and servants of the company. Douglas naturally claimed his share.

A royal governor, Richard Blanshard, was sent out by the British government. He arrived on March 10, 1850, and read his commission to the "assembled states of the colony," that is, to the commander of H. M.S. *Driver*, the British man-of-war which had brought him there, and to the officers and servants of the Hudson's Bay Company. There was nothing for the new governor to do and no place for him to live. So he returned to his warship until Douglas prepared quarters for him in the fort.

Douglas found Blanshard rather a problem. What government was necessary was carried on by Douglas in the company's

CANADIAN HISTORY READERS

name, and Blanshard, who incidentally received no salary, occupied his spare time in writing despatches to the Home government. On one occasion Blanshard asserted himself. Douglas had given a clearance to the company's ship *Cadboro'* and Blanshard objected that this was his duty as governor. Blanshard haled Douglas and the captain of the vessel into court and tried them for disobeying the governor's orders. But Blanshard had neither constable nor gaol. All he could do was to ask the company for leave to imprison Douglas in the fort. But as Douglas was in command of the fort the situation was ridiculous. Blanshard in the end bound Douglas and the captain of the *Cadboro'* over to keep the peace. There was also difficulty between the royal governor and the real ruler of the island over the house which Douglas was building for Blanshard. It was a good house, but Blanshard thought Douglas was very slow in constructing it. At last in September, 1851, Blanshard returned to England and Douglas was appointed Governor of Vancouver Island.

During Douglas's governorship the colony progressed slowly. Coal mines were

SIR JAMES DOUGLAS

opened up at Nanaimo and a few miners came out to work them. Gold was discovered in Queen Charlotte Islands but not in paying quantities. The council of Vancouver had been set up by Blanshard when he retired and it assisted Douglas in governing the colony. Douglas's brother-in-law, David Cameron, became judge in spite of some protests from settlers who objected to the Family-Company-Compact. In 1856 the British government ordered Douglas to call together a Legislative Assembly. He did so and on August 12, 1856, the first legislature in western British North America held its opening session. There were seven members and the speaker selected was Douglas's son-in-law, Dr. John Sebastian Helmcken. The governor made a lengthy speech in which he told the members that the colony "like the native pines of its storm beaten promontories" had "acquired a slow but hardy growth."

But a new day was at hand. Gold was discovered on the mainland north of the International Boundary. In the spring of 1858 California seemed to move bodily into the British Possessions. Every old boat in San Francisco harbour which could weather

CANADIAN HISTORY READERS

the Pacific gales started north crowded to the gunwale with gold seekers. It has been reckoned that 30,000 miners came north to the diggings on Fraser River. Douglas was faced by a most dangerous situation but he met it manfully. These Californians had been accustomed to taking the law into their own hands, forming vigilance committees and legislating to suit themselves. Douglas's commission as Governor of Vancouver Island did not extend to the mainland, which was still a fur trading preserve of the Hudson's Bay Company. But this was no time to delay over nice points of law. Douglas was the nearest British official and he at once issued proclamations, established license fees and imposed customs duties. There was no difficulty however. Douglas was also a chief factor of the Hudson's Bay Company, and he sought to maintain its trading rights, and even to collect for the company a tax of two dollars per head from the American steamers for every passenger taken up Fraser River, but this was too much.

Fortunately the Secretary of State for the Colonies in the newly-formed British ministry was Sir Edward Bulwer Lytton, the novelist, a man of vision and courage. He

SIR JAMES DOUGLAS

saw clearly that the British government must set up a new colony on the mainland, completely separated from the Hudson's Bay Company. Douglas was offered the governorship of the new colony on condition that he severed all connections with the old company. After some negotiations regarding a governor's salary Douglas accepted Lytton's offer. As you know, Queen Victoria bestowed on the new gold colony the name of British Columbia, and the necessary act of the British Parliament was passed on August 2, 1858. On November 19 at Fort Langley on the Fraser River James Douglas was sworn in as Governor of British Columbia

From 1858 to 1864 Douglas governed the two colonies. He lived at Victoria but visited the mainland from time to time. A special detachment of the Royal Engineers was sent out under the command of Colonel Richard Clement Moody. Colonel Moody, carrying out instructions from the British government, selected the site for the capital of British Columbia on the north bank of the Fraser River—Douglas's choice, Derby, was near Fort Langley on the south bank—and in the spring of 1859 New Westminster

CANADIAN HISTORY READERS

came into being. The Royal Engineers cleared the site, erected a barracks and church, and soon the new capital arose amid the stumps.

Early in 1859 an incident took place which showed how easily bloodshed might have occurred had it not been for Douglas Moody and the Royal Engineers. Two magistrates on the Fraser got into a quarrel and one ordered the arrest of the other. A notorious "bad man" from California, Ned McGowan, who had fled north to escape from the "Vigilantes," carried out the order for arrest. The aggrieved magistrate sent down a fiery letter to Douglas demanding protection. A military force under Captain Grant at once went to Fort Yale, the scene of the disturbance, but found everything quiet. Colonel Moody and Judge Begbie, that terror to evil-doers, arrived soon after and held an investigation. So ended the so-called "Ned McGowan War."

The new colony needed roads. Douglas, assisted by the Royal Engineers and the miners themselves, began a great road building campaign. In order to avoid the frowning canyons of the Fraser, a route was projected leaving the Fraser at

SIR JAMES DOUGLAS

Harrison River and proceeding by way of Harrison Lake, Pemberton Portage, and a chain of lakes to Lillooet on the upper Fraser. But this route was expensive and there were too many changes from boats to pack horses or mules. In 1860 the rich gold fields of Cariboo were discovered and, in 1861, over \$2,500,000 worth of gold was taken from the new diggings. The next year saw a great gold rush to Cariboo. A new road up the Fraser through the canyons was a necessity.

The result was the Cariboo waggon road, built between 1862 and 1865. It was three hundred and eighty-five miles long and eighteen feet wide. Through the Fraser canyon it was blasted out of solid rock. The road crossed the Fraser by the Alexandra Suspension Bridge at Spuzzum, and the Thompson by Spence's Bridge which, in 1864, replaced Cook's Ferry. Private contractors built most of the road but the Royal Engineers constructed some of the most difficult portions. The total cost was about \$1,250,000 and most of it was paid for by road-tolls. Every few miles road houses were built where fresh horses were in readiness,

CANADIAN HISTORY READERS

and the weary travellers could obtain refreshments and accommodation for the night.

Coming and going on the road one could see a motley throng. The red-shirted miner with his corduroy trousers tucked into his top boots was there, trudging along with his pack on his back. Long pack trains of mules, always led by a white mare bearing a bell, the mules, loaded with from three to four hundred pounds of freight, disputed the right of way with slow-moving ox-trains drawing "covered wagons." Traction engines were tried, unsuccessfully, and even camels were imported, but the stones were too rough for their feet and the mules did not like them. The pride of the road were the Concord stage coaches, painted red, white, yellow and black and drawn by six or eight horses at the rate of eight miles an hour. Starting from Yale, the southern terminus of the road, Barnards Express (or B. X. as it was generally termed) would set its passengers down at Barkerville in the heart of Cariboo in four days. The Cariboo Trail was not merely an engineering triumph, it was a monument to man's ingenuity and daring, about which gathered legend and song.

SIR JAMES DOUGLAS

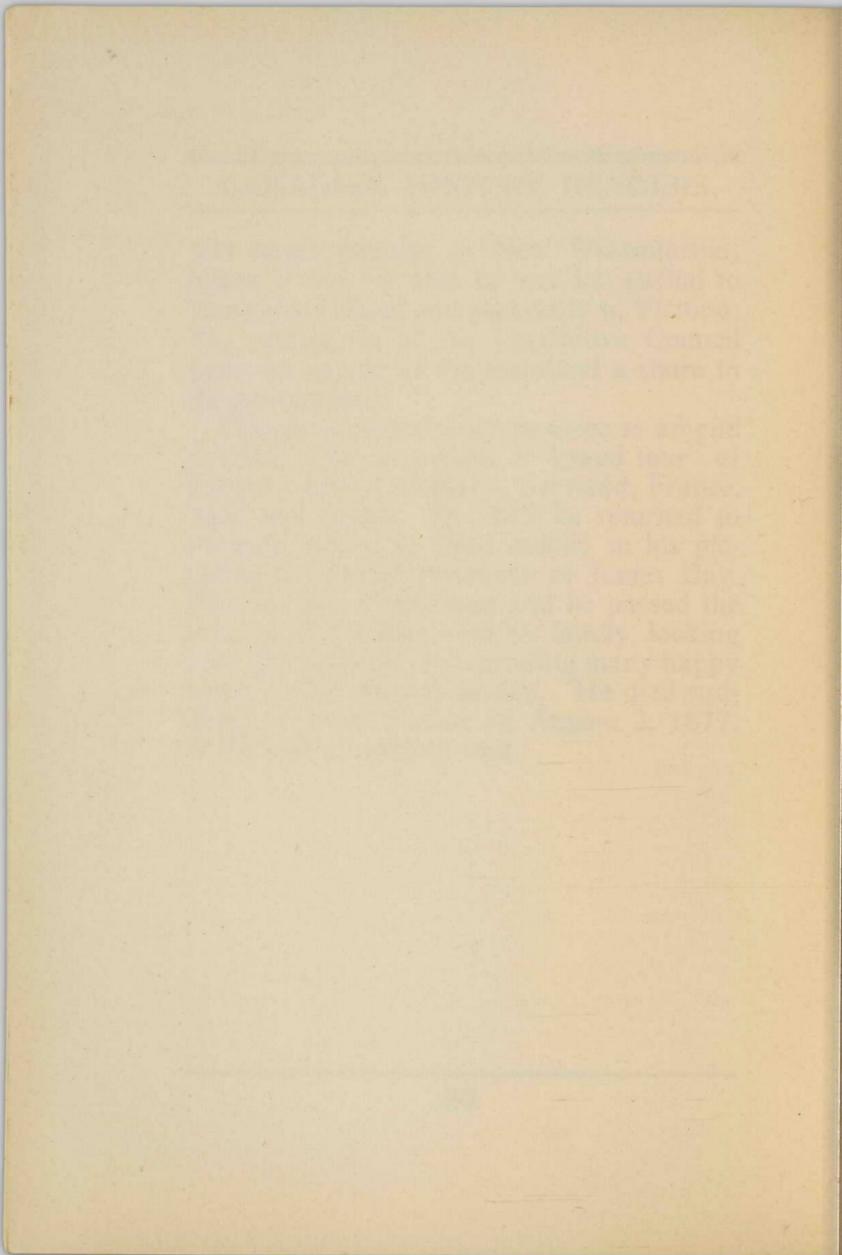
While the gold excitement was going on Douglas found himself involved in an international dispute regarding the possession of the San Juan Islands in the Gulf of Georgia. Trouble had begun as early as 1856, but, in 1859, it looked as if war would break out between Great Britain and the United States over these obscure islands. The point at issue was the interpretation of the Treaty of 1846. Both nations claimed the islands and the Americans landed troops. Douglas called in the British navy and for a time hostilities seemed imminent. But the commander of the British Pacific fleet, Rear Admiral Baynes, took a common-sense view of the matter and refused to embroil the two nations. In the end British and American troops garrisoned the island and the matter was referred to arbitration. In 1872 the German Emperor, William I, gave his declaration in favour of the United States.

Just before he retired from both governorships in 1864, Douglas opened the first session of the Legislative Council of British Columbia. The creation of this body, of which only one-third of the members was elected, put an end to the "one man rule" of Douglas in the mainland colony. Douglas

CANADIAN HISTORY READERS

was never popular in New Westminster, where it was felt that he was too partial to Vancouver Island and especially to Victoria. The setting up of the Legislative Council gave the people of the mainland a share in the government.

Douglas's political career came to an end in 1864. He then made a "grand tour" of Europe, visiting England, Scotland, France, Italy and Spain. In 1865 he returned to Victoria, where he lived quietly in his picturesque colonial residence at James Bay. He was now a rich man and he passed the evening of his days with his family, looking after his property and spending many happy hours in his beloved garden. He died suddenly of heart disease on August 2, 1877, at the age of seventy-four.



(Continued from inside front cover)

4. STORIES OF HEROES

- *Maisonneuve—*Lorne Pierce*
- *Pierre Le Moynes d'Iberville—*Norman McLeod Rogers*
- *Mascarene—*V. P. Seary*
- *Marquis de Montcalm—*J. C. Sutherland*
- *General James Wolfe—*J. C. Sutherland*
- *Sir Isaac Brock—*T. G. Marquis*
- *Brant—*T. G. Marquis*
- *Tecumseh—*Lloyd Roberts*
- *The Royal Canadian Mounted Police—*C. F. Hamilton*
- *Nova Scotia Privateers—*A. MacMechan*

5. STORIES OF HEROINES

- *Mère Marie de l'Incarnation—*Blodwen Davies*
- *Madame La Tour—*Mabel Burkholder*
- *Jeanne Mance—*Katharine Hale*
- *Marguerite Bourgeois—*Frank Oliver Call*
- *Madeleine de Verchères—*E. T. Raymond*
- *Barbara Heck—*Blanche Hume*
- *Mary Crowell—*Archibald MacMechan*
- *The Strickland Sisters—*Blanche Hume*
- *Laura Secord—*Blanche Hume*
- *Sisters of St. Boniface—*Emily P. Weaver*

6. FATHERS OF THE DOMINION

- *Lord Dorchester—*A. L. Burt*
- *John Graves Simcoe—*C. A. Girdler*
- *Joseph Howe—*D. C. Harvey*
- *Sir John A. Macdonald—*W. S. Wallace*
- Sir George E. Cartier—*D. C. Harvey*
- George Brown—*Chester Martin*
- *Sir Leonard Tilley—*T. G. Marquis*
- *Thomas D'Arcy McGee—*Isabel Skelton*
- *Sir Alexander Tilloch Galt—*J. I. Hutchinson*
- *Sir Wilfrid Laurier—*T. G. Marquis*
- *Sir Charles Tupper—*V. P. Seary*

7. EMINENT CANADIANS

- Bishop John Strachan—*W. S. Wallace*
- *Dr. John McLoughlin—*A. S. Marquis*
- *Samuel Cunard—*Archibald MacMechan*
- *Judge Haliburton—*Lorne Pierce*
- *James Douglas—*W. N. Sage*
- Egerton Ryerson—*C. B. Sissons*
- *Fathers of Reform—*Selwyn Griffin*
- *Lord Strathcona—*H. A. Kennedy*
- *Hon. Alexander Mackenzie—*T. G. Marquis*
- *Sir Sandford Fleming—*Lawrence J. Burpee*

8. A BOOK OF BATTLES

- *Siege of Quebec: French Régime
- *Sieges of Port Royal—*M. Mazwell MacOdrum*
- *Sieges of Quebec: British Régime
- *Louisburg—*Grace McLeod Rogers*
- *Chignecto—*Will R. Bird*
- *Pontiac and the Siege of Detroit—*T. G. Marquis*
- *Naval Warfare on the Great Lakes—*T. G. Marquis*
- Battlefields of 1813—*T. G. Marquis*
- *Battlefields of 1814—*T. G. Marquis*
- *The North-West Rebellion—*H. A. Kennedy*
- Canadians in the Great War—*M. Mazwell MacOdrum*

9. COMRADES OF THE CROSS

- *Jean de Brébeuf—*Isabel Skelton*
- *Père Jogues—*Isabel Skelton*
- *Rev. James Evans—*Lorne Pierce*
- *Pioneer Missionaries in the Atlantic Provinces—*Grace McLeod Rogers (84 pages, 20c.)*
- *Rev. John Black—*Lorne Pierce*
- *Père Lacombe—*H. A. Kennedy*
- *Rev. John McDougall—*Lorne Pierce*
- *Bishop Bompas—*"Janey Canuck"*
- *Father Morice—*Thomas O'Hagan*

10. STORIES OF INDUSTRY

- The Company of New France—*Julia Jarvis*
- *The Hudson's Bay Company—*Robert Watson*
- The North-West Food Company—*A. S. Morton*
- The Story of Agriculture—*Blodwen Davies*
- The Search for Minerals—*J. Lewis Milligan*
- *The Building of the C.P.R.—*H. A. Kennedy*
- Canadian Fisheries—*V. P. Seary*
- Canadian Forests—*Blodwen Davies*
- Shipbuilding, Railways, Canals—*H. A. Kennedy*
- The Story of Hydro—*Blodwen Davies*

- *Objective Tests—*Lorne J. Henry and Alfred Holmes* (based on ten selected readers, to test reading ability)

Price 10c. a copy; Postage 2c. extra

(Except Pioneer Missionaries in the Atlantic Provinces—20 cents)

THE RYERSON PRESS

TORONTO 2



*Copyright, Canada, 1930, by
The Ryerson Press, Toronto*