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BRITISH COLUMBIA HISTORICAL NEWS

Volume 19 No. 4
1986

John Spittle

On the cover:

The well dressed working woman of the Depression era wore this costume in the orchards and berry patches of the Okanagan and the fish canneries on the Coast. Ivan Sayers, curator, Vancouver Museum, obtained the overalls from the inventory of Rands Drygoods, which operated stores in Summerland and Penticton in the 1920s. This model took part in the fashion show Sayers presented for the B.C. Historical Federation in May 1986. See also pp. 19-20.

MEMBER SOCIETIES

★★★★★★★★★★★★

Member societies and their secretaries are responsible for seeing that the correct addresses for their society and for its member subscribers are up-to-date. Please send changes to both the treasurer and the editor whose addresses are at the bottom of the next page. The Annual Report as at October 31 should show a telephone number for contact.

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Nanaimo Centennial Museum Society, 100 Cameron Road, Nanaimo, B.C. V9R 2X1

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FROM THE EDITOR

This issue contains a number of articles about Vancouver that were not included in the Centennial edition this spring.

A hearty welcome to our new editor Bob Tyrrell, who will be producing the fall issue, and introducing himself at that time.

—Marie Elliott

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NEXT ISSUE

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R.E. Burns

William Burns, Principal -Vancouver Normal School 1901 - 1920

The story of the development of the educational system in British Columbia, as in most facets of history, is the story of men whose dedication and intellect were up to the task they had undertaken. William Burns was one of these men.

In 1872 the Public School Act had decreed that all teachers must be certified as to their competence.[1] Since the shortage of qualified teachers was of such proportions, this regulation was quickly overlooked in favor of allowing native or resident British Columbians, whatever their educational background, to sit "challenge" examinations or to attend teachers' institutions periodically. Successive superintendents of education and their senior staff stressed the need for a Teachers' College or Normal School.[2] Thus, in 1890, when the Provincial Legislature passed a bill that a University of British Columbia should be established, a section of that bill specified that there be a Normal School incorporated into the University. Two factors delayed action in this regard. Firstly, the Department of Education showed considerable reluctance to give up control of the training of Teachers (when and if a training facility became a fact) and secondly, sectional rivalry for the location of the university made it politically unwise to do anything definitive. The government thereupon formed a Council of Public Instruction charged with setting up a Normal School, responsible to the Department of Education. No further action was taken.

By this time, British Columbia held the singular honor of being the only Canadian province without a Normal School.[3] It was becoming less and less possible to entice qualified personnel from other provinces and too few British Columbians could afford to leave the province for training, particularly with the wage scale for teachers being as low as it was. Thus, as the level of competence of teachers deteriorated, educators and interested members of the public felt that the future of the province would be damaged by the low quality of the educational system. The press took up the cause and the Legislature authorized Superintendent Alexander Robinson to establish a Provincial Normal School. The government decided to place the facility in Vancouver and the school opened on January 9, 1901 in the Vancouver High School. Robinson planned that he, himself, would supervise the operation with the aid of Inspector Wilson, while continuing on as Superintendent. It became immediately obvious that this was impractical and Inspector William Burns was brought in from Nelson to take over the position as Principal of the Normal School.[4]

William Burns was a relative newcomer to British Columbia, and only slightly less so to Canada. His background, like many other successful immigrants, was one of frustration and discouragement, overridden by strength of character and determination. He had been inspector of schools in the province since 1892.

Entrance for the first class in the school was determined either by examination or by the possession of at least a third-class certificate. The examinations were held in Vancouver, Victoria, Kamloops and Nelson. Actually, admission to this class was decided upon by the Normal School faculty. "No previous professional training or

non-professional standing was demanded at this first session, but at the next session an examination was held for any candidates for admission who were not in possession of some educational certificate of qualification."[5]

By 1902 the allotted space in the Vancouver High School was found to be inadequate and the Normal School was given rooms in Lord Roberts School, where a Model School was formed for practice teaching. In 1905 a new High School, later to be known as King Edward High School, was completed and rooms were made available in it for Normal School use. A year later another move was made, this time into the new Model School nearby in Fairview. At the same time construction was begun on the permanent Normal School adjacent to it, at the corner of Cambie and Twelfth Avenues. The latter, built of fine granite and "rising from the mud ... was a bit of old Oxford set down in Fairview"[6], an architectural gem, and perhaps more importantly, a show place for Vancouver. Burns laid the cornerstone in 1908.

During the early days of the school, Burns had taught psychology, literature and nature study, while his associate David Blair taught theoretical and practical drawing and criticized the classes in instruction of drawing. His other associate J. D. Buchanan taught teaching methods and with Burns, supervised and criticized practical teaching.[7] In short order expansion of the curriculum was possible. In 1904 Burns became increasingly aware, to his dismay, that the students he was receiving were all too frequently unprepared when they arrived from High School. Many "were unenlightened in subjects they were required to teach - some having failed their High School course, others having actually passed with high standing."[8] He and his staff persevered and, in time the course of teaching became stabilized. Their program drew on the pioneer works on teaching along with the many psychological, sociological and historical works available.[9]

In addition to running the educational aspects of the school, Burns soon found that he was required to manage all the ancillary matters that go along with any institution. He was soon dealing with a multitude of matters ranging from vandalism at one end of the scale, to staff selection and recruiting, to general public relations and more specific articulation with the Vancouver schools and the public education system as a whole. "The superintendent and his inspectors, ministers and their deputies, merchants, faculty, parents, engineers, contractors, architects, telephone and transport executives alike received his missives."[10] In addition he was required to 'run' the physical plant of the new Normal School building, in itself a full time task.

Added to these tangible administrative worries were those concerning the young (and as Burns believed) impressionable young women students who arrived to become his responsibility. "All things to all people, he appeared 'wrapped up' in the institution."[11] He made sure that his pupils not only knew the required number of facts to teach but he required them to be able to present these facts in a logical way and to derive conclusions from them so that their students would understand. He also insisted that they avoid colloquial speech, spell correctly, write legibly, avoid classroom digressions, be encouraging and keep good order. He demanded of his instructors in the Normal School that they be very precise in their teaching of the future teachers and remember that their students would very likely be teaching in rural schools as general practitioners, not specialists.[14] His aim, in sum, was the "strengthening and development of the child".[15]

During this period he found time to write the chapter "The History of the Educational System in B. C." for Howay and Scholefield in the extensive work *British Columbia - From Earliest Times to the Present*. His contribution was complete and informative with no trace of personal bias.

Rivalry between the Island and the Mainland found the Vancouver School a ready target.[12] Increasing pressure from Victoria led to the construction in due course, of a fine Normal School on the slopes of Mount Tolmie. It was undoubtedly a justified addition to the system, but its presence led to complications for Burns.[13]

A major problem arose after 1914, when the new Victoria Normal School was getting well under way. A rivalry between the Victoria School and the Vancouver one became apparent but there was considerable co-operation betwen these organizations as well. The greatest problems that Burns had to cope with emanated from Superintendent Robinson. He began to make an almost interminable number of exceptions to the regulations governing the requirements for admission to the Normal Schools and, in addition, would over-rule regulations which determined which Normal School a student from a particular region must attend. To make matters worse, he would insist on Burns making a decision and

sending him, at once, the reasons for ruling and then over-rule him. The situation was frustrating for Burns and, to a lesser degree McLaurin, of Victoria.[17]

In addition the Victoria Normal School was watching the Vancouver one for evidence of more favorable treatment. So too did Vancouver watch Victoria. Victoria had facilities for teaching Home Economics, which Burns felt Vancouver needed as well. Vancouver had a Model School of its own and Victoria had none, until it was able to use George Jay School for that purpose. Vancouver had a stenographer librarian, Victoria did not, and so forth. In the touchy realm of salaries Vancouver had an edge on Victoria which led to an agitation for equalization, in itself not unreasonable, but necessitating a great deal of correspondence.[18] These details seem petty, today, but the sum total was to add to the strain imposed by an already onerous task.

Through the years enrollment had increased. Burns' duties as a teacher as well as an administrator continued throughout, although for a few years before the World War, they had been reduced. From fifty-four students in 1901, when only one session was taught, the enrollment increased sufficiently to allow the introduction of two sessions a year. The first was held in the fall term when those wishing to qualify to teach were enrolled, the second group, in the spring term, was for those advancing their levels of qualification. By 1909, with the new Normal School building in operation, the problem of overcrowding, which had increased each year, was relieved for a few years. But by 1912, it became severe again --- 160 were enrolled in the primary and 168 in the advanced classes. The Model School could not provide the needed practice teaching space and Cecil Rhodes Primary School, also in Fairview, was utilized. Each year enrollment increased about 10 percent, and by 1915 Burns had welcomed the opening of the Victoria Normal School, looking for it to relieve the pressure on his school. He had recently added a more sophisticated Nature course, Physical Education and a St. John's Ambulance first aid course to the curriculum.

At this point, as with all other activities, the World War intervened to unravel the orderly conduct of the affairs of the school. A significant number of students and instructors left for the Services, resulting in a marked increase in the responsibilities of those remaining, including Burns who was now 72 years of age. Nonetheless, he added a medical examination for all new enrollees as a requirement, to weed out the unfit and advise the normal. By 1917, though enrollment totalled 270 in all and staff shortages were acute, he instituted evening classes in Home Nursing and First Aid. Once again he was teaching regular courses in Psychology, Pedagogy, School Law and Arithmetic.[19]

In 1918, with 222 students in the primary group and 209 in the advanced, the School was laid low, along with the general population, by the influenza epidemic. The Normal School, like other institutions, was closed for five weeks and both staff and students devoted their time to volunteer work.

In 1920 S.J. Willis succeeded Alexander Robinson as Superintendent of Education. Once more an old problem arose, that of the Department giving special dispensation to some students to enter the Normal School without first passing the Junior Matriculation examinations. Burns once more expressed his displeasure and urged that such a practice cease, largely because it was impossible for a student to work toward both examinations at the same time and do justice to either.

Finally, that same year, 1920, after a debilitating illness, William Burns resigned. He was succeeded by his Assistant D.M. Robinson, and for the remainder of the advanced student term he gave a lecture each week, following which he left to enjoy his retirement at the age of 78.

Following the death of Helen, his wife, in 1900, Burns lived much of the time with his son Ronald and his daughter-in-law Eveline. The latter had been one of his earliest Normal School pupils. His influence on their three children was immense. Initially they lived on Harwood Street in the West End, then on Eighth Avenue in Fairview and after 1921 on Angus Drive in second Shaughnessy, that area having just been opened by the C.P.R.

In 1924 he received the medal for Good Citizenship for that year, awarded by the Native Sons of British Columbia, and he wrote "...this honour was conferred upon me—one which I esteem the highest I have received."[20] At the presentation he told of the difficulties which confronted pupils of former times, of the manner in which local prejudice and ingrained ideas of the uselessness of more than a primary education had to be overcome.... He concluded by suggesting that the Native Sons should make it their special work to study and seek to improve the educational opportunities of the younger gener-

ation of the native born.[21] The ceremonies at Brockton Point were conveniently held on a School Sports Day, and were remarkable in that a large number of ladies from the young and attractive to those considerably more mature were noted to be enthusiastically cheering the old gentleman at every possible opportunity.

In retirement he had time to indulge himself in his deep interest, the Masonic Order, to which he had belonged since 1904, and in which he had advanced to the highest levels of the Scottish Rite. His time was spent in serving as Secretary of the Mount Hermon Lodge and the writer was privileged to be his chief stamp-licker each month, when he sent out notices.

He was a little man, probably scarcely over five feet five inches in height. But that was the only littleness there was about him. As was characteristic of men of his stature he was a fearless and persistent fighter for things in which he believed, and his beliefs were strong and against those which he opposed. He was aggressive but never an aggressor. He understood children and trusted them; they, in turn, trusted him. He was a perfectionist to whom, when I was a freshman in High School, I could take my problems in Latin and Mathematics; but so great was his enthusiasm for teaching that I admit to soon being reluctant to ask a question, for one of utmost simplicity could lead to an hour's lecture.

But there was a gentleness in him that made us very close. He would 'cover' for me when he became aware, directly or indirectly, of some boyish indiscretion, and ask nothing in return. Most of all he understood the wonderment of a twelve year old. I remember vividly, to this day, his going into the garden with me, one summer night, and, as we sat on the lawn, pointing out the constellations of the heavens, their distances, their movements and their relationship to us and the overwhelming vastness of it and I remember the feeling of awe, wonder and curiosity it engendered in me; and there was a ring of amazement in his own voice almost as though he too had just discovered this marvel of creation we had before us.

Footnotes

1. John Calam, "Teaching the Teachers: Establishment and Early Years of the B.C. Provincial Normal Schools." in *B.C. Studies*, LXI, (Spring 1984), 30. Calam's most complete article proved a key source for this essay.
2. Normal School—"One that conforms not to the standard but that teaches the 'norms' or rules of teaching." J.D. Shipley, *Dictionary of Word Origins* (Totowa, N.J., U.S.A.: Rotown and Allanheld, 1982), p. 244.
3. Calam, Teaching the Teachers, p. 31.
4. *Ibid.*, p. 32.
5. William Burns, "The Necessity for Teacher Training", *Queen's Quarterly*, XVII (October, 1909), 115.
6. *Vancouver Province*, September 26, 1908, from Calam p. 38.
7. Calam, "Teaching the Teachers", p. 33.
8. Public Schools, *Annual Report*, 1909, p. A.57.
9. William C. Bagley, *Classroom Management. Its Principles and Techniques.* (London: MacMillan, 1907), is a good example.
10. *Ibid.*, p. 40.
11. *Ibid.*
12. Calam, "Teaching the Teachers". p. 38.
13. *Ibid.*
14. *Ibid.* p. 41.
15. *Ibid.* p. 42.
16. William Burns, "The Educational System of British Columbia," in *British Columbia*, F.W. Howay and E.O.S. Scholefield (Vancouver, B.C., S.J. Clarke, 1914), p. 623.
17. Calam, "Teaching the Teachers". p. 46.
18. *Ibid.* p. 50.
19. Public Schools, *Annual Report*, 1916, p. D.47.
20. B.F.J. p. 29.
21. *Vancouver Province* 1924.

The author is the grandson of William Burns, and a member of the Victoria Branch of BCHF.

VANCOUVER - RECONSTRUCTION

The following excerpts from the 1887 B.C. Directory, from the Public Schools Report in the 1886 Annual Report, and from the Superintendent of Education correspondence, 1886-1887, lend insights into the manner in which Vancouver was rebuilt following the disastrous fire in June 1886. All excerpts are reprinted with permission of the Provincial Archives, British Columbia.

A Description of Vancouver from the B.C. Directory, 1887

I shall now give a brief sketch of the progress of Vancouver since it became conspicuous to the world as an important commercial centre. Vancouver began to attract the attention of the public in the early months of last year. The agreement between the Government of British Columbia and the railway company, and the transfer of the lands as a subsidy having been completed and Vancouver fixed as the terminus, people began to flock in, and soon after, a town sprang into existence and building was proceeded with, with the greatest energy. Application was made to the Provincial Government in January for incorporation, a bill for which was eventually passed after considerable opposition and assented to by the Lieut. Governor on April 6th of last year, and Vancouver became the fourth city in British Columbia, soon to rise to the first, and the metropolis of the Pacific coast of America. A mayor and ten aldermen were elected in May, and extensive improvements were under consideration, when unfortunately, on the 13th of June, the fire fiend ravaged the city, leaving one or two buildings where hundreds had stood, and rendering many penniless who were in comfortable circumstances and doing a thriving business.

On the morning of the 14th June the scene presented to the eyes of the citizens was a desolate one, one which would have made any other people but Vancouverites desert it. But the citizens were equal to the task, failure never once entered their heads, they set to work with a determination to succeed and they did. The city council never for an instant remained idle. Scarcely had the fierce flames ended their work of desolation, when they were at work sympathizing, encouraging and trying to help everybody. They despatched messages to all parts of the Dominion for help to the suffering ones, which were nobly responded to, and but for that help Vancouver would not have been the place it is today. Reassured by the encouraging reports which came pouring in day by day, strength was added to the arms of the citizens and they worked as never men worked before. On the morning of the 15th June numerous tents and small huts were to be seen dotting the townsite, which gave to it the appearance of a military encampment. Everybody was in good humour, losses were forgotten, the hopeful future dispelled all other thoughts from their minds. It was a grotesque scene never to be forgotten by those who participated in it. The noise of the hammer was heard above all other sounds, as busy hands piled on the boards in the work of re-building. The C.P.R. hotel was the first to appear above the ruins, and smaller buildings arose as if by magic in scattered profusion around it. In a week hotels were occupied, stores opened and doing business as usual, although confined to considerably smaller premises. Cordova Street soon began to assume a business like aspect, store after store was put up and opened, and in two weeks the whole space from Carrall to Abbott streets was occupied by buildings, though of a primitive style they answered the purpose until better could be built. In the meantime the city council had discussed

ways and means for the planking of the principal streets, and soon afterwards the planking of Water Street was commenced. Once commenced they kept it going, there being plenty of willing hands to do the work. Cordova, Carrall, Hastings, Cambie, Powell, and Oppenheimer streets and Westminster Avenue followed in quick succession.

Within six months, over five hundred buildings were erected, many of them substantial two and three story frame blocks, and a large number of them built of brick. Such is the confidence in the future importance of the city, that over $1,000,000 has been expended on building alone since the 13th of June last, and the large number of structures, both brick and frame, large and small at present in course of erection, is only a forecast of what we may expect during the present year. Vancouver today can boast of having several first-class hotels with every accommodation for the comfort of the traveller, stores which would do credit to any of the larger cities in the east, and buildings which will compare favorably with those of a city three times its size.

Though delayed in the work of completing the railway to its natural terminus, the Canadian Pacific Railway Company have not been idle. They have been actively engaged with a staff of over two hundred men, clearing their land, grading streets, building wharves, and making every preparation for the immense volume of trade which will pass over their line during the present year. They have in course of erection a large hotel, which when completed will rival anything of the kind on the continent. The ground is being prepared for a large passenger depot, and also for round-houses, workshops, workmen's houses, freight sheds and warehouses. Steamers are being built to ply between this port and Australia, China, Japan, San Francisco, South America and the channel ports, which will make it the commercial centre of the Pacific.

These influences in themselves are sufficient to cause a large city to spring up, but when we look around and take into consideration the incalculable forest, mineral, agricultural and marine wealth, with which it is surrounded, the possibilities of its future cannot be over-estimated. When saw mills are established and the lumber trade fully developed, our mineral resources utilized, and our great coal fields being wrought, iron ore mined, smelted and manufactured into all kinds of machinery, tools, etc., our copper mines opened and the wealth drawn from them, our gold and silver mines pouring out their millions, a system of fishing stations established along our coasts, and piscatorial wealth drawn from the bosom of the ocean, Vancouver will have become the metropolis of the west, the London of the Pacific.

Let us now dwell for a little on Vancouver's connection with the world. From Liverpool to Halifax, the distance is 2,480 miles, traversed in 6½ days, Halifax to Vancouver a little over 3,000 miles, traversed in 5½ days, Vancouver to Melbourne 7,500 miles, traversed in about 21 days, making a total travelling time between Liverpool and Melbourne, via Halifax, C.P.R. and Vancouver of 34 days, while the contract mail time from London to Melbourne is 44 days, being a saving of ten days by the Canadian route. Again, the distance from Vancouver to Hong Kong is about 6,000 miles, traversed in about 16 days, making the total travelling time between Liverpool and Hong Kong 29 days, while the contract mail time from London is 33 days, a saving by the Canadian route of 4 days. The distance from Vancouver to Yokohama, Japan, 4,380 miles can be traversed in ten days, making the travelling time from Liverpool 23 days; while by the Suez Canal the contract mail time is 35 days, a saving by the Canadian route of 12 days. With such overwhelming odds in its favor the C.P.R. cannot fail to become the mail route between the United Kingdom and these countries, in fact a subsidy has already been granted by the Imperial Government for this purpose, which will naturally attract commerce from the old and less expeditious channels.

The geographical position of Vancouver is also an important point in its favour, and is remarkable for its similar situation in relation to America, as London the great emporium of Europe is to that Continent. The Province of British Columbia juts out from North-West America as Great Britain from Europe, and our City is situated in much the same position in British Columbia as London is in Great Britain. The comparatively favorable distances across the Pacific to Japan, China and Australia, compare with the same favourable distances from Europe across the Atlantic to America. The direction of the trade winds tend to this point, the open harbours also which indent the coast are havens of refuge for the storm beaten ship. It is also worthy of note that the coasts of the mainland of British Columbia and the islands are indented with numerous long inlets, bays and coves, similar to the coasts of Norway, the west of Scotland and Ireland; Ireland and the Hebrides of Scotland, comparing with Vancouver Island and the Queen Charlotte

Islands of British Columbia. The following extract from a speech made by the Earl of Dufferin while in the province, describes the coast line very clearly.

"Such a spectacle as its coast line presents is not to be paralleled by any country in the world. Day after day for a whole week, in a vessel of nearly 2,000 tons, we threaded an interminable labyrinth of watery lanes and reaches that wound endlessly in and out of a network of islands, promontories, and peninsulas for thousands of miles, unruffled by the slightest swell from the adjoining ocean, and presenting at every turn an ever shifting combination of rock, verdure, forest, glacier and snow-capped mountain of unrivalled grandeur and beauty. When it is remembered that this wonderful system of navigation, equally well adapted to the largest line of battleship and the frailest canoe, fringes the entire seaboard of your province and communicates at points, sometimes more than a hundred miles from the coast, with a multitude of valleys stretching eastward into the interior while at the same time it is furnished with innumerable harbours on either hand, one is lost in admiration at the facilities for inter-communication which are thus provided for the future inhabitants of this wonderful region."

Equal effects are produced from similar causes under like conditions, and the analogy between London the metropolis of Europe and Vancouver, is so nearly perfect that a similar effect is likely to result. As London owes its growth to the development of the natural resources of the country of which it is the gateway.

The following review of the improvements made in the city since the 13th June will give an idea of its remarkable progress since that date:

Clearing land, etc., including C.P.R.	$ 250,000
Grading and Planking streets	75,000
Mills and Wharves	85,000
BUILDING	
Cordova Street	$ 125,000
Hastings "	100,000
Granville "	100,000
Pender, Seymour and Richard streets	50,000
Water Street	90,000
Alexander Street	25,000
Powell "	25,000
Carrall Street	50,000
Westminster Avenue	25,000
Dupont Street	10,000
Miscellaneous streets, (20)	75,000
Total improvements	$1,085,000
Assessed value of Real Estate	2,664,274
" " Personal Property	108,305
	$3,857,579

Corporation Accounts from date of incorporation (6th April), 1886, to 31st December last.

RECEIPTS:

By Dray Licenses	$ 115.50
Feed and Sale Stables and Livery Stables	36.00
Billards and Pool, Auctioneers	90.00
Shooting Galleries and Theatre	21.00
Victualling houses	31.50
Liquor Licenses	4,880.00
Permits granted previous to 1st July, 1886	965.00
Police Court fines	1,036.50
Government grant for Powell Street	1,000.00
Bills discounted	13,907.00
Water Street debentures and interest	4,552.28
	$26,634.78

PUBLIC SCHOOLS REPORT 1886

GRANVILLE.

Teacher, J. W. Palmer until Sept. 1886 ; present teacher, J. W. Robinson.
Salary, $60 per month
Examined, April 13th, 1886 ; present, 27 boys, 26 girls ; total, 53.
Inspected April 14th, 1886 ; present, 26 boys, 25 girls ; total, 51.
Enrolled during the year, 51 boys, 54 girls ; total, 105.
Average monthly attendance, 59.
Average actual daily attendance, 44.65.
Expenditure, $760.
Cost of each pupil on enrolment, $7.24.
Cost of each pupil on average attendance, $17.02.

During the year the enrolment increased from 58 in the previous year to 105, and the average attendance from 29.16 to 44.65.

This very considerable increase in the number of children attending the school is attributable to the large addition to the populatiou of the district, caused by the construction of extensive railway works in the vicinity.

As the name of the town of Granville was changed by Legislative enactment to Vancouver a corresponding change has been made in the name of this district, which will hereafter be known as " Vancouver School District."

The disastrous conflagration that occurred on June 13th, 1886, necessitated the immediate closing of the school, which was not re-opened until November.

A building which will afford suitable accommodation will be ready for occupancy after the Christmas holidays. With the New Year the school will open in this building under the charge of a principal and an assistant teacher.

From the attendance thus far reported there is every prospect that it will be found necessary in the near future to supply additional assistance.

If trustees and parents take that interest in the matter of education which its importance demands, there can be no doubt that the record of the school will in a very short time compare favorably with that of any graded school in sister cities.

LETTERS TO S.D. POPE, SUPERINTENDENT OF EDUCATION FROM D. BECKINSALE, SECRETARY, BOARD OF SCHOOL TRUSTEES, VANCOUVER

646/86

Vancouver
July 28, 1886

Dear Sir:

I have had within the last two weeks several applications for the assistant teacher's position in the Vancouver Public School. I have informed them all that there is no accommodation for a new teacher in our schoolhouse and that I do not know when the new schoolhouse will be ready for the reception of pupils.

I am informed by Mr. Hamilton, the CPR assistant land commissioner that the lots are now ready for building on, which were reserved for that purpose. The railway will run through the steps of the schoolhouse which is besides entirely inadequate to accommodate the number of children attending. I beg to draw your attention therefore to the urgent necessity of building a new schoolhouse as soon as possible...

706/86

Vancouver
August 5, 1886

Dear Sir:

Referring to your communication of the 31st respecting the appointment of an assistant teacher and the providing of a new school building; with regard to the letter I have to inform you that Mr. Alexander, the Manager of the Hastings Saw Mill Company, whose property the present school building is, has taken possession of the building and refuses to allow it to be used as a public school.

As regards "the expenditure above appointment for incidental expenses during the past school year"; the additional expenditure of $3 or thereabouts was authorized by you for the purpose of providing desks and chairs from the extra sum of $20 granted for the erection of a school shed, which was considered by the Trustees unnecessary; it was in consequence of my securing permission from you that I drew on the incidental expenses account for the payment of the above sum, assuming that it would be in accordance with promise refunded at the end of the school year from the special grant. I may add that I have made no charge for expenses incurred in maintaining correspondence as Secretary and Treasurer to the Board of Trustees.

Awaiting your reply.

730/86

Vancouver
August 13, 1886

Dear Sir:

In answer to yours of the 10 inst. I beg to say that no building in any degree suitable for a school can be rented except at a very high rent. It appears to the Board that the best course to take will be to build a temporary building at the rear of the lot reserved for school purposes, such building to be of rough boards and battens, the estimates for such building of the following dimensions 60 ft. by 20 ft. by 10 ft. high, with a rough door. Three windows on either side of the length and one at each end; eight in all range about $250 to $275. My personal opinion is that it would be best to place such a building on the exact site of the future and to finish it with or in such rustic as may be deemed advisable afterwards.

The Board feel that to notify the school teacher that his services will no longer be required would be harsh treatment of him taking into consideration the fact that as the school session has begun he probably would be unable to secure any appointment to any other school. I must therefore await your further instructions on this matter.

115/1887
7th February 1887

Dear Sir:

I beg to inform you that the above school was opened in the new building on January 24th and after the scholars had been duly arranged in their respective classes, the school was dismissed until the 26 January on account of the varnish on the forms and desks being scarcely dry and the walls still wet; fires had however been constantly kept in until midnight for the week preceding the opening of the school, and were continued until the 26 January, which enabled the Trustees to open the school on the above date, the walls being sufficiently dry for the purpose, the hard finish being about seven feet from the ground.

In accordance with your instructions of January 15, I got from Messrs. Vair and Miller of this town a pair of capacious and handsome stoves, capable of burning either wood or coal at $16 each, which give every satisfaction.

There is no table for the assistant teacher; it is a want much felt by her. Would you kindly give the necessary order for me to procure one, a drawer in it is a necessity.

I beg to acknowledge with thanks the receipt of the Annual Report of the School of the Province for the past year.

These letters were selected by Frances Gundry, Head, Manuscript Division, Provincial Archives of British Columbia.

Ethel Wilson

YOUNG VANCOUVER SEEN BY THE EYES OF YOUTH

My mother died in South Africa when I was a baby. My father died in England when I was six or seven. I came in about 1895 with my grandmother, her sister, and daughter, to join her three sons—J.F. (who years later became mayor of Vancouver), W.H., and Philip Malkin who were now established in business in the new little town of Vancouver. We did not know the history of the name Vancouver. Few people did, at that time—or few people cared.

As the train moved in to the station, I saw—with an urgency that has remained in my heart ever since—the mountains, the sparsely manned harbour, the sailing ships, some steamers that had—I suppose, lately—begun to enter the harbour. We arrived at the station and were greeted warmly by my uncles. Vancouver soon began to take the shape and the form of home. I have to tell a little of my own life in order to present the new sights seen by the inexperienced eyes of youth.

As I see, now, while being driven around Stanley Park, the majesty and beauty of that area of great (or once great) trees which must be cherished, of the harbour of Vancouver—changed in its aspect from the silent calm sea of early days, the mountains glorious and almost unchanged; the signs of Indian life as in a village, across the harbour, I see that a certain serenity has gone (as everywhere in our world), and everywhere are the signs that link us, by sight and motion, with the world beyond us. The little town of Vancouver has changed in a lifetime to a great city, and has assumed an interpretive voice as a part of the great world. There were few people in the streets, a crowd (as we know it now) was unknown. My uncles' business on Water Street was a token of future life in a city. The twin spires of the little Indian church graced the northern shore. In Vancouver the churches of the town seemed to be confined to Homer and Richards and Georgia Streets, then. What we have now for a long time known as the West End was wooded, a spreading forest broken by wooden houses in being, houses in course of building. Vancouver began to grow to the east, west, north and south, to land and to water—both salt and fresh, sea or river, on nearly every side.

There were public schools of fair size in the city. I do not remember bookshops at that time. Before long the Carnegie Library was established with much acclaim. We were still surrounded by beauty, and in our house we read and read.

I attended a small private school, later known as Crofton House. I was—at first—one of less than a dozen pupils. Games were few, and happy, and unorganized. The atmosphere of England, our former home, was with us, and so was the love and surprise of our new country. Life was a game and we enjoyed it.

There was music in the homes of Vancouver. Evenings were not complete without song, or piano, or violin, not music of grand quality, but of the essence of pleasure. But there was an amazing amount of music—concerts, opera, all held in the small Opera House on Granville Street. Music was free and full, visual "art" conformed to tradition. We had no Art Gallery then—but people had opinions. The art of "painting" was only occasional, and peculiar—on china, for example.

There was little crime in the city, and that was chiefly confined to the waterfront. As I walked to and from school (thirty-five blocks a day), I passed the chain gang clearing land for building lots on Davie and Jervis Streets. The men of the chain gang were shackled. There were driven to work in a wagon with a team of horses and were guarded by keepers who cradled guns in their arms in traditional style. I was always a little afraid and did not turn to look at the chain gang although I wanted to explore their faces, and understand *why* this had come about. One of the most notable figures of my youth in the West End was the fine negro Joe Fortes at English Bay. He taught nearly all the boys and girls to swim. I can still hear Joe Fortes saying in his rotund rich voice, "Jump! I tell you, jump! If you don't jump off of that raft, I'll throw you in!"

So we jumped. Joe was an heroic figure.

News From The Branches

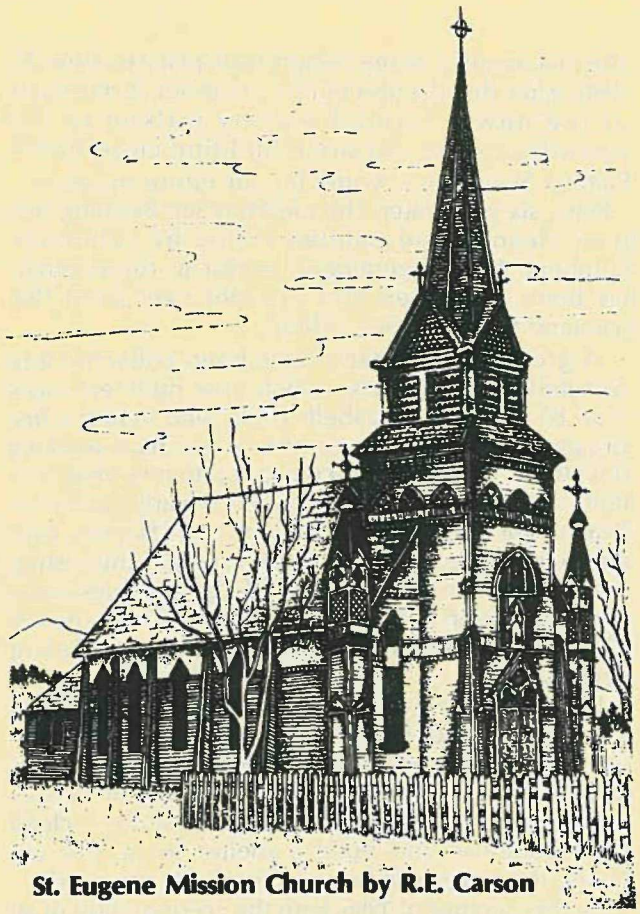
East Kootenay Historical Association

The outstanding event of the year and one in which we take special pride, was the re-opening of the historic St. Eugene Mission Church, six miles north of Cranbrook, on June 9, 1985. This is the church that is described in the award-winning book *Early Indian Village Churches,* by John Veilette and Gary White (1977) as "the finest late Victorian wooden church remaining in British Columbia". A small committee from our association had assisted the St. Mary's Indian Band with the financial negotiations for the project, so all our members were invited to the ceremonies and the luncheon. The funding for the renovation came from Federal, Provincial and private sources and resulted in the restoration of this superb building which had been constructed by Father Coccola in the late 1890s. When visitors from our Federation's branches come to the Cranbrook area, they must attempt to see St. Eugene with its priceless painted windows and delicate design which make it the finest late Victorian wooden church remaining in British Columbia.

Our Annual Meeting was held as usual in April at Kimberley. Summer outings began in April with a trip to Fisherville and a clean-up of the Ft. Steele Cemetery. In May we went up the Bull River and back to the first power plant which had supplied power to Hosmer, Cranbrook, Moyie, and Ft. Steele. Devastating forest fires cancelled our July hike to Armstrong Bay over the Old Indian Trail. In August our members were joined by a group from Montana in visiting the ancient coke ovens at Morrissey. Our fall dinner meeting in October at Cranbrook was highlighted by archaeologist Wayne Choquette speaking on "The Prehistoric Kootenays".

A new program of public lectures in the winter months was initiated by Naomi Miller, our Vice-President. The first in November at Cranbrook was a great success with Ian Jack, Naturalist from Kootenay National Park as speaker. We are waiting expectantly for the second lecture in Kimberley in February on "The Story of the Kootenay People" by Shelagh Dehart, a grand-daughter of Chief Kinbasket.

Netta Gansner
Corresponding Secretary



St. Eugene Mission Church by R.E. Carson

Sidney & North Saanich Historical Society

Last summer the Sidney & North Saanich Historical Society ventured into the realm of putting on a heritage house tour as part of a program arranged for special guests. This winter we commence acting as the Heritage Advisory Committee for the District of North Saanich.

B. Peirson
Secretary

Qualicum Beach Historical and Museum Society

The first meeting of the Society took place on June 21, 1980. After the election of officers about 30 members of the newly-formed Society walked to the Powerhouse, an old brick building close to the Railway Station that would be our future museum.

Now, six years later, the old Heritage Building has been cleaned and painted inside by volunteer members. A small generator, similar to the original, has been purchased and brought over from the mainland to be the first exhibit.

A great many artifacts have been collected and donated to the Society, which now numbers more than 80 members. Elizabeth Little, who held the first organizational meeting, is one of our hard-working directors; she has organised a group to interview old-timers in order to collect accounts of early Qualicum Beach. Our enthusiastic president, Cora Skipsey, with the help of the other directors, arranges interesting monthly meetings. To raise funds, garage sales and a raffle have been held and a bingo and fashion show is planned. Government funding is also being negotiated.

Last summer an old steam locomotive was moved to the railway spur beside the station as an addition to our exhibits. This was the result largely of the work of director, Stuart Anderson. Now a group of railway buffs, members of the Society, are preparing to clean the locomotive and build a shelter for it. We are hiping the bingo will bring in funds for this work.

By the summer of 1986, with the co-operation of all members, Qualicum Beach should have the Museum open for the public.

K. Phyllis James

Trail Historical Society

The Trail Historical Society holds monthly meetings on the second Monday evening of each month at 7:30 P.M. The museum is on Spokane Street, directly behind the Trail City Hall.

We have guest speakers at each meeting who also show slides of their topic. Countries covered, Australia-New Zealand, South America, Sri Lanka, Egypt, Israel. During the first part of 1986 the speakers will cover mostly local history. In May we have an open meeting where members talk about old times that they remember in this area. In June we have a field trip to a museum or place of specific interest in this area.

In May we will be joint hosts with the Rossland Museum for a meeting of the Regional District Museums & Societies. The guests will tour a plant in the Cominco.

Margaret Powell
Secretary/Treasurer

Ladysmith New Horizons Historical Society

This society has been chiefly occupied with assisting, in as many ways as possible, the compiling and printing of *Ladysmith's Colourful History*. The work was under the direction of Mrs. Viola Johnson-Cull, our president, to complete the local history she had earlier gathered in *Chronicles of Ladysmith and District*, published in 1980.

Although the Historical Society has tried to be of special assistance to our 85-year-old writer, the project has in fact, been a community effort, both in materials and finances. The O.A.P.O. #9 gave solid financial backing to the project.

Our membership is not large, nineteen members, four of whom can no longer attend meetings. However dues are collected and the members enjoy receiving the *B.C. Historical News*.

Frances Halsall

Alberni District Historical Society

The Alberni District Historical Society has recently accepted responsibility for the business records of the R.B. McLean Lumber Co. This collection covers 50 years of sawmilling and logging operations in the Alberni Valley with some activity on the east side of the Island. The Alberni Valley Museum and the Western Vancouver Island Industrial Heritage Society are presently making the Sawmill itself and its industrial equipment part of their conservation

efforts. There are few records concerning sawmilling that are quite as comprehensive as the McLean collection.

We also have available 79 years of newspaper records on microfilm, together with carefully documented archival records of the community's activities over 125 years. If researchers and writers need factual information about the Alberni District, please visit us. You can read our papers and talk to persons who have deep roots in the community. Too often articles appear without the necessary background homework. Why not be authentic as well as interesting?

We make it a practice to pass on to the appropriate community any material that rightly belongs to them. We would welcome reciprocal action from other Societies who have information about the Alberni District. If actual archival material cannot be sent then a list of their holdings would be included in our Index.

We have fourteen volunteers in the "Workshop" drawn from our membership. Our collection is housed in the Alberni Valley Museum.

Valemont Historic Society

Our Society held its first meeting in Sept. 1980 and over the next two years carried out the following projects: we built a Tourist Information Booth, restored a grave marker and tidied up the Tete Jaune Cemetery, made plans to publish a history of Valemount and surrounding areas and began interviewing local people for the book. We also made our first move to save the Valemount train station by having a municipal bylaw registered that would designate the station a Heritage site.

In the following years we raised money to augment a New Horizon's grant for our history by holding a variety of events. These included hosting the Vintage Car Club of Canada, holding a multi-visual show and running a community auction with donated items and volunteer workers. On June 4, 1984 we held a workbee to sort out the best, for our purpose, of the 3,000 photographs we had collected for the book. Six months later the book, *Yellowhead Pass and Its People*, arrived from the printers and on Jan. 10, 1986 a ceremonial lunch was held to mark the final payment to the bank of the loan we had taken out to cover the expense of finishing and launching our book.

Our latest project is the setting up of archives. Help, in the form of a three day training workshop on archival organisation, has been offered to us by Denise McCullum of the Fraser Fort George Regional Museum. We also plan to begin our long postponed project of establishing a local museum.

Copies of our book are available for $42.50 prepaid. For more information about this book and others on our list write Valemount Historic Society, Box 850, Valemount, B.C. V0E 2Z0.

Leonard Lea Frazer
President

Okanagan Historical Society

The Okanagan Historical Society is pleased to announce that it's 49th Annual Report of Okanagan History is now available. The price is $8.00 + $1.55 for handling.

This Society has been in existence since 1925 and over the years has produced 49 books based on the History of the Okanagan Valley. Articles in the 49 Reports relate to Native Studies, Industrial, Commercial and Agriculture Development, Transportation and Biographical memoirs of settlers. At least 2000 copies of each annual issue are printed.

Recent Awards include the 1982 Award of Merit for more than 50 years of publishing Okanagan History, presented by the American Association for State and Local History; and the 1985 Award for significant contribution to the conservation of British Columbia's heritage, presented by the Heritage Society of British Columbia.

Copies of the following earlier reports are still available:

#48 (1984), #47 (1983)	$7.00 each
#46 (1982), #45 (1981), #44 (1980), #43 (1979), #41 (1977), #40 (1976)	$5.00 each
Reprints of #12 (1948) and #11 (1945)	$5.00 each

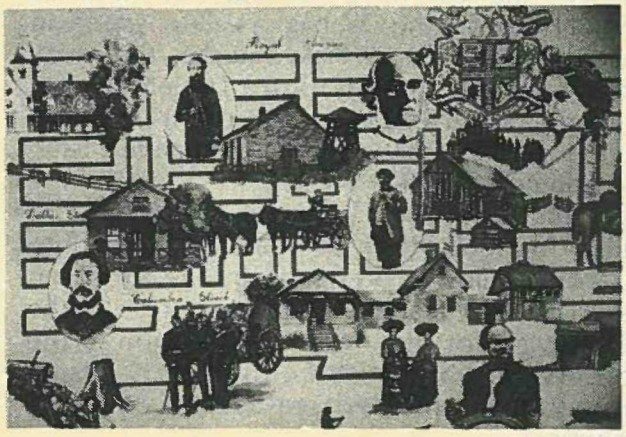
All other issues from #1 to #39 are completely sold out and have become collector's items, selling at many times the original price. Often an article printed will produce follow-up articles thus stressing the need for continuity of collecting the books.

The Reports provide a comprehensive history of the entire Okanagan and its adjacent areas and would be a worthwhile addition to any book collection or library. A complete Index of Reports is presently being prepared for printing and distribution in the not too distant future.

Send orders (plus $1.55 for postage and handling) to the Treasurer, Box 313, Vernon, B.C. V1T 6M3.

New Westminster Historic Centre & Museum

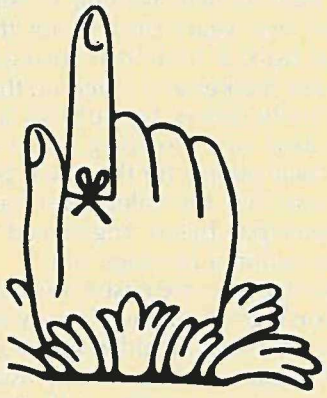
A recent, major addition to the New Westminster Museum is a mural, four feet by eight feet, commissioned by the museum to commemorate New Westminster's 125th Anniversary in 1984-85. Two local, talented young people, Lesley Conway and Lucy Dickinson, students at New Westminster Secondary School completed the mural over three school semesters, under the direction of Art teacher Lloyd Timm.



The artists have used New Westminster's original street grid to unify twenty-five historical scenes and personalities from the Royal City's past. Such individuals as Governor James Douglas, Judge Matthew Baillie Begbie, Colonel Richard Clement Moody and Captain William Irving, and such buildings as the Customs House, Land Registry, Holy Trinity Church, Irving House, and much, much more, make the enjoyment and understanding of our history much easier.

The mural has been installed as an integral part of the small theatre area in the museum, which is regularly used to show slide programs on our local history to visitors, especially school groups. Interpretive discussions on New Westminster's history can be conducted, using the mural's images as focal points. A key to the mural is available for visitors, and many people have taken advantage of the opportunity to sit and gaze upon the early history of the Royal City ... and appreciate an example of excellence by a couple of talented New Westminster artists.

The New Westminster Museum, located behind Irving House Historic Centre at 302 Royal Avenue in New Westminster, is open on summer hours, Tuesday - Sunday, 11:00 a.m. - 5:00 p.m., beginning May 1. Please phone 521-7656 for more information.



Don't Forget!

Subscribe now if you're not receiving the News regularly.

I do not remember innumerable associations for local aid and improvement, for games and for other pleasures such as now crowd our newspapers and our lives. Perhaps they were there. Of politics I knew nothing.

When I went shopping with my aunt on Cordova Street I saw beautiful ladies in black, usually travelling in pairs. Their skirts were long and would have trailed (given a chance) but were held up by aid of an elegantly crooked elbow, their cheeks were very pink, their eyes were large, and lingered as they looked, soft and hard with experience.

"Oh Aunty Belle!" I used to say, "*do* look at that lovely lady! *Who* is she?" I was rather ashamed that my aunt did not know any of these lovely ladies nor did she seem to wish to know them. She snubbed me for my curiosity and thus was my burning innocence continued.

Picnics became popular. There was North Vancouver across the Inlet, to which my uncles rowed. There was a beach, later known as Jericho Beach, where loggers of a logging company named Jerry & Co. were working. For the adventurous there was the North Arm of the Inlet. Owing to the absence of engines and the presence of muscle, we were rowed everywhere. Later, Bowen Island was delightfully discovered. More than once I have met whales at close quarters. We were surrounded by beauty and the pleasures of nature. Everyone but my grandmother had a bicycle. My great aunt did not ride her bicycle; she preferred to walk it about and talk to people for her favourite occupation. Many families who had recently come from England employed a cook, usually Chinese. Our cook pursued the same orthodox pattern as we did. He loved my grandmother devotedly, and willingly "came in", as required, for Family Prayer which my grandmother conducted twice daily. "Cards" were unknown in our house, but many of our friends played cards. I don't know why "cards" were taboo, but they were.

I relate these times, you see, as they presented themselves to a schoolgirl. The town changed to a city, land and water changed, the schoolgirl changed. And now, the city of Vancouver shows another face, looking east, west, and north in our beloved country of Canada, and far, far beyond by land and sea.

There was a simplicity in life then which it would be folly to regret now.

This unpublished manuscript has been made available by permission of Special Collections Division, University of British Columbia Library.

David R. Conn

The B.C. Marine Story

At the end of February, 1986, the province's oldest private shipyard was scheduled to be closed. B.C. Marine Shipbuilders Ltd. survived the great Depression and numerous other slumps, only to succumb to the current prolonged recession.

The yard's story began in 1892, when the Bullen family formed the Esquimalt Marine Railway Co. and built a marine railway to service Victoria's growing coastal trade. The railway allowed ships to be hauled out of the water for inspection, repairs, cleaning and painting more easily than drydocking.

Six years later, the family reorganized as B.C. Railways Co., and built another facility at Vancouver's Burrard Inlet. The Klondike gold rush had consolidated the port's position as a major Pacific terminus. A steam-powered Crandall cradle was installed on inclined rails at the present location, the north foot of Victoria Drive. The supervisor of the new yard was engineer George Bushby, grandson of Sir James Douglas.

In 1902, W.F. Bullen went to Britain and bought machine shop and boilermaking equipment for both shipyards. The Esquimalt yard began building ships, notably the CPR vessels *Princess Beatrice* (1903), *Princess Royal* (1907), *Nanoose* (1908), and *Princess Maquinna* (1912).

At the beginning of 1914, the Esquimalt yard was bought by Yarrows Ltd., the British naval specialist shipbuilders. Alfred Yarrow, patriarch of the company and inventor of the standard water-tube boiler, organized the transaction personally. The Vancouver yard was sold to Bushby and other managers, who carried on the company name.

During the great shipbuilding boom of 1916-1920, B.C. Marine Ltd. confined itself to artillery shell manufacture, ship repair and fitting out

work. Meanwhile, other yards in the province built scores of deep sea freighters and auxiliary schooners for the Allied merchant fleets. B.C. Marine was upgraded with a new machine shop and an extension to the ship cradle, and by 1918 the company advertised the marine railway at a 1700 ton capacity, along with fully equipped shops, two floating derricks, a steam tug, scows, divers, and the largest steam hammer in the province. That year George Bushby retired, and new owner/managers Innes Hopkins, J.K. McKenzie and C.J. Isted took over operations.

When the war orders ceased, the shipyard, renamed B.C. Marine Engineering and Shipbuilding Co., survived the recession. While big wartime shipbuilders were closing their doors, B.C. Marine shipwrights built the second *Capilano* for Union Steamship Co. (1920), and the *Lady Kindersley*, an Arctic schooner, for the Hudson's Bay Company (1921).

The company built a wharf extension in 1927 and by 1929 the yard had a second marine railway on the east side of the property. The yard carried on through the Depression by providing proven repair and maintenance work at reasonable prices and cultivating steady customers such as Union Steamship. Like other operations at that time, tradesmen stayed at the yard without pay between jobs until times eventually got better.

During World War II, B.C. Marine once again expanded modestly while supplying equipment, repairs and refit work for others. The yard specialized in fitting gun emplacements and similar wartime conversion work on existing ships.

In the post-war period, Union Steamship came through with a contract for the refitting of six coastal vessels. In 1956, the yard was bought by Senator S. McKeen, Fred Brown, and F.R. Graham. In 1963, the first steel-hulled boat was built, the first new construction in forty years. She was the 65 ft. tug *Georgia Straits*. B.C. Marine went on to build two sister ships for Straits Towing. These three powerful "hot rods" changed the nature of coastal towing in British Columbia.

In 1965, Straits Towing bought up B.C. Marine, and the yard's service priority became maintenance of the Strait's fleet of coastal tugs and barges. A building program was carried on to convert the fleet to steel hulls, with the yard building at least one tug per year. When Straits and River Towing amalgamated in 1970 to form British Columbia's second largest towing company, the enlarged fleet kept the yard busy almost constantly on company work.

The 1970s saw B.C. Marine continuing to be busy as a Rivtow Straits subsidiary, building tugs, boom boats, fishboats, a ferry, and various shallow-draft tugs for assembly at Hay River, N.W.T., for use on the Mackenzie River. Much of this building was done in the east yard, east of the No. 2 marine railway. At this time, the company consistently employed 150 to 200 men.

The Rivtow Straits fleet peaked at 75 tugs and 175 barges in 1980. Then recession idled much of the company's capacity, and maintenance work was curtailed. Lacking modern equipment, B.C. Marine was unable to win regular outside contracts to supplement its company work.

When B.C. Marine closes, Rivtow Straits intends to do fleet maintenance work at the company dock and at other subsidiaries, contracting out work on the largest tugs and barges. New construction will be handled by the West Coast Manly subsidiary.

With its original shop buildings and steam-powered ship cradle, B.C. Marine is a direct link to the pioneer days of shipping. Every British Columbia coastal vessel of this century has probably been up on its ways at some time for repair or maintenance work. The demise of B.C. Marine points up the fact that this pioneer stage of shipping is over.

David Conn is a writer and researcher in architectural and marine design. This article was originally published in Harbour and Shipping.

Back Issues of the News

Back issues of the *News* can be ordered at $3.50 each plus postage from the Editor.

Peggy Imredy and Elizabeth Walker

KITSILANO STREET NAMES

Tree streets were named by Lachlan Alexander Hamilton when he surveyed the C.P.R. land grant in 1886; he used the 'modern' system of numbers for the avenues. As South Vancouver and Point Grey were surveyed and settled, the avenue numbers were extended south, east and west to encompass the city. The streets west of the C.P.R. boundary had been surveyed, on paper, in 1885 when the Government Reserve land was readied for sale at auction. At that time the streets were named for men famous in Canadian and British Columbia history. After the settlement of this western area it was seen that there was considerable duplication of names. It was at an afternoon tea that Miss Dora Bulwer made the suggestion that the duplicated names should be renamed to commemorate famous British victories:

ALMA:
(formerly Campbell of unknown origin) Name was changed in 1907. Alma is the name of a river in the Russian Ukraine where the first battle of the Allies (Britain, France and Turkey) fought the Russians in the Crimea, a peninsula in the Black Sea, on September 20, 1854.

BALACLAVA:
(formerly Richards, for B.C.'s second Lieutenant-Governor the Honourable Albert Norton Richards) Balaclava, a village on the Black Sea, was made famous by Tennyson's "Charge of the Light Brigade", the poem which described an incident in the Crimean War.

BAYSWATER:
This short street is within the boundaries of District Lot 192; it is outside both the C.P.R. land grant and the Government Reserve. It was probably named for the several small streams entering English Bay. The original name London, was for a small stream in a rural area called Bayard's Water.

BLENHEIM:
(formerly Cornwall, for the Hon. Clement Francis Cornwall, British Columbia's Lieutenant-Governor from 1881-1887) the name celebrates the victory at a battle fought by the British and the Austrians against the French and Bavarians near Blenheim, Bavaria, August 13, 1704. Robert Southey's famous poem, "The Battle of Blenheim" gave to English literature the oft-quoted lines:

"But what good came of it at last,"
Quoth little Peterkin,
"Why that I cannot tell," said he,
"But 'twas a famous victory."

BROADWAY:
(formerly 9th Avenue) The name was changed through a bylaw in 1909. It was felt the fame of Broadway in New York would pass on to Vancouver!

BURRARD:
(formerly Cedar) When Burrard Bridge was built in 1933 it connected downtown with what was then Cedar Street. The part that remained is now above Burrard Street at 16th. Burrard Street, which took its name from the Inlet, in its turn had been named by Captain Vancouver for his friend whose name was at that time Sir Harry Burrard.

CAMERON:
(formerly Front) a short street running east from the north end of Alma. It was named in 1911 for John Angus Cameron, a surveyor in Point Grey.

CARNARVON:
Named in 1886 after the Earl of Carnarvon. As British Secretary of State for the Colonies, he introduced the British North America Act to the House of Commons in 1867. In 1874 he laid the basis for the settlement of the dispute between British Columbia and Canada over the construction of the C.P.R.

COLLINGWOOD:
Its origin is in dispute. It is thought to be named in honour of the town where Surveyor L.A. Hamilton's parents lived. His father was the first mayor of Collingwood, Ontario, and also its postmaster for about thirty years. Hamilton was born in Penetanguishene, less than 50 km from Collingwood.

CORNWALL:
Named for the Duke and Duchess of Cornwall and York—later King George V and Queen Mary; they visited Vancouver in 1901.

CREELMAN:
Named for Adam Rutherford Creelman, born in Richibucto, New Brunswick; he was a lawyer and a director of the C.P.R.

DUNBAR:
Origin unknown; this street was *not* named for the real estate developer who came to Vancouver three years after the street had been named.

GREER:
(formerly Short Street) A small block north of Cornwall between Cypress and Chestnut. It is the lone reminder of Samuel Greer who owned property at the beach before the C.P.R. expropriated the land. Kitsilano Beach was known as Greer's Beach until 1905 when the tramline came to the beach.

MACDONALD:
(sometimes spelled McDonald) named in 1886 for Sir John A. Macdonald, first prime minister of Canada, 1867-1873. He served a second term from 1878-1891.

MACKENZIE:
(sometimes spelled McKenzie) named for Alexander Mackenzie, second prime minister of Canada 1873-1878.

McNICOLL:
Named for David McNicoll, born in Arboath, Scotland, 1852. He came to Canada in 1874; was a vice-president of the C.P.R.

OGDEN:
Named for Isaac Governeur Ogden. Born in New York 1844. He started work in a bank then moved as an accountant to the C.P.R. He was a vice-president in charge of finance.

POINT GREY ROAD:
(formerly Victoria Road named for the Vancouver Island City) The name was changed in 1907. This road starts at the north end of Balsam Street and then takes over from Cornwall at Trafalgar. It jogs south to follow the shore line until the road ends west of Alma. Named for the separate community of Point Grey which joined Vancouver in 1928 and which in turn was named for Captain George Grey, a friend of Captain Vancouver.

STEPHENS:
(formerly Stephen) Named for Sir George Stephen, first president of the C.P.R. 1881-1888. In 1891 he became Baron Mount Stephen.

TRAFALGAR:
(formerly Boundary when this street was the western boundary of the C.P.R. land grant) The name was changed to Trafalgar in 1907. It honours Lord Nelson and his defeat of the French and the Spanish fleets at the battle of Trafalgar on October 21, 1805.

TRUTCH:
Named for Sir William Joseph Trutch who came to British Columbia from the United States in 1859 and worked here as a surveyor. When the Royal Engineers were disbanded in 1864, Trutch was appointed Surveyor-General of British Columbia. He left this position for a career in politics, and was one of the chief negotiators for the union of British Columbia with Canada. He was appointed British Columbia's first Lieutenant-Governor in 1871.

WATERLOO:
(formerly Lansdowne for the Governor General of Canada 1883-1888) It was renamed to commemorate the decisive battle of the Napoleonic Wars, which was fought in June 1815 near the Belgium village of Waterloo where Napoleon had rallied his forces after his escape from Elba. The Allies were under the command of the Duke of Wellington. Shortly after this battle Napoleon signed a second abdication and was sent to the island of St. Helena.

WHYTE:
Named for William Mehven Whyte. In 1886 he was superintendent of the C.P.R.'s western division with headquarters in Winnipeg. In 1897 he was made a manager and in 1910 a vice-president.

YORK:
See CORNWALL.

British Columbia Historical Federation Conference 1986

The B.C. Historical Federation Conference was held May 8-10 at Gage Towers, University of British Columbia, hosted by the Vancouver Historical Society.

Thursday evening Ivan Sayers presented a fashion show covering the one hundred years of Vancouver's existence. The history of fashion was explained and displayed with many touches of humor.

Friday morning Maria Tippett spoke on "The Development of Culture in B.C. 1886-1936". "Culture" is a word which covered many pleasant community activities in the youthful city of Vancouver. Leonard McCann gave a slide presentation on "Shipwrecks off the Coast of British Columbia". The afternoon panel on Antiquarian Booksellers was followed by a short talk on "Fire Insurance Plans of B.C." The evening concluded with a most interesting repertoire of scarcely known British Columbia folk songs by Phil and Hilda Thomas.

The Annual General Meeting allowed time for reports from all branches. A motion to return to compulsory subscription was narrowly defeated. In its place a motion to raise membership fees by $1.00 and subscription cost to members by $1.00 was discussed and accepted. Helen Akrigg proposed a motion to seek funding to provide a monetary prize to future winners of the Historical Writing Competition. Carried. Dorothy Crosby of Mission invited all members to attend the next convention in Mission on May 14-16, 1987. A joint Alberta-British Columbia Historical Conference will be held in Banff, May 5-8, 1988.

Dr. W. Kaye Lamb was appointed Honorary President for the coming year. Col. Gerry Andrews and Dr. Lamb shared honors at the head table. Dr. Lamb observed that exactly fifty years ago, he was elected President of the British Columbia Historical Association.

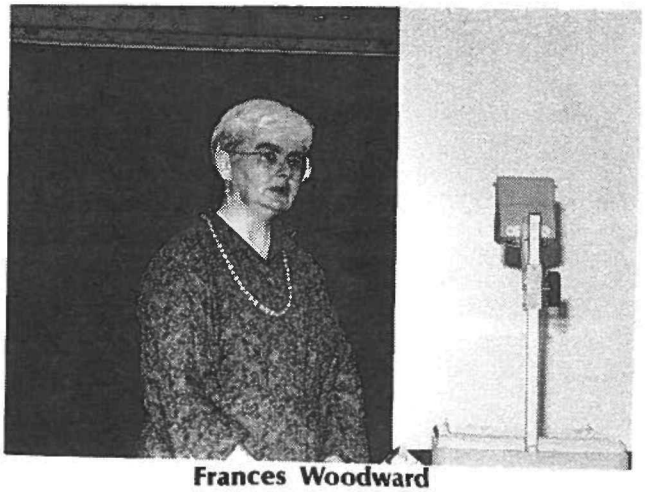
Writing competition prize winners present at the banquet were John Norris of New Denver, who received the Lieutenant-Governor's Medal for his book *Old Silverton*, and Helen Kuhn of Quesnel representing the Old Age Pensioners Organization - Branch #77. The O.A.P.O. #77 Book Committee produced the best anthology for 1985 - *A Tribute to the Past*. The winner of the Best Article of 1985 in the B.C. Historical News magazine, Patrick Regan of Saanich, was unfortunately too ill to accept his Certificate of Merit. Also absent was Richard Mackie of Fulford Harbour, who won a Certificate of Merit for his biography *Hamilton Mack Laing: Hunter-Naturalist*.

Dr. Charles Humphries was a most entertaining after-dinner speaker with the topic—"Plain Folks in World War I." Members joined in "A Toast to Vancouver", on this its 100th Anniversary.

—Naomi Miller

Helen Kuhn with President Naomi Miller

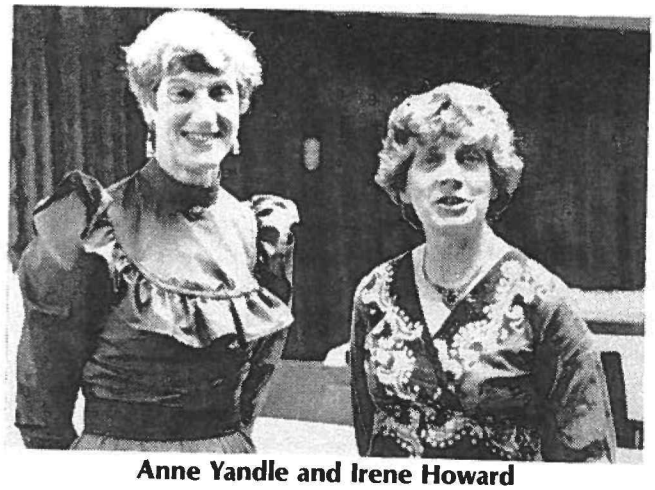
Naomi Miller, Leonard McCann, Dr. Charles Humphries, Dr. Kaye Lamb and Peggy Imredy



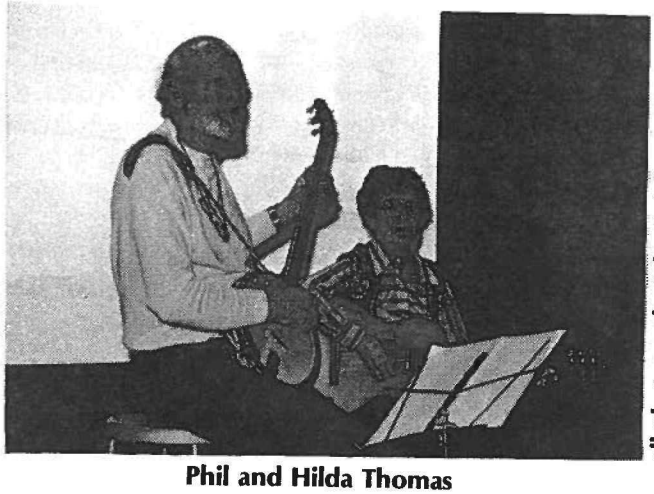
Frances Woodward

Dr. Lamb, John Norris, and Gerry Andrews

Ivan Sayers and model



Anne Yandle and Irene Howard



Phil and Hilda Thomas

all photographs John Spittle

HONORARY PRESIDENT
Dr. William Kaye Lamb, OC, FRSC

A highlight of the 1986 BCHF Convention at UBC was the installation of Dr. W. Kaye Lamb as our new Honorary President. At the Banquet he was ably introduced, in person, by our new Executive President Naomi Miller. His gracious acceptance of this honour was acclaimed with jubilant unanimity.

Certainly no other living person is more closely and eminently identified with the aim and objects of our Federation. He is a native son of British Columbia. His formal education was obtained at New Westminster, UBC, Sorbonne and London. He was Provincial Archivist and Librarian 1934-1940, Librarian at UBC 1940-1948, Dominion Archivist 1948-1969 and (the first) National Librarian, Canada, 1953-1969. He has vigorously continued his research and creative writing since retiring to Vancouver. In addition to Dr. Lamb's many historical publications, he has edited the following major works:

1957 *Sixteen Years in Indian Country The Journals of Daniel William Harmon.*

1960 *The Letters and Journals of Simon Fraser, 1806-1808.*

1970 *The Journals and Letters of Sir Alexander Mackenzie.*

1984 *George Vancouver - A Voyage of Discovery to the North Pacific Ocean, 1791-1795,* in 4 volumes.

The "Honour Roll 1923-1985" on page 21 of the B.C. Historical News, Vol. 18 No. 3, 1985, is sadly incomplete. Among other deficiencies it does not include W. Kaye Lamb as Executive President of the (then) B.C. Historical Association for 1936-37. Dr. Lamb founded the prestigious *B.C. Historical Quarterly* with Vol. 1 No. 1 in January 1937, for which he served as Editor till October 1946 (Vol. 10 No. 4) when he was succeeded by Willard E. Ireland until the *Quarterly's* sad demise October 1958 (Vol. 21 No. 4). A perusal of the *Quarterly's* Cumulative Index (Camosun College 1977) reveals no less than twenty-five articles by W. Kaye Lamb and an equal number of book reviews by him.

W. Kaye Lamb

Kipling's classic dictum "(If you can)... talk with kings nor lose the common touch.." is surely exemplified by Dr. Lamb. He consistently manifests a warm rapport with so-called ordinary folk—juniors in various hierarchies, backwoodsmen, surveyors and ilk. On visits to British Columbia from the exalted sanctuaries of Ottawa, Dr. Lamb habitually took time to fraternize with old friends regardless of rank or status. The late W.A. (Billy) Newcombe was one. Kaye often contrived to visit at Billy's bachelor retreat in the old Newcombe home on Dallas Road. Frank C. Swannell, BCLS, DLS, the celebrated exploratory surveyor of British Columbia's vast hinterland preferred to deposit his unique diaries with Dr. Lamb in Ottawa rather than with the Provincial Archives in Victoria. On my official visits to Ottawa, Dr. Lamb always had time to see me, and often took me to lunch at the exclusive Rideau

Club. He still keeps in touch with those who survive of his old staff in the Provincial Archives and Library, who retain their loyal affection for him.

When the "umpteenth" revision of my *Metis Outpost* manuscript was in hand, I had to think about its "Foreword", preferably to be done by a longtime friend, knowledgeable of the subject, and with luck, a celebrated authority. Dr. Lamb was the ideal choice. Would he do it? His response speaks for itself and his identity with the book in this way surely elevates it from the mire of mediocrity.

Dr. Lamb has been invested with many honours which, no doubt, he fully appreciates, but appears to carry with buoyant equanimity. Among them may be mentioned Officer in the Order of Canada, Fellow of the Royal Society of Canada, LL.D., and Honorary President of the Champlain Society. We can be sure that he values highly the recognition recently bestowed on him by our Federation. His acceptance of it certainly adds lustre to the Federation's image as it does also to that of its immediate past Honorary President.

—*G. Smedley Andrews*

Elizabeth B. Walker

Recording the Voices of False Creek and the Fairview Slopes

In 1983 some members of the Vancouver Historical Society decided to undertake an oral history project as a contribution to the 1986 centennial of the incorporation of Vancouver. They were concerned that, over the years, a great many memories of the social and cultural life of the various areas of Vancouver were being lost and that little had been done to collect these memories on tape. Because they thought the recorded tapes could serve as a model for other groups planning similar centennial projects, they decided also to produce a small brochure, giving some guidelines based on their own experience.

With these goals set, an oral history committee was formed with members Irene Howard, Alice Niwinski, Nancy Stuart-Stubbs and Elizabeth Walker (Chairman). Workshops on oral history procedures had previously been held with the idea of having interested members form a corps of trained volunteers who could undertake such a project. However, this approach proved impractical. Members and friends of the Society simply did not have time for a large-scale project. Further, they discovered that it is no simple matter to conduct a skillful interview; some even found the experience not to their liking. Eventually, the Committee decided to hire a professional interviewer who would work according to guidelines set by the committee, which would supply historical and background information on the chosen geographical area of False Creek and the Fairview Slopes.

Why did the committee choose the area of False Creek and the Fairview Slopes? Because its members knew that the Fairview Slopes was one of the earliest residential areas of Vancouver. Below it, on the shores of False Creek, some of the major industries of the city such as sawmilling, shipbuilding, shipping and manufacturing had developed in the late 1890s and continued to exist there until the 1970s. Then the industry disappeared or was expropriated and replaced by apartment complexes, low-cost housing projects and sophisticated condominiums for the urban elite. On the Fairview Slopes the early single-family homes had also been replaced by apartment houses. So here was an area that had drastically changed within a decade, and was slated for further dramatic changes with the development of the Expo '86 site on the north side of the Creek. The time was ripe to capture, in their own words, the memories of the people who had made and experienced the history of that locale.

At this point the committee had to raise money to pay the salary of a professional interviewer. It sent letters outlining its proposals and asking for financial support from various foundations and from companies that had had a long association with the area. It obtained over $4,000 from two Leon and Thea Koerner Foundation grants and donations from four companies and thirty-nine members of our society. After $2,000 had been subscribed, the committee decided to proceed with the first phase of its project, in the belief that once the project was underway there would be increased interest in it and that more funds would be forthcoming. Such indeed was the case. Nor did it take as long to obtain funds for the second

phase. Our interviewer for the first phase, which was concerned mainly with the industries of False Creek and Granville Island, was Mary Burns, who has produced films for the National Film Board. Nadine Asante, the author of *The History of Terrace,* who has worked for the C.B.C. was hired for the second phase. Her interviews covered aspects of life on the Fairview Slopes.

A wealth of information on a wide range of topics was recorded on forty tapes; these included accounts of the rivetting gangs at West Coast Shipbuilders in W.W. II, log piracy in False Creek, the hippie community along 7th Avenue in the 1960s, and servicing passenger trains at the C.P.R. False Creek yards. Not only did we record many diverse occupations but often we came close to the heart of events. The voice of Dennis Farian, fireman on the fireboat *J.H. Carlisle* rose in excitement as he recalled the B.C. Forest Products fire in 1949 when "No. 4's Company had come in from 6th Avenue and they had run all their hoses through but they got trapped between the fire and the water and they couldn't get back. So we had to immediately get all of No. 4's Company... aboard the *Carlisle* and back away." In his Italian accent Domenico Gallello, former tender on the Kitsilano trestle, expresses the immigrant's emotion when he asserts, "I never move, if you give me a million dollars. No. Never." Dorothy Romalis, a tenant in one of the new apartment blocks on False Creek flats, and the last person interviewed in the series, wondered about the impact of Expo '86 and thought that the aesthetic value of False Creek could be saved "...because if it's built along the water and the tall buildings across the water won't impinge on us very much...but if they're 40 storeys high, then they'll do something to the mountains...." All these feelings and attitudes are the stuff of oral history.

An informal ceremony was held on February 23, 1986, when the forty tapes were presented to the Special Collection Division, University of British Columbia Library, where they will be available for everyone to use. The brochure, *A Very Practical Guide to the Pursuit and Enjoyment of Oral History,* has been printed and will be deposited in all libraries in the Vancouver area. To other historical societies considering an oral history project we say, "Go ahead! You will find it a rewarding experience."

Elizabeth Walker is a former president of the Vancouver Historical Society, and Chairman of the False Creek Aural History Project.

Mary Orr of Summerland 1985 National Award Winner

The American Association for State and Local History, headquartered in Nashville, Tennessee, singled out Mary Gartrell Orr for one of two awards that came to B.C. last year, the other going to Jack Rippengale of Victoria. It is a very prestigious award, since the American Association for State and Local History has 6500 members and has been internationally renowned for its work since 1944.

A national selection committee, composed of leaders in the history profession, reviewed 138 nominations. The awards were conferred at the AASLH annual meeting in Topeka, Kansas on September 9, 1985. Twenty-three Awards of Merit and seventy-one Certificates of Commendation were given.

Mrs. Orr's nomination was proposed by the AASLH Awards Committee for British Columbia and supported by colleagues, members and organizations around the Province, in recognition for doing so much to preserve and promote the history of the Province. The Awards Committee consisted of Dr. Patricia Roy, Dr. Dan Gallacher and Gregory Evans of Victoria.

OBITUARY:

Elizabeth Norcross: Born with a Sense of History

Elizabeth Blanche Norcross was born on Vancouver Island just before the first World War, the daughter and grand-daughter of pioneers in the Cowichan Valley. For her, the preservation and recording of history was more than inbred. It was a responsibility which she felt very strongly about—almost a duty which she was given to pass on to others.

Elizabeth had had an interesting life, living, working and travelling in many parts of Canada and in England. She entered U.B.C. as a mature student, taking her degree and accumulating a great deal of historical research. As a result of her studies, she put together her first book *The Warm Land,* and this was soon followed by *Frontiers of Vancouver Island,* written with Doris Farmer Tonkin.

For a while in the '70s her writing was put to one side while she spearheaded Nanaimo's heritage movement. It is largely due to her persistence that people became interested in preserving parts of the old downtown. The revitalization we have today is built on a foundation which might otherwise have fallen before the bulldozer.

Realizing the interest and wealth of material stored in archives, Elizabeth co-ordinated the Nanaimo Historical Society's book *Nanaimo Retrospective,* editing the selection of topics which documents the broad social fabric of Nanaimo's first century. Later she would also edit the papers from the symposium *The Company on the Coast,* the story of the Hudson's Bay Company on the west coast of Canada.

Although her style of writing makes for easy reading, there is serious research behind it. In *Pioneers Every One* Elizabeth told the stories of sixteen very different women, from 1542 to the present day, and from all walks of life: explorers, politicians, women in arts and community service. She was very aware of the important role women played in Canada, stressing that although men may have explored Canada it was the women who settled it. Without them there could have been no permanent settlement.

It was Nanaimo's loss when she moved back to Duncan in 1983, taking with her a partly completed manuscript on Mary Ellen Smith, MLA, the first woman Cabinet Minister in the British Empire. Her latest endeavour, as part of a group of "Pioneer Researchers", was the compilation of a book on the pioneer women of the Cowichan Valley. These two books have still to be completed and published.

Elizabeth had a way of exciting those who worked on a project with her, instilling in them her own enthusiasm. She gave generously of her time to help others in a variety of ways. In a talk on Mary Ellen Smith she called her "the Right Woman, in the Right Place at the Right Time". Much the same could be said of Elizabeth Blanche Norcross.

She has left a legacy of writing which is valuable to the researcher, and which she liked to feel was a "good read" for anyone. She and we can feel proud of what she has achieved, and we shall miss the dedication of one of Vancouver Island's own historical writers.

—Pamela Mar

Thinking of Publishing?

A seminar on publishing local history, given by Helen Akrigg, may be arranged for your historical society. Please contact Leonard G. McCann, #2, 1430 Maple Street, Vancouver, V6J 3R9.

Jewish Historical Society of B.C.

Historical Society Project

...goes ahead with the confirmation of $4,000.00 in grants from the Ministry of Multiculturism, Dept. of Secretary of State, Ottawa.

Our Centennial Project, "Jewish Vancouver" is a comprehensive *Video Presentation* that will be used by schools, organizations, churches, meetings, displays, to show and tell of the Jewish presence in Vancouver this past 100 years.

Chairman of this project is our Vice-President, Irene Dodek.

The Jewish Historical Society of B.C. has established an office in the Jewish Community Centre, thanks to a grant from Canada Employment and Immigration. The address is 950 W. 41st Avenue, Vancouver, B.C. V5Z 2N7.

Under the direction of Barbara Hollenberg, M.L.S., with 2 assistants, the major project at the outset will be to catalogue the Leonard Frank Collection.

The grant covers 30 weeks and we hope means will be found to continue the work.

Pioneer Interviews

Over the years, the Society has interviewed, by tape, over 110 pioneers in the Vancouver area.

These tapes are lodged in Victoria, the B.C. Provincial Archives *Sound and Moving Image Div.* under the direction of Mr. Derek Reimer. These interviews are transferred to permanent long-life tape, and made available to researchers and public in the B.C. Archives.

Mrs. Irene Dodek has been directing this part of the society's work, and recently she has had the services of Vice-President Morris Saltzman.

Manitoba Award

Cyril Leonoff, Founding President and Archivist of Jewish Historical Society of B.C., has been honoured by the Manitoba Historical Society, being awarded the 1985 *Margaret McWilliams Medal.* This medal was presented to Mr. Leonoff at a special dinner at the Fort Garry Hotel, Winnipeg, Saturday, January 18th.

His story, "The Jewish Farmers of Western Canada", won first prize in the Adult Essay category.

Mr. Leonoff was invited to deliver a paper, "The Centennial of Jewish Life in Vancouver, 1886-1986", to a meeting of the Jewish Historical Society of Western Canada, June 8th in Winnipeg.

JOINT CONFERENCE OF THE CANADIAN NAUTICAL RESEARCH SOCIETY AND THE BRITISH COLUMBIA UNDERWATER ARCHAEOLOGICAL SOCIETY July 22-27, 1986

Hosted by the Galiano Historical and Cultural Society. For more information contact P.O. Box 10, Galiano, B.C. V0N 1P0.

WORLD SHIP SOCIETY MARINE TRANSPORTATION HISTORY SYMPOSIUM July 27-28, 1986

The Symposium will be held in the Auditorium of the Vancouver Museum and Planetarium, 1100 Chestnut Street, by the World Ship Society, under the sponsorship of Canadian National, and with the endorsement of Expo 86.

The aim of the Symposium is to provide native Vancouverites and visitors alike with a fascinating and informative overview of British Columbia's—and particularly Vancouver's—maritime history and heritage.

Proceeds from the Symposium will go towards the preservation and restoration of the World Ship Society negative collection, a collection which chronicles some forty years of merchant ship movements in and out of the Port of Vancouver.

For registration write P.O. Box 3096, Vancouver, B.C. V6B 3X6.

Bookshelf

VANCOUVER'S PAST: THIRTY-TWO READY-TO-MAIL BEAUTIFULLY REPRODUCED ANTIQUE PICTURE POSTCARDS. Fred Thirkell. Vancouver: Gordon Soules (1986) n.p., illus., $5.95

Vancouver's centennial in 1986 is responsible for a spate of publications on the city's history ranging from the scholarly to the mundane. One of the most visually evocative of earlier times must certainly be this labour of love by Fred Thirkell, featuring 32 reproductions of early-century postcards chosen from among his unique collection of the same. Included are not only such well-known scenes as the busy corner of Hastings and Cambie, neat rows of West End homes, and the bathing pavilion on English Bay but also numerous less familiar views: tourists aboard a B.C. Electric open-air observation car, a snowy winter's day in Stanley Park, a busy game of lacrosse. Each card is usefully accompanied by a short vignette describing the same.

—*Jean Barman*

Jean Barman is co-editor of Vancouver's Past: Essays on Social History *(1986).*

THE HERITAGE OF THE VICTORIA JEWISH CEMETERY

The Heritage of the Victoria Jewish Cemetery

A new 8 page booklet has just been released telling the story of the Victoria Jewish Cemetery, the first such west of Ontario.

This land was acquired by Jewish businessmen in 1859 and the Cemetery was dedicated on February 5th, 1860.

This interesting booklet tells the whole story and also contains much relevant material. It was prepared by Ben Levinson and Allan Klenman of the Society, and may be obtained from the Society's office.

Book editor is Anne Yandle. Books and review articles should be sent directly to her c/o:
P.O. Box 35326, Station E,
Vancouver, B.C. V6M 4G5

Writing Competition

The British Columbia Historical Federation invites submission of books or articles for the fourth annual competition for writers of British Columbia History.

Any book with historical content published in 1985 is eligible. Whether the work was prepared as a thesis or a community project, for an industry or an organization, or just for the pleasure of sharing a pioneer's reminiscences, it is considered history as long as names, dates and locations are included. Stories told in the vernacular are acceptable when indicated as quotations of a story teller. Writers are advised that judges are looking for fresh presentation of historical information with relevant maps and/or pictures. A Table of Contents and an adequate Index are a must for the book to be of value as a historical reference. A Bibliography is also desirable. Proof reading should be thorough to eliminate typographical and spelling errors.

Book contest deadline is January 31, 1987.

There will also be a prize for the writer of the best historical article published in the **British Columbia Historical News** quarterly magazine. Written length should be no more than 2,500 words, substantiated with footnotes if possible, and accompanied by photographs if available. Deadlines for the quarterly issues are September 1, December 1, March 1, and June 1.

Submit your book or article with your name, address, and telephone number to:

British Columbia Historical Federation
c/o Mrs. Naomi Miller
Box 105
Wasa, B.C. V0B 2K0

Please include the selling price of the book and an address from where it may be purchased.

Winners will be invited to the British Columbia Historical Federation Convention in Mission in May, 1987.

THE BRITISH COLUMBIA HISTORICAL FEDERATION

Honorary Patron: **His Honour, the Honourable Robert G. Rogers, Lieutenant-Governor of British Columbia**

Honorary President: **Dr. W. Kaye Lamb**

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Historic Trails:	John D. Spittle
B.C. Historical News Policy Committee:	Ruth Barnett, 680 Pinecrest Rd., Campbell River V9W 3P3 287-8097 (res.)
Lieutenant-Governor's Award Committee:	Naomi Miller
Publications Assistance Committee (not involved with *B.C. Historical News*):	Helen Akrigg, 4633 W. 8th Ave., Vancouver V6R 2A6 228-8606 (res.) Loans are available for publication. Please submit manuscripts to Helen Akrigg.

JOIN

Why not join the British Columbia Historical Federation and receive the *British Columbia Historical News* regularly?

The BCHF is composed of member societies in all parts of the province. By joining your local society you receive not only a subscription to *British Columbia Historical News,* but the opportunity to participate in a program of talks and field trips, and to meet others interested in British Columbia's history and the BCHF's annual convention.

For information, contact your local society (address on the inside front cover).... No local society in your area? Perhaps you might think of forming one. For information contact the secretary of the BCHF (address inside back cover).