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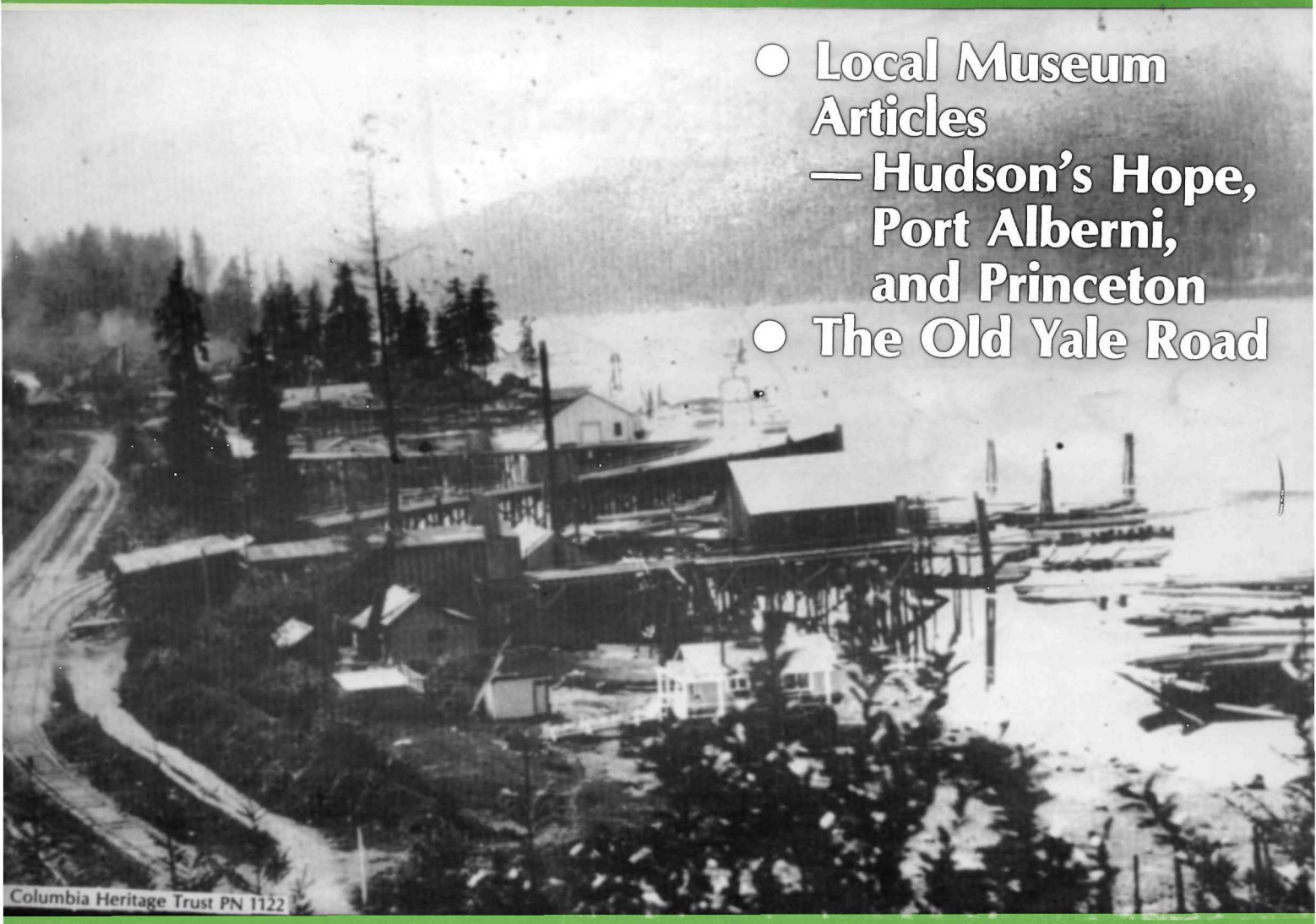
BRITISH COLUMBIA HISTORICAL NEWS

VOLUME 17, No. 2
1984



- Local Museum Articles
  — Hudson's Hope, Port Alberni, and Princeton
- The Old Yale Road

Columbia Heritage Trust PN 1122

On the cover . . .

Part of Port Alberni's waterfront, circa 1930. In the foreground is a cannery; the government assembly wharf is beyond.

... story starts on page eight

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.

Member dues for the year 1982-83 (Volume 16) were paid by the following member societies:

Alberni District Historical Society, Box 284, Port Alberni, B.C. V9Y 7M7
Atlin Historical Society, P.O. Box 111, Atlin, B.C. V0W 1A0
BCHA — Gulf Islands Branch, c/o P.O. Box 35, Saturna Island, B.C. V0N 2Y0
BCHA — Victoria Branch, c/o Margaret Bell, 1187 Hampshire, Victoria, B.C. V8S 4T1
Burnaby Historical Society, c/o 3755 Triumph St., Burnaby, B.C. V5G 1B7
Chemainus Valley Historical Association, P.O. Box 172, Chemainus, B.C. V0R 1K0
Cowichan Historical Society, P.O. Box 1014, Duncan, B.C. V9L 3Y2
Creston & District Historical & Museum Society, P.O. Box 1123, Creston, B.C. V0B 1G0
District 69 Historical Society, c/o Mildred Kurtz, P.O. Box 74, Parksville, B.C. V0R 2S0
East Kootenay Historical Association, c/o H. Mayberry, 216 6th Avenue S., Cranbrook, B.C. V1C 2H6
Golden & District Historical Society, Box 992, Golden, B.C. V0A 1H0
Ladysmith New Horizons Historical Society, c/o Mrs. V. Cull, R.R. #2, Ladysmith, B.C. V0R 2E0
Lantzville Historical Society, c/o Susan Turnbull, Box 76, Lantzville, B.C. V0R 2H0
Nanaimo Historical Society, P.O. Box 933, Station "A", Nanaimo, B.C. V9R 5N2
Nanooa Historical & Museum Society, R.R. #2, Texaco, Box 5, Nanoose Bay, B.C. V0R 2R0
Nootka Sound Historical Society, Box 748, Gold River, B.C. V0P 1G0
North Shore Historical Society, c/o Robert W. Brown, 2327 Kilmarnock Crescent, North Vancouver, B.C. V7J 2Z3
Princeton & District Pioneer Museum and Archives, Box 21, Princeton, B.C. V0X 1W0
Sidney & North Saanich Historical Society, c/o Mrs. Ray Joy, 10719 Bayfield Road, R.R. #3, Sidney, B.C. V8L 3P6
Trail Historical Society, P.O. Box 405, Trail, B.C. V1R 4L7
Vancouver Historical Society, P.O. Box 3071, Vancouver, B.C. V6B 3X6
West Vancouver Historical Society, P.O. Box 91785, West Vancouver, B.C. V7V 4S1
Windermere District Historical Society, Box 784, Invermere, B.C. V0A 1K0

BRITISH COLUMBIA HISTORICAL NEWS

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Subscriptions: Institutional $16.00 per year; Individual (non-members) $8.00 per year.

The B.C. Historical Federation gratefully acknowledges the financial assistance of the British Columbia Heritage Trust.

To the Editor

The Editor:

Have noted your advertisement in the November *Elder Statesman* and would like to know if:

A. 1. The article must deal with a first-hand knowledge of event?
   2. "As told to the author?"
   3. Or rewrite of any known event with a new angle or material?

B. Who is reading and assessing the articles and awarding the credit?

C. How many do you expect to get?

D. Is there a separate prize for each issue?

E. Would you like me to refer your notice to the Northwest College Creative Writing (they write facts, too) or to our local Writers' Club?

Mary M. Langille,
Prince Rupert, B.C.

Historical articles for our contest may be written by the three methods outlined. The information should be accurate, and substantiated with footnotes, if at all possible. A committee under the leadership of Naomi Miller will assess the articles and award the prizes. We are hoping that our extensive advertising will result in a large volume of entries, but prizes will be awarded according to the response. We appreciate your offer to notify the Writers' Club and Creative Writing class of our contest:. The contest is open to everyone, and will continue throughout 1984.

NEXT ISSUE

Deadline for submissions for the next issue of the **NEWS** is March 1, 1984. Please type double spaced if possible. Mail to the Editor, *B.C. Historical News,* 1745 Taylor, Victoria, B.C. V8R 3E8.

Subscribe!

I wish to subscribe to *B.C. Historical News.* I enclose a cheque or money order payable to the B.C. Historical Federation, P.O. Box 35326, Station E, Vancouver, B.C. V6M 4G5.

Individual ..... Four issues for $8.00 (_____)

Institutional ..... Four issues for $16.00 (_____)

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From the Editor

This issue features a number of shorter articles because of the enthusiastic response to our writing contest. We are particularly pleased with the response from members of local museums, and hope that many more articles will be submitted from these dedicated people throughout the province who help to preserve and interpret local history.

A Research column has been introduced to assist you with personal and local historical research. This issue concentrates on genealogical sources, but we would welcome your queries about future topics. Is there a difficult area that we may be able to help you with?

— Marie Elliott

From the Treasurer

This note is addressed particularly to all those members who are unable to attend the Annual General Meetings and Conventions of The British Columbia Historical Federation. It concerns the financing of *The British Columbia Historical News.*

A major reason for the effort of the last two and a half years to re-write, and have approved, the Constitution, Bylaws and Regulations of the Federation was to try to up-grade the status of our magazine. (The documents are included as a removable insert in this issue.) The following figures reveal the urgency of this effort. The total cost of the last nine issues of *The British Columbia Historical News* (Volume 15, Nos. 1 to 4; Volume 16, Nos. 1 to 4; and Volume 17, No. 1) was $23,780. This breaks down into an average for each issue: Editor's and related expenses $70; Typesetting $748; Printing $1,606; Address labels etc. $76; and Postage $142; for an issue total of $2,642, or a yearly total of $10,568.

During the same period the main sources of income were: (1) for 1981-82: dues through Member Societies $2,176; subscribers—individuals $423 and institutions $1,451; sales (stores & back issues) $42; Total $4,092. (2) for 1982-83: dues—arrears $1,421, current $3,542; subscribers—individuals $559 and institutions $1,451; sales $624; Total $7,597. (3) for 1983-Nov. 16: dues $657; subscribers—members $415, individuals $116, institutions $425; sales $209; Total $1,822. (4) Bank Interest and Exchange were not allocated to the cost of the magazine. The total allocated receipts came to $13,511.

The difference between total costs of $23,780 and total receipts of $13,511 is $10,269. For this period we received a very much appreciated grant of $9,999 from the British Columbia Heritage Trust.

Our grant from the Heritage Trust has expired. An application for a renewed grant has been submitted in order to give us more time to improve the financial foundation. *But we cannot continue to rely on government help.* We should not; we must not.

In 1986 the Federation Convention is to be held at the University of British Columbia in Vancouver. At that time many visitors from other parts of Canada, from the United States, and even from other parts of the world will be in Vancouver for Expo '86. This presents the Federation with a great opportuity to generate interest in the varied history of British Columbia. A soundly financed *British Columbia Historical News* will be an important aid in the generation of this interest.

It is hoped that all members will do their utmost to support our periodical and to expand its sales in local stores, museums, and other outlets, as well as to widen the list of both individual and institutional subscribers. It would be a great help if some member of the Federation who has had experience in publicity and marketing would be willing to undertake such activity on behalf of the *News.* If anyone feels that he/she can undertake this position please get in touch with the President, Secretary or Treasurer, as listed on the inside back cover.

— J. Rhys Richardson

Writing Competition

The British Columbia Historical Federation invites submissions for their first annual competition for writers of British Columbia history. Entries are welcomed from any person or group who has published a book on local or provincial history within the 1983 calendar year.

Any book, whether written as a thesis, or a community project, or just for the pleasure of recording old timers' memories, is eligible if it is based on some facet of history within British Columbia, and bears the copyright date of 1983.

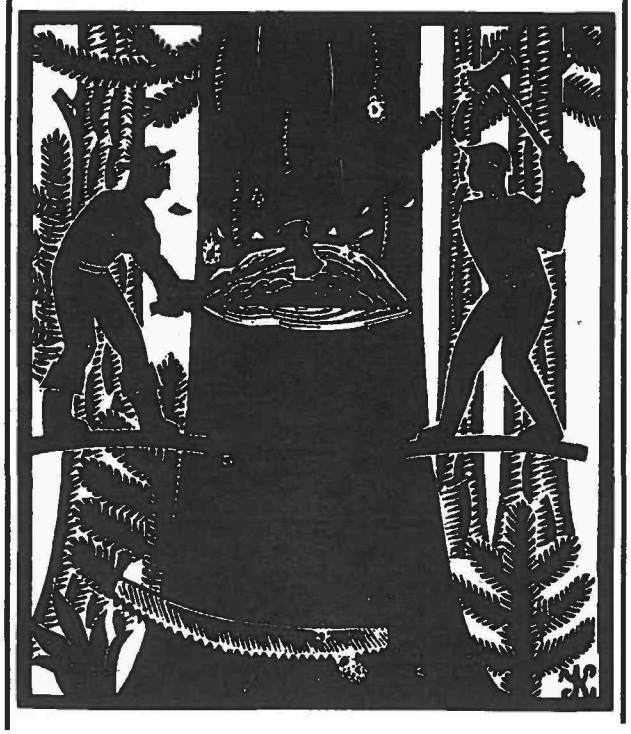
British Columbia Historical Federation,
c/o N. Miller,
Box 105,
Wasa, B.C. V0B 2K0
Deadline is January 31, 1984.

There will also be a prize for the writer submitting the best historical article published in the *British Columbia Historical News* quarterly magazine. Articles are to be submitted directly to:

The Editor,
British Columbia Historical News,
1745 Taylor Street,
Victoria, B.C. V8R 3E8

Deadlines for the quarterly issues are September 1, December 1, March 1, and June 1. Winners will be invited to the British Columbia Historical Federation convention in Vernon, in May 1984.

B.C. STUDIES CONFERENCE

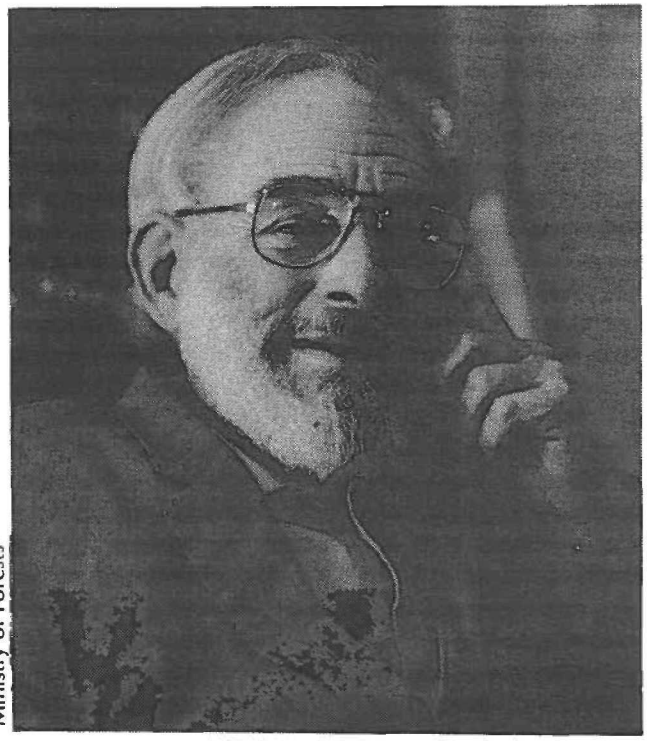


The University of British Columbia is pleased to host the Third B.C. Studies Conference, to be held on February 16-18, 1984. A bi-annual event sponsored by the province's three universities, the conference is multi-disciplinary with an historical focus. We welcome all who are interested in the region's history, political science, geography, sociology, anthropology, archeology, education economics, and literature.

The conference will feature a display and sale of regional books by the Vancouver Historical Society and the University of British Columbia Press.

For more information please contact B.C. Studies Conference c/o History Department, The University of British Columbia, #1297 - 1873 East Mall, Vancouver, B.C. V6T 1W5.

Honorary President



Ministry of Forests

Col. Gerald Smedley Andrews

If being a pioneer means facing adversity with courage and ingenuity, then Gerald Smedley Andrews qualifies in spades. Gerry is a beloved member of the Victoria Branch of the British Columbia Historical Federation. He served as president of the Branch from 1967-1968, and as president of the Federation from 1972-1974. This long involvement with the Federation, combined with his record as a teacher, forester, soldier, and Surveyor-General of British Columbia, makes him richly deserving of the position as Honorary President of the BCHF for 1983-84.

After completing high school in Alberta, Gerry enrolled in pre-engineering at the University of British Columbia in 1920. The following year, because he was short of funds, he obtained a teacher's certificate and later taught in the small rural districts of Big Bar, northwest of Clinton, and at Kelly Lake (near Tumbler Ridge) in northeastern British Columbia. Gerry subsequently obtained a degree in forestry from the University of Toronto in 1930, and returned to work for Surveys Division of the B.C. Forest Service. He pioneered the use of aerial photography to map and inventory the province's forested areas efficiently and accurately, and became chief of the Forest Service's Air Survey Section in the late 1930s. During World War II he served with the Royal Engineers stationed in Great Britain. In 1944, as a major, he was made a Member of the Order of the British Empire for his achievements in improving the optics of aerial cameras. Photogrammetry was a very important asset when mapping strategic landing areas on the Normandy coast of France in preparation for the Allied invasion of Europe on June 6, 1944.

When Gerry was discharged in 1946 he had attained the rank of Lieutenant-Colonel. He returned to British Columbia and was soon appointed Surveyor-General and Director of Surveys and Mapping Branch, Department of Lands, Forests, and Water Resources. He retired from this position in 1968, then travelled to South America and southeast Asia in a professional capacity.

When Gerry began his career with the provincial government there were few accurate maps of the hinterlands. The province is now completely charted—the last small area to be done was in the Coast Range west of Atlin. Gerry's pioneering spirit calls him back to Atlin every summer, where he has a cabin.

At the present time Gerry's toughest challenge is to set down his memories of his teaching experiences at Kelly Lake, which was a Metis outpost. We have been promised a book before too long, and, knowing Gerry, he will accomplish this task with the same perserverance that has won him so many awards and admirers throughout his lifetime.

David Leigh Stone

Re-Discovering Port Alberni's Vanished Waterfront

Industry came to Port Alberni in 1860—with guns primed and decks cleared for action. Two armed merchant ships forced the Tseshaht people out of its village so that workmen could build a sawmill on the spot. The seaside today is completely transformed, edged by two huge sawmills, a plywood plant, the pulp and paper mill, and vast lumber wharves.

The change caused the harbour to be dredged up and filled in, buildings to be erected and demolished and new ones raised in their stead. Modernization obliterated not only the ancient shoreline but also all signs of the early industrial landscape.

The Alberni Valley Museum is working to save the city's industrial heritage. No area is more crucial to that effort than the waterfront. Last summer the B.C. Heritage Trust Summer Student Employment Program funded a Museum project to survey the structures which have stood on the waterfront from 1860 to the present. The aim was to catalogue what buildings stood where and when, their types, uses, machinery, and histories: in essence, to re-discover the "look" of the waterfront over decades.

Port Alberni's first sawmill was also the first large export mill in B.C. The Anderson Mill—built by Captain Edward Stamp, who later founded Vancouver's Hastings Mill—began cutting in May, 1861. A busy little village clustered around the plant, which shipped lumber as far away as England, Australia, South America, Hawaii, and the Far East.

Just three years later the once and future sawmilling town ran out of trees! In those days, logs were dragged by oxen to streams and then floated to the mill. Since the animals could not pull such huge trunks more than about three miles, most of the Alberni Valley's vast timber stands were beyond reach. The town was abandoned and the derelict mill burned down a few years later.

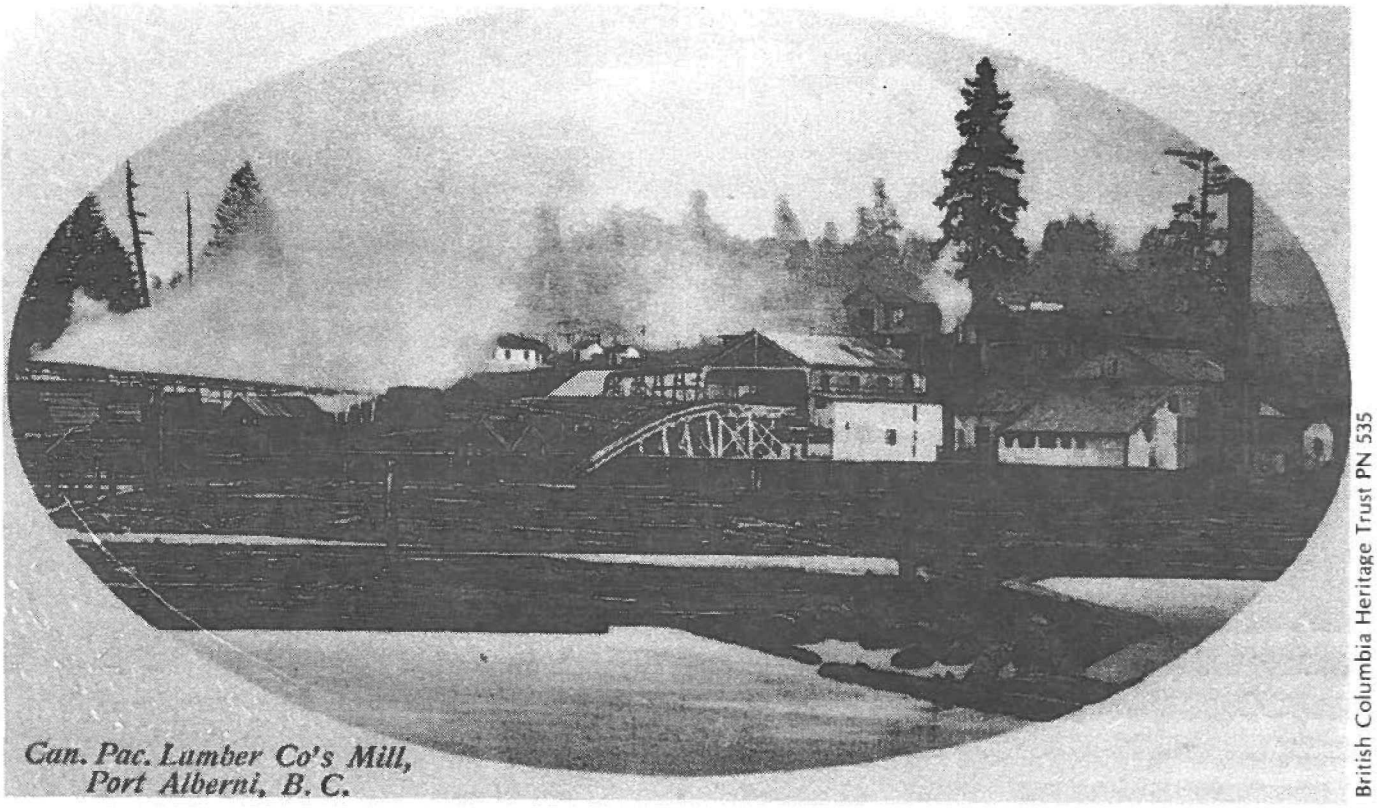
Twenty years later, settlers returned to the district. They were farmers, not loggers, and they just burned off the forest to get at the soil. They worked inland, leaving the harbour empty. B.C.'s first paper mill was set up on the Somass River in 1892. It machinery could not pulp wood so it tried to use rags and even ferns as raw materials before going bankrupt.

In 1896 the harbour was finally re-occupied. This time the cause was neither farming nor forestry. There was a brief gold rush a few miles down the Inlet, at China Creek. "New Alberni"—a wharf, a few stores, and some hotels—sprang up near the old mill site to service the mines. It was an import economy: it trans-shipped goods and passengers from the Victoria steamer to the gold fields. Even the lumber for the wharf was brought in by ship!

The mining boom quickly faded but the town did not, partly because new techniques made logging a paying proposition. At the turn of the century a tiny sawmill, really just a shed over some old equipment, was built on the seashore. It sold only to local buyers but in 1905 a much bigger mill started up, aimed at the overseas market. Port Alberni was returning to its destiny, the export forestry trade.

From the arrival of the railway in 1912 to the Great Depression the harbourside changed continually. This was the era of small enterprises. There were usually two or three mills making lumber or shingles: typically each was an open-sided affair of rough beams, was powered by a single steam engine, and employed twenty or thirty men. Canneries, herring plants, shipyards, a railway dock, assembly wharves, houseboats, small floats, and even blacksmiths' shops, also dotted the waterside.

The companies were small and failed regularly. Their structures were almost as transient. Practically everything was made of wood and nearly all of the buildings eventually burned down. This



British Columbia Heritage Trust PN 535

The Canadian Pacific Lumber Co. Sawmill in 1912. Built in 1905, it operated until 1980.

pioneer industrial landscape was finally buried by the changing nature of our economy. In the forest industry in particular, big firms got bigger while small outfits went under. From the mid-1930s onward the harbourside was gobbled up by a very few plants of unprecedented size and permanence. The last of the old buildings, a sawmill structure dating to 1905, was demolished in 1981 to make room for a computerized replacement, one of the most advanced mills in the world.

The "look" of the early industrial waterfront can now be re-captured only on paper. The Museum's own fine collection of historic photographs is an important resource. The Alberni District Historical Society, municipal and corporate archives, and interested individuals are contributing valuable aid to help explore our industrial heritage.

It is not an easy task. Photographs are difficult to interpret since different camera lenses compress distance or distort shapes in different ways. And, of course, pictures tell nothing about what goes on inside a building. Maps and blueprints are just plain treacherous. Maps rarely agree with each other. Blueprints almost always show what the structure was meant to be, not how it was actually constructed or what it later became. The biggest problem is the sheer size of the job. Industries constantly change machinery and buildings; to trace them all requires an exhaustive, and exhausting, search through decades of old newspapers.

The work done last summer is a significant start. We now have data files for future researchers to work from. More importantly, the material has been collated into a working catalogue of structures, including company histories and other documentation. This research is of more than academic interest. The harbour, for so long a workplace, is becoming a community place, too. The city is developing the public foreshore into a recreational and tourist-generating site, to be called Heritage Harbour Park. The Alberni Valley Museum's on-going research program is the crucial link chaining the park to its historic surroundings.

David Stone is presently completing an M.A. in History at the University of British Columbia.

Shirlee Smith Matheson

Learning Our Legends Through the Hudson's Hope Museum

All the history books which contain no lies are extremely tedious.

Anatole France (1844-1924)

The history of Hudson's Hope needs no lies to make it interesting. Where else can one tread in the paths—even in the very footsteps—of three-storey high dinosaurs? Follow the raging river that transported Alexander Mackenzie to his destination of the Pacific Ocean? Even paddle a canoe over the now placid Dinosaur Lake hiding the treacherous Rocky Mountain Canyon where Mackenzie had to haul his canoe over steep cliffs to avoid the river's wrath?

And then come the legends, of mysteries so complex many have never been solved: the mysterious slaying of the Danes in 1918—one body found in the cabin shot ten times with a 303 British rifle, the other found much later on the flat west of Hudson's Hope, burned almost beyond recognition; the death of the astronomer whose body was found in the spring by tracing his footsteps that eerily resurfaced as the snow melted; the mysterious disappearance of Bob Porter, fur buyer, in the Black Canyon. When his body was found months later his money belt containing $2,000 fur buying money was gone, although he was still wearing the trousers the belt had been attached to. Then there's the tale of George Clark who defied death by water one fine October day, the 22nd to be exact, at ten o'clock in the morning—only to have death claim her due exactly three years later, on October 22nd. Time of death? Ten o'clock in the morning.

These and other legends are preserved in the museum in Hudson's Hope. Housed in the old Hudson's Bay Company store, the same walls that once supported supplies for trappers, guides and outfitters, the store that once sold the bright ribbons to Indians whose decorated horses then raced up and down the flat in front of the old store, now displays our legends for all visitors to see.

Early History

The first white explorer through the area was Alexander Mackenzie in 1793 on his journey up the Peace River, the only watercourse that completely traverses the Rocky Mountains. By the early 1800s the Peace had become established by the Nor'Westers as a major trade route through the Rockies to their posts at Fort McLeod and Fort St. James in New Caledonia. The economy of the area was based on the lucrative fur trade.

Alexander Mackenzie found only a few Indian teepees dotting the banks of the river when he made his epic trip in 1793; even then, though, the area amazed him for its beauty, its ruggedness, and, with an eye to commerce, its vast quantities of excellent coal. The Aylard Mine, once located part way between Hudson's Hope and the Bennett Dam, worked on a coal seam eight feet thick, composed of top quality semi-anthricite, which left only 3% ash. The old donkey boiler from this mine can be seen in the Museum's display yard. Mackenzie, and others who followed, saw these coal seams in the rock cliffs;

they saw the available lumber, the agreeable climate, and the great river for transportation and power. Mackenzie's diary also commented on another of our singular features: in the area of the Gething and Aylard Creeks, it was noted that one could burn a shoe while standing on certain cracks in the earth, from which emitted heat, smoke and a stench of sulphur. These rose-colored sandstone areas are the result of slow burning underground fires, and can still be seen below the W.A.C. Bennett Dam. Where else can one's eyes view Heaven, while one's feet smoke from the fires of Hell?

Fort Hudson's Hope was originally known as Rocky Mountain Portage Fort, built by Simon Fraser in the autumn of 1805 at the foot of the Rocky Mountain Canyon on the north bank of the Peace River. Operated for a time by the Hudson's Bay Company after its coalition with the North West Company in 1821, it was abandoned for a time in 1825 to punish the Indians for a massacre at Fort St. John in 1823.

New Hudson's Hope was built about 1875 on the south bank about twelve miles further upstream near the east end of the canyon, at its foot. Some time after 1880 this post was again moved to its present location on the north side, on a seven-acre site surveyed out and still remaining in the name of the Hudson's Bay Company, except for portions sold to the Anglican Church and the Hudson's Hope Historical Society. The town of Hudson's Hope is situated on an unbroken flat of land running parallel to the Peace River for five miles, with an average width of two miles.

The name "Hudson's Hope" has been recorded as early as 1869. Although the origin of the name is another of our unsolved mysteries, there are several conjectures as to how the name was given: it was named after an old prospector named Hudson (or Hodgson) who "hoped" to make a strike here. It was named for the Hudson's Bay Company in their establishment of a post here, the farthest point of navigation before the portage.

The word "hope" has been traced to an old meaning, that of a "small, enclosed valley, especially a smaller opening branching out from the main dale and running up to the mountain ranges; the upland part of a mountain valley; a blind valley." These meanings were used to the end of the 19th century and place names ending in "hope" were quite common in Scotland and north-eastern England. Whatever its origin, people here like the name and don't worry too much about from whence it came. Hudson's Hope is not a town that seeks out pedigrees.

The losing of our "apostrophe s" is another matter, however. All throughout our historical documents, the name has been recorded as "Hudson's Hope". Somehow (again subject to legend), around 1915 the postal authorities omitted the "'s" on their rubber stamp and continue to omit it, although the postmaster, mining recorders and Hudson's Bay Company continued to use it for many years thereafter. We are now legally "The Municipal District of Hudson's Hope, Hudson Hope, B.C.". A queer lot, to be sure.

1900 - 1960

Hudson's Hope continued to be an important navigational point because of the impassable rapids above the town. Settlers and supplies were freighted in from Lake Athabasca at first, then later from Peace River Crossing when the railway reached that point. The sternwheelers, beginning with Bishop Grouard's *St. Charles* in 1903, broke the eternal silence of the North with their sharp whistles and easier ingress of settlers. These boats operated the 525 miles from the rapids called Vermilion Chutes in Alberta, upstream to Hudson's Hope. In 1905 the Hudson's Bay Company put their sternwheeler, *SS Peace River*, into operation; it was a 110' long vessel that could carry forty tons of freight. The book, *North With Peace River Jim* written in 1910 and recently published by the Glenbow Foundation of Calgary, gives us a flavor of those days:

> *Lying up against the far bank, when we arrived, was the little white Hudson's Bay steamer, Peace River, 'coaling up' with cordwood slid down a 200' chute to the river bank and packed on board by the half-breed hands.*
>
> *...As the boat pulled out, the citizens, and entire population of Peace River Crossing, gathered on the bank and gave us god-speed and good wishes. We responded with three cheers and a tiger. Three half-breeds with loaded rifles knelt on the bank and fired the royal salute with rifle muzzles pointed skyward and the butts on the ground. Again we cheered and again the salute crackled out, then the steamer swung*

wide and took the big turn, and the current and the sternwheeler paddles soon took us from the sight of the beautiful Peace River Crossing.

The *SS Peace River* (a model of which may be seen at the Peace Canyon Dam Visitors Centre in Hudson's Hope), was replaced by the *Athabasca River* in 1915, which could carry 110 tons, and again by the famous *D.A. Thomas* which ran the river from 1919-1929. Built at a cost of $119,000, she could carry 100 passengers and more than 200 tons of freight. Optimism about the Hudson's Hope coalfields convinced her owner, Baron Rhondda, a Welsh coal millionaire, of future resource supplies, so he had oil tanks installed in the boat. However, in its entire career, the *D.A. Thomas* burned only cordwood cut in four-foot lengths, and lots of it.

Several smaller boats navigated the Peace, most belonging to sawmill companies such as the Diamond P's *Grenfall* and Peterson's *Pine Pass*. From 1920 to 1952 the Hudson's Bay Company operated a fleet of motorships on the Peace. The first was the *Weenusk* which operated from 1920 to 1940 on diesel engines. In 1940 it was replaced by the *Weenusk II* which operated until 1951.

Another unique enterprise in Hudson's Hope was Jack Pollon's lime kiln situated on the lime bed beneath the spring that gushes out, summer and winter, on the riverbank below the present town waterpump. The first batch of lime was burned in 1932, and by the 1940s it was being shipped by the Hudson's Bay boats to all points in the Peace and north to the Bering Sea. One can still see the base of the old rock kiln, although local residents will never again smell the pungent carbon burn-off smoke from the kilns, nor will the Hudson's Bay Company house ever again feel the rattle of falling pebbles from the blast of black powder.

The boats no longer come, although many people still living in Hudson's Hope remember clearly the excitement of the shrill call of the boats, for it indeed represented not only transportation and freight shipments, but a reassurance that Hudson's Hope was part of the ever-quickening pace of the outside world. Sometimes we still need that assurance, but the whistle will no longer come from the river, but from the great silent black caves of coal that have waited for other aspects of development to catch up, or slow down, so its tremendous potential can once again be realized.

In 1901, Neil Gething and W.J. "Steel" Johnson discovered this coal in the Peace River Canyon but had to wait until 1908 before the "Peace River Block" was opened by the federal government to mineral staking. By 1911 and 1912 the Peace region was gradually being settled by homesteaders, who recognized the resources of the country. The problem ... transportation.

As early as 1878 a rail line was proposed through the Peace River Pass to the Skeena area. In the early 1900s it was again proposed and a Federal Charter was taken out to construct a railway from the Peace River Block west through the Peace-Finlay area to Stewart (approximately 120 miles north of Prince Rupert). D.A. Thomas had taken out leases on the coal deposits of Carbon Creek and also had a rail charter from Edmonton to the Pacific via either the Nass or Skeena Rivers. In 1915 the Dominion Telegraph reached Hudson's Hope from Fort St. John, and a wagon road was extended from Hudson's Hope to East Pine. World War I put a stop to local progress.

In 1923 the first load of coal was barged downstream to Peace River Crossing, the head of the Edmonton-Dunvegan and B.C. Railway. But it wasn't until the construction of the Alaska Highway in 1942 that Hudson's Hope coal was in demand.

Dawson Creek was allocated as the railhead of the Northern Alberta Railway. In 1952 the Hart Highway was extended north through the Pine Pass to link the Peace area with the southern portion of the province, leaving Hudson's Hope somewhere in the middle. It was Axel Wennergren's resource development plans that centered Hudson's Hope in the picture of progress by his plan to harness the power of the Peace. The rest is modern history.

The Future?

The future of Hudson's Hope? Whether it lies in our hydro-electric power production, our coalfields, our hidden gold deposits, our dwindling timber stands or, as in the past, in the sheer determination of the people, is hard to say. In his report to the Surveyor General in Ottawa in 1922, Dominion Land Surveyor, L. Brenot, writes:

With untold mineral wealth, untold water-powers, large tracts of agricultural land and being the head of navigation, Hudson's Hope should be one of the foremost towns of the North.

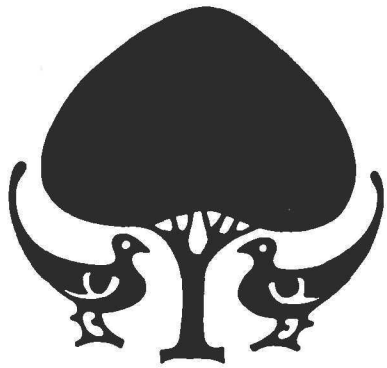
Our fertile valleys and flats were uncaringly tramped over by the feet of prospectors trudging over the ill-fated route from Edmonton by way of Athabasca, Peace and Mackenzie Rivers, through the Laurier Pass to the Yukon. Glittering coolly from the sanctuary of our river bars, our placer gold yielded itself in bits and pieces to prospectors who, in the depression of the 1930s, set up their home-made sluice boxes on Two-Mile Bar at the head of the Canyon, on Brenham Flats, and on almost every bar scattered along the Peace, into the Finlay, the Parsnip, and up to the Omineca, Osilinka, Osipika and the Nation Rivers. The gold still must be there, buried even more securely by the waters of Williston Lake reservoir. It will be there for eons.

In 1954 the population of Hudson's Hope was under 100. In 1965 it was 2,700.True to its erratic nature, Hudson's Hope in 1965 became an "Instant Municipality", the third in British Columbia, matching its status of being also the third oldest community in the Province of British Columbia. Its 400 square miles held the largest territory of any municipality in the province. During the Bennett Dam hey-day, activities in the town included no less than thirty-seven recreation and service clubs, ranging from music appreciation to fly-tying to sky diving. They've come and they've gone, and the Hudson's Hope Museum has their passage recorded.

Come and sense our mystery, our unique heritage! There are artifacts on display ranging from dinosaur fossils to part of the phenomenal conveyor belt that once carried the gravel from the glacial moraine on its three-mile trip at twelve miles per hour, to fill the Bennett Dam. The moraine is still an excellent area in which to seek fossils. For sale in the Museum are items such as local woodcarvings, inscribed plates, goldpanning equipment, and books ... books that tell you of our legends. We don't need to invent any lies.

Don't let your subscription expire.
Check your address label for date of renewal.

Annual Convention



The 1984 Convention will be held at the Village Green Inn, Vernon, May 4-5. Guest speaker: Dr. Margaret Ormsby. Registration details will be contained in the next issue of the *News*.

Margaret Stoneberg

A Royal Tour 1860
How Princeton Got Its Name

In the summer of 1860, a year before the start of the American Civil War, there arrived at St. John's, Newfoundland, a young prince, Albert Edward of Britain, called "Bertie". At 18 years of age he was experiencing his first trial as a public figure, representing his formidable mother Queen Victoria and his rather severe father, Albert, Prince Consort.

His reception was tremendous, setting off a succession of festivities of every kind—parades, welcoming committees and social events culminating in every city with a grand ball. All this took place in the evenings, at least, under the latest thing in illumination—gaslight. Railways at that time were a prideful novelty and a special train was prepared for the future King Edward VII. He travelled across Upper Canada and Lower Canada in a blaze of felicitous warmth.

His duties were not too onerous. He laid the cornerstone for the Victoria Bridge in Montreal, and also the cornerstone for the new Parliament Buildings in Ottawa, and a dozen or so other such projects.

When the prince paid his visit the early pioneering days were largely over, and in this period of steam, of canals, of railroads being built, and manufacturing growing in importance, fortunes were being made and social life was becoming ever more sophisticated. Travel was becoming more general for the average person and newspapers, springing up all over, told about the celebrations. So almost everyone was able to see and acclaim the royal party.

In the western part of the country, events were stirring. John Palliser's expedition had reached the West Coast; travel to the Red River was increasing by way of St. Paul, Minnesota, Dawson and Hind had surveyed the western lands as far as the Rockies, and beyond, and it became evident that the four federated provinces were soon to expand to include what was then Canada West.

Beyond the Rockies gold had been discovered in the lower Fraser River and throughout the Similkameen and Grand Forks regions. Townsites were springing up everywhere. The new colony of British Columbia had been formed in 1858, just two years before, and its Governor James Douglas was struggling with an influx of miners, many from California. In September of that year of 1860 Douglas journeyed into the interior visiting Keremeos, Similkameen and Kamloops. Sergeant McColl of the Royal Engineers reported that he had completed his assignment and had laid out a townsite at or near the forks of the Similkameen River. James Douglas patriotically named the small townsite Prince's Town or Princetown in honour of the royal visitor then in Upper and Lower Canada.

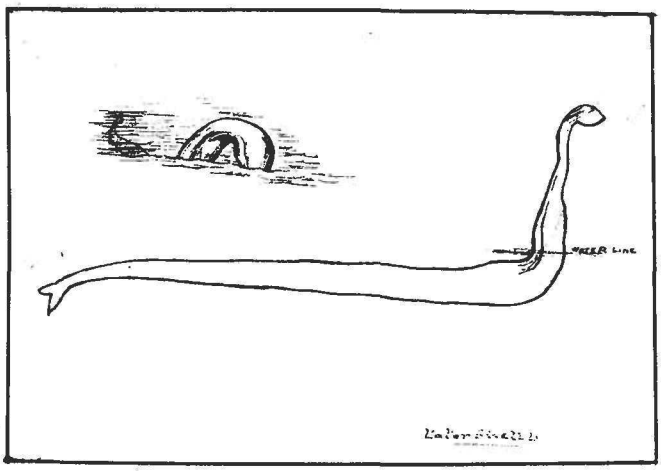
The Prince himself sailed home shortly afterwards unaware of the honour that Douglas had paid him. It was rather an anti-climax that Bertie got a cool reception from his parents when he arrived home, being admonished "not to [illegible] his head be turned".

His father, ever watchful to see that his wife and her family did not repeat the dissolute behaviour of her grandfather and her unlamented uncles, and his mother fiercely jealous of her royal prerogatives—both preferred to think that their son's success was exaggerated and only reflected the esteem in which *she* was held.

Margaret Stoneberg is our hardworking Recording Secretary, and helps to supervise the Princeton and District Museum and Archives.

David Mattison

An 1897 Sea Serpent Sighting In the Queen Charlotte Islands



Sea serpents have been with us in British Columbia for longer than most people realize. One late 19th century example is a classic sighting that may have gone unnoticed up to now. The eyewitness account is worth repeating in any event because of the accuracy of the observer and his foresight in providing a written account. Osmond Fergusson, a prospector, and his partner, identified only as Walker, were the sole witnesses and only Fergusson's written testimony has survived. Dated January 12, 1897 (probably an error for 1898), and recounting an occurrence on June 26, 1897, his statement is straightforward and believable. The fact that he made a drawing at the time and later resketched it reflects his prospecting background, that of observation towards detail and the unusual. The account itself is found in the C.F. Newcombe (1851-1924) collection in the Provincial Archives of B.C. (PABC Add. Mss. 1077, v. 20). It is hand-written in black ink on lined paper folded in half and bearing a blind stamp reading "Congress" along with a rendition of the U.S. Congress building.

About 4.30 this morning we left Caedoo [Kaidju?]. I was steering the boat and pushing an oar at the same time. There was no wind. The boat was about 100 yards from shore, going south, with a fair tide. I saw ahead of us what I thought was a piece of drift wood. On getting closer I noticed it was moving towards us. When within 50 yards I said to Walker (my partner), What is that? It seems to be moving this way (against the tide). What we could see was an object like sketch (A) sticking out of the water about two feet. When within a few feet of it the end uncoiled & raised a long neck about five feet out of the water with a head like a snake[']s on it. The arched portion making a broad flat chest like I have seen on the cob[r]a I think.

When the serpent or whatever it was saw us it turned slightly towards land to avoid the boat. The head and neck were almost immediat[e]ly put under water again. As it passed the boat, at a distance, that with an effort, I could have thrown a[n] oar on it we could see a body about 25 feet long tapering with a fishlike tail and I think a continuous fin running the length of the body.

A slow undulating motion went along the body, while the tail part had a steady sweep from side to side of about six feet. A curious thing was the broad neck or chest part that formed the arch (or hurricane dick, as Walker [sic] called it). The only part out of water when the head was down was not exposed broadways in the direction the fish was going, but had a decided twist to the left allowing the water to flow through it.

David Mattison is an archivist with the Sound and Moving Image Division, Provincial Archives of British Columbia, Victoria, and a regular contributor to the B.C. Historical News.

Gigi Huxley

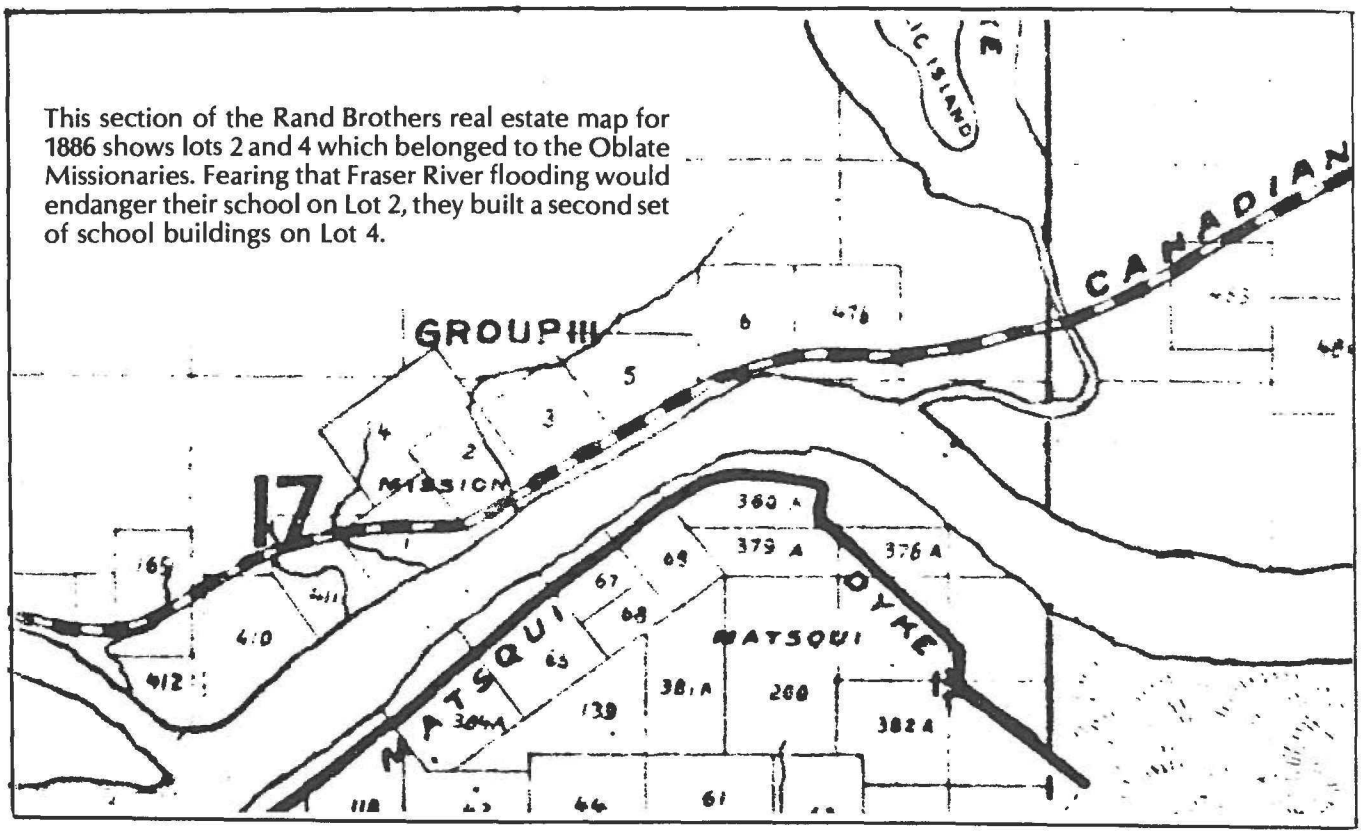
The Role of St. Mary's Mission School in Settlement

According to the records of the Oblate missionaries, their British Columbia efforts began in 1860, with the establishment of a mission in New Westminster by Father Fouquet. A year later, Father Fouquet travelled forty miles upriver from New Westminster to establish, on the north bank of the Fraser River, the Oblates' first Indian residential school, St. Mary's Mission. For over twenty years, this school served Indian and mixed-blood children. Indeed, it was the only school in the area until the early 1880s, when public schools were built at nearby Burton Prairie and Nicomen Island. Due to the residential nature of the school, and its industrial-agricultural curriculum, the mission at St. Mary's provided not only a religious focus to the area but an invaluable educational role for the children of early settlers, nearly all of whom had Indian wives.

When the Sisters of St. Ann arrived to take charge of a separate girls' dormitory and course of studies in 1868, both male and female students were accommodated by St. Mary's Mission. Indeed, by 1875 there were more girls than boys at the school. The Indian Affairs Commissioner's report for that year notes attendance of 32 girls and 22 boys, "all of whom passed a very creditable examination in reading, writing, grammar, geography, arithmetic, etc." The Commissioner also remarked upon the excellence of sewing and knitting displayed by the girls, and the sweetness of their singing. Of the boys' musical ability, he remarked that they had a brass band numbering sixteen instruments, "and perform a number of pieces with ability."[1]

Obviously, the Mission took pains with both the basic education of its students as well as the civilizing art of music. But the Mission's primary educational emphasis was on the industrial curriculum. Father Alphonse Carion, a Belgian who was rector of St. Mary's from 1872 to 1883 (and who, according to Oblate historian Rev. George Forbes, was the outstanding Indian school principal of his day), outlined the purpose of St. Mary's in his annual Vicariate Report: "The purpose of this establishment is to train the Indians and half-breed children to lead an industrious and Christian life."[2] In the same report Carion states, "Outside of class they all do a certain amount of manual work, some in the kitchen, others in the bakery, others at the flour mill, the sawmill or the carding mill, and the majority on the farm." An Indian Affairs report of 1879 described St. Mary's as "an industrial and boarding school—boys taught trades and farming, girls sewing, spinning and knitting."[3] In 1879, the Mission school farm also included a herd of forty "horned animals" (presumably cattle) and two draft horses. The school was evidently an eminently practical arrangement for the sons and daughters of struggling settlers, as the children were taught useful skills that would stand them in good stead in farming either their own or their parents' lands.

The Mission school played a highly important role in the settlement and development of the area. First, it formed the nucleus of the town of Mission, which supplanted New Westminster by the 1890s as the urban focus for the region.



This section of the Rand Brothers real estate map for 1886 shows lots 2 and 4 which belonged to the Oblate Missionaries. Fearing that Fraser River flooding would endanger their school on Lot 2, they built a second set of school buildings on Lot 4.

Secondly, and equally important, it served as the only school for an entire generation of early settlers' children. Without the stabilizing influence of the school upon the area, families might have sent their children away from home to be educated. They would not have been as likely, in that case, to return to farm the family homestead. St. Mary's had a flexible boarding situation, with some students in residence only for the week, returning home on weekends and holidays on foot, or on horseback; there were even a few day students.

The school's availability consolidated the position of the early settlers, geographically and socially. The fathers remained and improved their homesteads while the sons and daughters learned farming and domestic skills. The daughters often married locally after leaving school, as one can observe by tracing names from the 1881 Manuscript Census school list through subsequent Oblate marriage records. There seems to be ample evidence that during the crucial years after 1860, when British Columbia changed from colony to province, and the land around St. Mary's Mission became part of the Federal Railway Reserve, the Mission served as an anchor in an otherwise turbulent atmosphere.

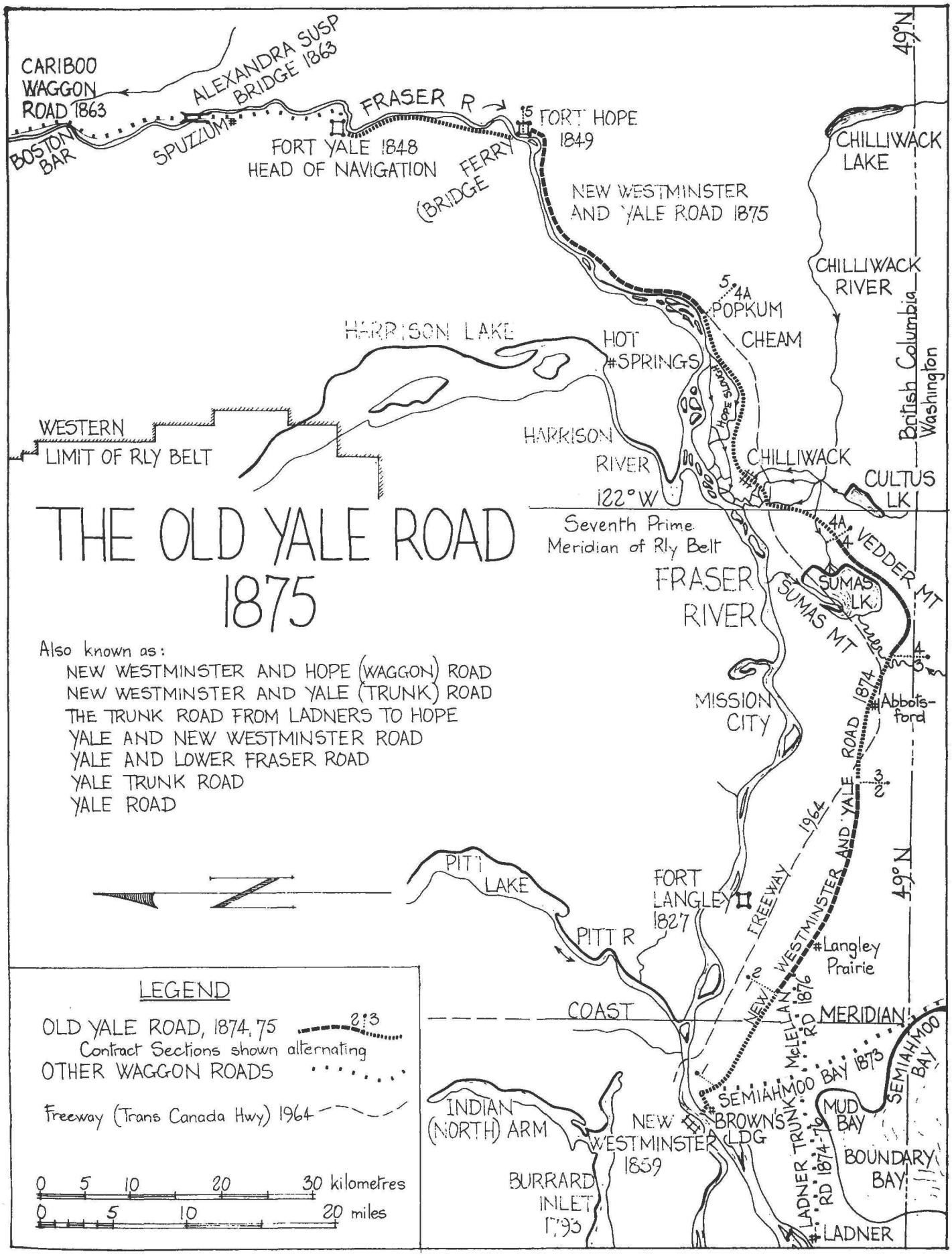
[1] Canada, Sessional Papers, 1876, Vol. 9, p. 29.

[2] Oblate Correspondence, Microfilm, U.B.C., reel 706, p. 2249.

[3] Canada, Sessional Papers 1879, Vol. 12, p. 7.

Gigi Huxley teaches French and Spanish at Delta Secondary School, Ladner. She is interested in the role that Indian women played in the early settlement of the Fraser Valley.

This article compliments several others that have recently appeared in the News about St. Mary's Mission. See "On the March: Indian Brass Bands, 1866-1915", Vol. 15, No. 1, and "Roman Catholic Indian Brass Bands", Vol. 16, No. 2.


THE OLD YALE ROAD
1875
Also known as:
NEW WESTMINSTER AND HOPE (WAGGON) ROAD
NEW WESTMINSTER AND YALE (TRUNK) ROAD
THE TRUNK ROAD FROM LADNERS TO HOPE
YALE AND NEW WESTMINSTER ROAD
YALE AND LOWER FRASER ROAD
YALE TRUNK ROAD
YALE ROAD
CARIBOO WAGGON ROAD 1863
ALEXANDRA SUSP BRIDGE 1863
BOSTON BAR
SPUZZUM
FRASER R
FORT YALE 1848
HEAD OF NAVIGATION
FERRY (BRIDGE)
FORT HOPE 1849
NEW WESTMINSTER AND YALE ROAD 1875
CHILLIWACK LAKE
CHILLIWACK RIVER
POPKUM
CHEAM
HARRISON LAKE
HOT SPRINGS
HOPE SLOUGH
WESTERN LIMIT OF RLY BELT
HARRISON RIVER
CHILLIWACK
CULTUS LK
122° W
Seventh Prime Meridian of Rly Belt
VEDDER MT
SUMAS LK
SUMAS MT
FRASER RIVER
MISSION CITY
Abbotsford
NEW WESTMINSTER AND YALE ROAD 1874
FREEWAY 1964
PITT LAKE
PITT R
FORT LANGLEY 1827
Langley Prairie
McLELLAN RD 1876
COAST MERIDIAN
SEMIAHMOO BAY 1873
SEMIAHMOO BAY
MUD BAY
BROWNS LDG
INDIAN (NORTH) ARM
NEW WESTMINSTER 1859
BURRARD INLET 1793
LADNER TRUNK RD 1874-76
BOUNDARY BAY
LADNER
British Columbia
Washington
49° N
LEGEND
OLD YALE ROAD, 1874, 75
Contract Sections shown alternating
OTHER WAGGON ROADS
Freeway (Trans Canada Hwy) 1964
0 5 10 20 30 kilometres
0 5 10 20 miles

R.C. Harris

THE OLD YALE ROAD 1875

Following Confederation with Canada in 1871, the province showed renewed interest in Public Works, particularly roads and bridges, to open the country for settlement and commerce. Such works were the responsibility of Robert Beaven, British Columbia's seventh Chief Commissioner of Lands and Works, who held office from 1872 to 1876.

His report for 1874 begins:

The Legislative Assembly, during the Session of 1873-74, understanding the necessity for opening up for settlement the vacant lands of the Province by survey, and by construction of Roads, Trails, Bridges, etc., wisely appropriate larger sums of money than usual for these purposes; and it has been the special aim of this Department, during the past season, to carry into effect the wishes of the Legislature with vigor and economy.

Despite the heavy demands on his department for supervision, Beaven favoured working by contract. Road work was divided into sections of ten to twenty miles, a distance which could be completed in one season by an average contractor.

The 1865 Telegraph Trail, or Sleigh Road, from New Westminster to Yale *(B.C. Historical News, Winter 1983)* ran fairly near the south bank of the Fraser River. It was never completed as a sleigh road all the way to Yale, and in any case, it was not intended, or suited to, wagon traffic. A new Trunk Road location from New Westminster was adopted, running midway between the Fraser River and the international boundary, thus opening a vast new area to settlement.

Another component of the Trunk Road system was to run from Victoria to Nanaimo, resuming on the mainland at Ladner's Landing and running east to join the New Westminster Road at what became Langley, after Fort Langley was bypassed. This is basically the location of the present Route 10.

The Trunk Road

The Trunk Road from New Westminster to Yale started from Brownsville, or Brown's Landing, opposite New Westminster, and climbed to the high ground via a big loop in the Semiahmoo Road. Built 1872-73, Section 1 of the new construction began 1½ miles from Brownsville and headed southeast from the Semiahmoo Road.

The alignment stayed south of Telegraph Trail as far as Sumas Lake, where the topography confined both routes along the base of Vedder Mountain. From Vedder Mountain to Cheam, the new road again kept south of the Telegraph Trail, traversing the Chilliwack Prairie.

The routes coincided from Popkum to Hope. A ferry crossed the Fraser just above the present double deck road/rail bridge, built in 1915 by the CPR for the Kettle Valley Railway to serve southern British Columbia.

Across from Hope, the Trunk Road ran north to Yale, at the head of steamship navigation, and at the start of the 1863 Cariboo Wagon Road. The road started from the ferry landing a half mile (1 km) above the present bridge. The CPR main line station — later named Haig — was built adjacent

to the ferry landing, so that for some years, Hope had steamship, rail and road connections to the outside. The rail connections improved further when the Kettle Valley and Canadian Northern Pacific lines were built through Hope in 1915.

The route to Yale generally followed the 1865 Telegraph Trail, and was mostly the same as the present Trans Canada Highway. The contract for this section was tendered a year after the other work, and awarded to low bidders Tierney and Hick for just under $20,000.

The seven road contracts were as follows, using the nearest modern names where there were none before:

SECTION	TO	LENGTH miles	LENGTH chains	OPENED
1	Langley	7	72	1874
2	Matsqui	13	0	1874
3	Sumas R	10	52	1874
4	Yarrow	12	60	1875
4A	Popkum	22	0	1874
5	Hope	20	40	1875
—	Yale	14	35	1875
Total new construction:		101	19	

[There are 80 chains to a mile]

Sections 1, 2 and 3 were 18 feet wide; the remainder were generally 12 feet wide.

The government's general superintendent for construction of the Trunk Road was Lewis F. Bonson, a former sergeant of Colonel Moody's Columbia Detachment of the Royal Engineers, 1858 to 1863. Bonson was still active in 1907, when he struck a jaunty pose in a photograph at a reunion of the 12 survivors from the detachment.

Having been located over the best ground, the Yale Road was vulnerable to subsequent railway building; the CPR in the 1880s, the BCER and the CNR in the 1910s. Between Hope and Yale, the CPR crossed the Yale Road ten times. Citizens complained that the CPR had fenced off the perfectly good road at the crossings. The CNR, then the Canadian Northern Pacific Railway, crossed the Yale Road eight times between Hope and Chilliwack. Many years were required to eliminate these crossings.

As the Yale Road was superseded and dismembered, it became the "Old Yale Road". Some good sections still go by that name, others have been renamed. It was well enough established to resist the encroachments of the procrustean Township grid.

Calls on the provincial treasury did not end when the Road was completed. Endless maintenance was required. Thirty-five years after the Road was built, the first motor car was driven from Chilliwack to Hope. The second "benzine buggy" arrived in 1911, when the *Hope News and Gold Trail* reported: "From New Westminster to Hope, the Cariboo Trail is to be marked with direction signs furnished by the Vancouver Auto Club. But ... signs may not inveigle motorists over the execrable road between Chilliwack and Hope...."

Exploring old Yale Road

An exploration on or near the Old Yale Road from New Westminster to, say, Rosedale may be made whenever the ground is clear of snow. A street map such as Dominion Map Ltd.'s "Sectional Map and Street Directory of the Fraser Valley, Vancouver to Hope" will be found invaluable, particularly if time is taken beforehand to emphasize the route with coloured pencil.

About half a mile (1 km) south of the Pattullo Bridge, the Old Yale Road leaves the Fraser River, opposite New Westminster. Nowadays, this area is South Westminster, but in the 1870s it was Brown's Landing, or Brownsville. Here, *Sessional Papers* for 1881 record that "James Turnbull [ex corporal, Royal Engineers] build an excellent wharf and approach". The site of the wharf can still be discerned as a gravel jetty, now closed to traffic by a pair of large concrete pipes, upended.

From the site of the "excellent wharf", the Old Yale Road heads southeast over the floodplain, then ascends to the plateau by one large switchback, crossing the B.C. Hydro Railway en route. There is a short interruption near the top of the hill where the Old Yale Road is closed to vehicles in favour of more recent roads on the township grid. Two miles (3 km) from the wharf, on the crest of the hill, historic Semiahmoo Road branches to the right.

In another mile (1½ km), Old Yale Road, now 4-lane, crosses route 99A (King George Highway) and becomes the Fraser Highway. For some years, this was the Trans Canada Highway. With minor diversions on the slopes of Serpentine Flats, the road continues through Langley, heading directly for the snowy peak of Mount Baker.

On the east side of Langley, the Old Yale Road forks right, passing through Murrayville, and rejoining the Fraser Highway four miles (6.5 km) to the east. There are minor excursions at Aldergrove, and again on approaching the Mount Lehman interchange at the freeway. Leaving this interchange as McClure, the old road soon forks right, and passes through Clearbrook and Abbotsford. Beyond Abbotsford, it rounds the southwest tip of Sumas Mountain, and crosses the freeway again at Starr Road.

The old road is now lost in the farmlands south of the freeway, but it crossed the upper Sumas River at Whatcom Road, continuing southeast almost to the international border to avoid the seasonal floodings and soft margin of Sumas Lake. En route, the old road recrossed the B.C. Hydro Railway (formerly the B.C. Electric Railway). It is likely that the road here followed a line of dunes, which have since been excavated and incorporated in the extensive railway embankment. Until it was drained in 1926, Sumas Lake was seasonal; dry in winter, with its silts and sands driven into dunes at the west and by cold, dry interior gales; and flooded ten feet (3 m) deep in summer by the Fraser River freshets. Old maps show two deltas in Sumas Lake; one on the east, where Vedder Creek entered; the other an interesting reverse delta built by the summer inflows from the Fraser River.

The old road reappears east of Maher Road as a sinuous stretch named "Old Yale Road". It continues, with interruptions from the B.C. Hydro Railway, along the foot of Vedder Mountain past the village of Yarrow. The next two miles (3 km) of the old road have long been known as Vedder Mountain Road. At Ford Road, the old road diverged north, to cross the head of Vedder's Creek, in those days an occasional minor distributary on the great alluvial fan of the Chilliwack River. The main channel of Chilliwack River then ran due north, about two miles (3 km) to the east. The old road also ran north, part is now "Unsworth Road", its course guided by Atchelitz Creek, another distributary on the Chilliwack River fan.

The Yale Road would have been damaged in the late 1870s, when the Chilliwack River made a major shift in course from north to west, and Vedder's Creek became Vedder River, aggravating the annual floods of Sumas Lake.

In 1866, Volkert Vedder moved to protect a public road nearby, writing in his usual direct style to Joseph W. Trutch, the third Chief Commissioner of Lands and Works:

> *Sumas May the 2 1866... a few lines relative to the obstruction of what I consider to be a government road ... laid out in 1859 by the boundary commission ... in August 1862 I opened it wide enough for a waggon road... Thomas Lewis pre-empted 160 acres ... and has plowed up the road fenced it up and drawed logs acrost it I have removed the obstructions am threatened with prosecution it is the only waggon road [we] have to the steamboat [Miller's] landing...."* [1]

Immediately north of the freeway, the Yale Road turned east. It is now named "Yale Road West". This leads right through the City of Chilliwack, becoming Yale Road East, and winding along the south bank of Hope Slough to Rosedale. Beyond Rosedale, Yale Road East diverges to the right, and "Old Yale Road" continues straight ahead towards the Rosedale-Agassiz Bridge.

East of the bridge the old road becomes harder to follow, passing through Cheam IR No. 1 near the river bank, as "McGregor Road". This becomes Popkum Road, then Julseth Road.

Other sections will be found north of the present Trans Canada Highway and the Canadian National Railway, just beyond Laidlaw, where it is signed: "St. Elmo Road (Old Yale Road)". The last remnants before Hope cross Hope Airport, resuming east of Silverhope Creek as Tom Berry Road.

A trip along the road shows how the once great traffic artery has faded in the last 50 years. The biggest relocation came when the Vedder River was diverted by the Vedder Canal, and Sumas Lake was dyked and drained, to become Sumas Prairie, in the 1920s. This allowed about 16 miles (26 km) of the old road to be straightened, between Abbotsford and Chilliwack.

NOTES

The following sources were used for most of the article:

Sessional Papers, British Columbia, starting 1873. These include the annual "Reports of Public Works", and are extremely detailed in the early years. The writers are, however, not clear whether the Trunk Road starts from Ladner's or from New Westminster, or whether it ends at Hope or Yale. Hope was the port for the southern interior of British Columbia.

Map of New Westminster District, 1876. Hon. Forbes G. Vernon; C.C. Lands and Works. The district extends eastwards to Popkum. The map shows Townships but not Municipalities. The main roads are shown and named.

In 1886, the map was revised and reissued by Rand Brothers, Realtors. Municipalities, and the Canadian Pacific Railway, were added.

Township Plans, based on the Coast Meridian. These are detailed plans of the six mile square Townships in the lower Fraser Valley, prepared first by the Department of Lands and Works, and later by the Dominion Department of Interior, when the land was in the Railway Belt. Scales used were two, four and six inches to a mile. Townships crossed by the Yale Trunk Road are:
West of Coast Meridian: Twps 38, 2
East of Coast Meridian: Twps 8, 10, 13, 16, 19, 22, 23, 26, 30

Township Plans, west of the Sixth Prime Meridian. These surveys by the Department of Interior cover the railway belt east of Popkum. The Trunk Road crosses the following Townships.
Range 29, Twp 2
Range 28, Twp 3, 4
Range 27, Twp 4, 5
Range 26, Twp 5, 6, 7

Official Plans of Indian Reserves. Indian Reserves are numerous along the Yale Road and afford a useful second line of enquiry when authenticating some disused sections above Chilliwack.

[1] PABC Colonial Correspondence. File 1797a Volkert Vedder.

Editor's Note: In Vol. 17, No. 1, we mistakenly described R.C. Harris as retired. Bob Harris works full-time as a consulting engineer in Vancouver.

Back Issues of the News

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

Research

In these rather unsettled times, researching the family tree is a reassuring hobby, which often turns up stories of hardship and fortitude that make present conditions pale by comparison. Here are two excellent sources to get you started.

- Membership in the British Columbia Genealogical Society includes use of their library (over 2,000 books and periodicals), receipt of six issues of their newsletter, four issues of the quarterly magazine, and participation in meetings and special classes. Contact Box 94371, Richmond, British Columbia, V6Y 2A8.
- A newly revised edition of *Tracing Your Ancestors in Canada* should now be available from Public Archives Canada, 395 Wellington Street, Ottawa, K1A 0N3. This booklet describes the major genealogical sources in the Public Archives and also lists sources in other Canadian repositories.
- Branch Libraries of the Church of Jesus Christ of the Latter Day Saints in Burnaby and Victoria, British Columbia (and elsewhere in large cities across Canada and the United States) have excellent facilities for genealogical research that are available to the public. The Victoria library offers orientation classes once a month at 701 Mann Street. Phone 479-5544.

Historians interested in the conservation and protection of heritage property should contact the Resource Information Center of the Heritage Conservation Branch, Ministry of the Provincial Secretary and Government Services, 1016 Langley Street, Victoria, B.C., V8V 1X4. Their resources include an excellent library, which contains periodicals and magazines relating to heritage conservation, detailed reports on archaeological surveys and excavations carried out in B.C., a registry of designated sites and objects in B.C.; slide/tape kits on restoration and preservation; and 16 mm films.

Reports from the Branches

Gulf Islands

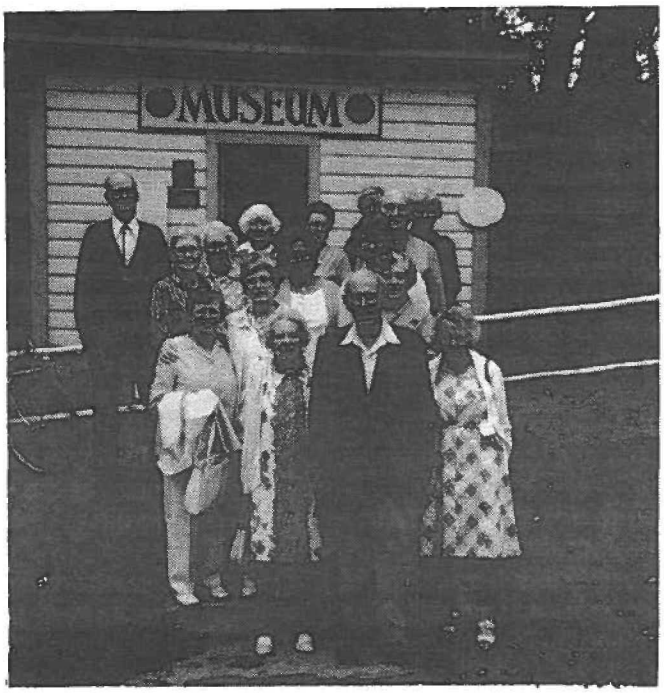


Photo courtesy Donald New

While members of some historical societies must battle traffic jams to attend their meetings, members of the Gulf Islands Branch, BCHF, must cope with complicated ferry schedules. Travelling from Saturna and Galiano to Mayne Island, on August 29, 1983, the members met for luncheon and a tour of this historic island. Included in the group pictured outside the local museum (a restored 1896 police lockup) are, front row, (l. to r.) Mrs. Nan New, Donald New, Miss New. President Marjorie Ratzlaff is immediately behind Mrs. New.

In 1983 the Branch reprinted the Gulf Island anthology, *A Gulf Islands' Patchwork*, and sponsored an essay contest for the Mayne Island School Centennial in October.

Victoria Branch

Marie Elliott photo

At our Christmas Banquet, December 13, 1983, Victoria City Archivist Ainslie J. Helmcken received a lifetime membership in recognition of his immense contribution to preserving the history of Victoria.

Ainslie is the grandson of Dr.John Sebastian Helmcken, and great grandson of Sir James Douglas.

James Murdoch McCook 1907-1983

James McCook, who was President of the Victoria Branch, British Columbia Historical Federation, 1976-78, and later Chairman of the B.C. Historic Trails Committee, B.C.H.F. provincial council, died in Victoria on September 20, 1983, in his 77th year, after long illness. Jim's dry Scotch humour from the podium and the floor were enjoyed by all. His delight in the colour and life of western Canadian history flavoured his talks to the Victoria Branch: "High Spirits on Western Trails" 1974, and "Old Christmasses Were Best" December 1975. Lacking an up-to-date Index, his contributions to The B.C. Historical News have been noted, viz:

"McCook on the Cook Conference" Vol. 11 Nos. 3-4, 1978, p. 26

Book review: "Colombo's Book of Canada" Vol. 12 No. 3, 1979, p. 27

Numerous articles on western history by Jim have appeared, also, in the *Victoria Times*, the *Ottawa Journal*, the *London Times*, the *Canadian Geographical Journal*, the *Beaver* and *Blackwood's Magazine*. He especially featured Canada's less vaunted heroes such as the Metis guide Jerry Potts; Inspector Francis Dickens, NWMP; Matonabbee (Hearne's Indian guide); and Peter Skene Ogden.

James Murdock McCook was born in or near Grantown-on-Spey, Morayshire, Scotland, June 2, 1907, and received his formal education there. In his youth, part-time work for the *Strathspey Herald* inspired his choice of a career in journalism. In 1924, with a sister Rachel, he emigrated to Vancouver, B.C., where work opportunities were considered better than at home. After odd jobs on a chicken farm, as a butler, and in a bank, he worked for the old *Vancouver Star*. Meanwhile, his legends of Scottish life were accepted by a Bristol paper and by *The Albertan* in Calgary. For the latter, he became City Editor at the age of 23. After eight years in Calgary and brief connection with the *Regina Star* and the Alberta Wheat Pool, Jim accepted a position with the Canadian Press in Ottawa where he spent the war years. This agency then sent him to London, 1945-49, as its Political Correspondent. Later, he joined the *Ottawa Journal* as Parliamentary Press Gallery Correspondent. Jim became a reputed authority on parliamentary procedure and constitutional history for Members of Parliament and others.

History, especially of western Canada, continued to be one of Jim's primary interests and he did several radio programs featuring lesser known stalwarts in this field. He was an ardent collector of relevant books, art and songs. Incipient health problems motivated Jim's retirement to Victoria, B.C. in 1970, where he and Edith soon joined the Victoria Branch of the (then) British Columbia Historical Association. In this association, Jim found gratifying scope for his interests and talents, giving generously of them. He also enjoyed these attributes in his fellow members.

James McCook is survived by his wife Edith in Victoria, daughters Katherine in Toronto, Sheila, Mrs. Brian Blomme, in Winnipeg, and by sons James and Robert in Ottawa. There are six grandchildren.

Archival/Museum Notes

The Anglican Provincial Synod of British Columbia

The Life of George Hills, First Bishop of British Columbia

This is the story of a manuscript—a manuscript that was completed in England about 1912, involved in a dispute which prevented its publication, placed in a London strongbox in 1914, and which finally reappeared in the B.C. Provincial Synod Archives of the Anglican Church of Canada in 1981.

The manuscript, entitled "The Life of George Hills, First Bishop of British Columbia", was written by a London journalist, H.J.K. Skipton, who had been commissioned to do so by the B.C. Church Aid Society (later the B.C. & Yukon Church Aid Society). It was never published and to understand the reason it is necessary to go back more than 100 years to the early 1870s.

When George Hills arrived in Victoria in 1860 to become the first Anglican Bishop of British Columbia, one of the clergy already there was

the Rev. Edward Cridge. In 1865 Bishop Hills appointed Cridge as Dean of Christ Church Cathedral in Victoria, and for some years the men got along well despite a considerable difference in their churchmanship. However, in the early 1870s a serious breach occurred between them which resulted in cases in both an Ecclesiastical Court and the B.C. Supreme Court. The verdicts were both in favour of the Bishop, but the result was that Cridge and a large following left the Church of England and formed a new congregation under the Reformed Episcopal Church, of which Cridge in due course became a bishop.

The controversy over this dispute was long and bitter, but by 1913 the wounds were beginning to heal. The then Bishop, Dr. J.C. Roper, felt that the publication of the book about Hills, which must include the story of the affair, would only reopen the wounds and start trouble all over again. As a result it was finally decided that the Society should purchase the manuscript from the author for twenty guineas, put it in the Society's strongbox, and leave the whole matter in abeyance for five years.

World War I intervened and the matter was never referred to again in the minutes of the Executive of the Society, which are still in existence.

Sixty-seven years later in 1981 Archbishop G.P. Gower, a retired Metropolitan of the Church in British Columbia, brought the manuscript and some accompanying correspondence into the B.C. Provincial Synod Archives of the Anglican Church. As far as can now be determined the manuscript came into the possession of Archbishop Harold Sexton of Victoria, probably about 1959 when the Society was dissolved. He worked on it for a number of years, and in 1971 started to make arrangement to have it retyped. Unfortunately he died the following year before this was done. The manuscript stayed with his papers until his wife died some years later, after which the executor of their estates sent it to Archbishop Gower.

Now in the B.C Provincial Synod Archives, it is a valuable addition to the story of the early days of the Anglican Church in British Columbia and its first Bishop.

Garth Walker, Archivist
B.C. Provincial Synod

Diocese of British Columbia Archives, Victoria

With the support of British Columbia Heritage Trust, in 1980 the Anglican Diocese of British Columbia opened an archival repository in Victoria. Located in the Bishop's Chapel adjacent to Christ Church Cathedral, the Archives now houses a valuable collection of documents relating to the religious and social history of the province. Included are early mission reports, official parish and diocesan records, the private papers of several church officials, and collections of paintings, photographs, maps and architectural records.

The documents held in the Archives are available both to the Anglican Church and to the public for legal, genealogical and scholarly use. Through the funding of the British Columbia Heritage Trust Student Employment Program, material relating to Vancouver Island parishes has recently been made more accessible. A student from the Archival Studies Program at the University of British Columbia has identified and described eighty-five record collections, which include: correspondence, parish committee minutes, baptismal, marriage and burial registers, and the records of such organizations as the Women's Auxiliary. These collections have been accessioned and listed in an inventory of holdings.

Accession notices containing basic information about parish material have been prepared for the Union List of Manuscripts, available from the Public Archives of Canada, 395 Wellington Street, Ottawa, Ontario. Further information about the holdings of the Diocesan Archives can be obtained by contacting: Diocesan Archives, Anglican Synod Office, 912 Vancouver Street, Victoria, B.C. V8V 3V7.

Historic Trails Update

A short report to our members outlining the functions of the Outdoor Recreation Council of British Columbia is perhaps long overdue. The BCHF has for many years been affiliated with the ORC as a 'Participating Group Member' and the question occasionally arises as to what we have in common with recreationalists. The most obvious area is that of preserving and maintaining historic trails together with the natural environment through which they pass. Additionally, and often overlooked, is that of ensuring that access to such trails is not denied by surrounding private property. Recent changes in grazing lease policy are also cause for some concern. But beyond these small areas where man has left his imprint in the past, the environment is continually being threatened by irreversible damage from resource extraction industries. The wildlife, wilderness, and natural beauty of our province are part of our heritage and this threat should be viewed with as much concern by historians as recreationalists. Without the co-ordinated support of other interested groups our voice alone would have little impact. ORC provides such co-ordinated representation.

The Outdoor Recreation Council of British Columbia is a non-profit umbrella organization looking after the interests of nearly 40 province-wide outdoor recreation organizations, representing several hundred clubs operating at the local level. Since its inception in 1976, ORC has strived to ensure that land-use policies encompass a broad range of diverse values, making optimum utilization of available resources. Now, more than ever before, the values of wildlife, recreation and natural beauty are given due consideration when land-use decisions are made.

Other objectives of the Council include providing a public participation mechanism for outdoor recreation; advising government in the development and implementation of comprehensive outdoor recreation plans; holding conferences, seminars, workshops and meetings (one such seminar was Historic Routes '82) and providing a central resource and information centre.

ORC's publications include:

- *Outdoor Reports:* A quarterly newsletter of some twenty pages focusing on current happenings throughout the province. The current issue focuses on the impact of restraint and also includes an up-date on the Mackenzie Trail and a short article — "Who Are We?" — on the BCHF. Sent free to all member associations but available to individuals by subscription at $2.00 per year.
- Maps: Eight 1:100,000 scale topographical maps of the following regions have so far been published:
  100 Mile House
  Windermere Lake
  Whistler/Garibaldi
  Greater Kamloops
  Central Okanagan
  Campbell River
  Shuswap Lake
  Princeton-Manning-Cathedral
  Overprinted on each map are geological features, hiking trails and points of interest, etc. as well as a brief history of the area. They are available at $3.95 from many sports and bookshops or directly from ORC.
- Pamphlets: The Safety Series covers all outdoor activities from scuba diving to hang gliding. Two, which include a map, describe the Baden Powell Centennial Trail and the Cowichan River Footpath. Single copies are available free from ORC.
- The ORC Report: The first edition of what is anticipated will become a regular (single page) bulletin was published in October and contains highlights on happenings around the province, up-coming seminars, new publications etc. A copy of the ORC Report has, and will continue to be, mailed to all member societies of the BCHF.
- *Historic Routes '82 - A Seminar Summary:* A transcript of the papers presented at the 1982 seminar on historic routes and aboriginal trails throughout British Columbia. It is available at $5.00 per copy from ORC and includes maps.

Anyone or any society requiring further information on ORC should write to The Outdoor Recreation Council of B.C., 1200 Hornby Street, Vancouver, B.C. V6Z 2E2.

Other news:

The Alexander Mackenzie Heritage Trail: In May of last year the Government of Canada and the Province of British Columbia entered into a four-year Agreement for Recreation and Conservation to protect part of this historic route across the continent—principally that section from the mouth of the Blackwater River near Quesnel to Bella Coola. The co-ordinating committee has begun publishing a newsletter—the first in September, 1983. Copies may be obtained from Director, Parks Canada, Western Region, 520, 220 - 4th Avenue S.E., Calgary, Alberta T2P 3H8.

Cascade Wilderness: The Cascade Advisory Committee will be presenting their final report to the managers of the Vancouver and Kamloops Forest Regions early next year. The Committee is made up of members drawn from ORC, Okanagan Historical Society, Heritage Conservation Branch and a number of outdoor clubs.

—John Spittle

Publications

The Midden is published five times a year by the Archaeological Society of British Columbia. It contains articles related to various aspects of B.C. archaeology, news items regarding both historic and prehistoric heritage issues, book reviews, notices of new publications, conferences, etc. *Midden* Subscriptions, Box 520, Station A, Vancouver, B.C. V6C 2N3; $8.00/year in Canada and U.S.

News from the British Columbia Heritage Trust

The British Columbia Heritage Trust Student Employment Program was developed to assist heritage groups, public or private organizations and university students throughout the province. Projects which conform to the Trust's objective to encourage and facilitate the conservation, maintenance and restoration of heritage property in the Province and increase public awareness of conservation in general will be funded.

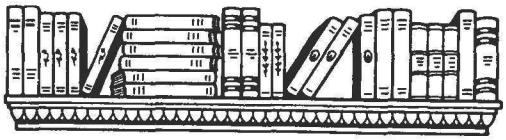
During 1983 the Trust provided funds to hire fifty students in a wide variety of projects including historical research, archaeological excavation and "As Found" drawings of heritage buildings.

Under the direction of John Mitchell, Museum Director, David Leigh Stone documented the industrial waterfront's functional areas in Port Alberni with a view to surveying the changing historic image of the waterfront.

J.P. Rafferty

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.



Bookshelf

Skeena: A River Remembered. Joan Skogan. Vancouver: British Columbia Packers Limited, 1983. Pp. 100, illus., $12.95 (paper) (Distributed by Raincoast Book Distribution Ltd., 15 West 6th Avenue, Vancouver, B.C. V5Y 1K2)

Local history in British Columbia has certainly matured in the past few years. It is a long way from Gladys Blythe's *History of Port Edward, 1907-1970* to *Skeena: A River Remembered,* although both cover events in Port Edward. The *Skeena* book is at once more specific and more general. Its goal is to take a topic of a limited nature, the catching and canning of salmon at the mouth of the Skeena River in northwestern British Columbia, and to transform it into a visual and reading delight which will appeal to anyone, not just those with an interest in canning history, the Skeena River country, or Port Edward.

Research for the book was funded by British Columbia Packers. Interviews and text were done by Joan Skogan. The proximate cause of the collaboration apparently was the closing of the Port Edward plant of B.C. Packers as part of the consolidation into and expansion of their remaining plant at Oceanside in Prince Rupert. Interviews were conducted in 1981 and 1982 with thirty-five people who had worked or were still working in the Skeena fishing industry. Transcripts of these interviews constitute the backbone of the book. Skogan expertly weaves excerpts, usually lengthy, together into a narrative, offering to-the-point comments and interpretations when appropriate.

Amplifying the text are fifty photographs, most in black and white, of the persons interviewed and of current and historic shots of the processes themselves. The reproduction of these photographs, the design of the book, and the evocative quality of the pictures' content are excellent. It is enjoyable that for once a self-published book printed by Friesen Printers emerges not looking like a high school yearbook.

Although B.C. Packers paid some of the bills, this is not a typical company history. With some of the interviews, the reader is reminded more of nineteenth century sweatshop conditions or feudalistic paternalism than enlightened labour codes. Long hours, piece work, dangerous working conditions, all show up time and again in the interviews. What is also related, however, is the excitement, the love of the river and the craft, the generosity of the company, and, above all, the fun of it all.

The book's title is, of course, an unfortunate one. A good title is supposed to convey the flavour of a book and indicate something of its contents. This book in the last analysis is about people and an industry. Its joy is the celebration of those who have worked in the fishing industry. The Skeena is a mighty and powerful river; it has more things about it to be remembered than just a canning industry at its mouth.

Skogan also does not discuss in enough detail what she gently calls "increasing pressure on fish stocks" (p. 5) and what others not allied with the fishing industry call "overfishing". There is no mention, for example, of changes in fishing regulations which moved salmon fishermen further and further out into open water away from the mouth of the Skeena to make it harder for them to catch the returning fish. These regulations closed many canneries on the river and favored those on the coast. She talks of numbers of salmon packed and cannery bankruptcies, but does not relate this to decreasing fish stock in the years until the advent of salmonoid enhancement.

There are other smaller errors. Work on the Collins' Overland Telegraph did not stop "abruptly" but continued on to the end of the season in expectation that the Atlantic cable would break once again (p. 12). "Git'K'Shian" is spelled "Gitksan" in current usage and the Carrier people are Athapaskans, not the dated "Dene" used by Father Morice. And, while it may well be that enough books on the salmon fishing industry have been printed which include glossaries so that everyone is familiar with the usages of the industry, it may have been convenient to define many of the terms used in the book, such as the difference between a seiner and a gillnetter.

Maureen Cassidy is well known to readers of the News as its former editor.

Patricia Roy is the Book Review Editor. Copies of books for review should be sent to her at 602-139 Clarence St., Victoria, B.C. V8V 2J1.

Local History in British Columbia. A Guide to Researching, Writing and Publishing for the Non-professional. Maureen Cassidy. British Columbia Heritage Trust Technical Paper Series 6, 1983.

Maureen Cassidy's *Local History in British Columbia* is a welcome addition to my bookshelves. Cassidy, former editor of the *British Columbia Historical News,* knows what advice prospective writers of local history need. She gives instructions on background work, the use of archives, and the writing and publishing processes. The manual is easy to read and well-illustrated. Examples of finding aids and original sources enhance the text.

This technical manual for the British Columbia Heritage Trust does have a few flaws. It may be used and should be used by professional historians doing local studies. The term 'non-professional' in the subtitle may put academics off. Some comments in the text may offend members of local historical societies who have done professional level writing and are justifiably proud of it.

Cassidy emphasizes Victoria as *the* necessary place in which to research provincial history. Is it? British Columbia communities are rooted in a variety of cultures and in the American Pacific Northwest. Researchers should be directed to sources on them. The B.C. Geneological Society library and cemetery files held in Vancouver are of value on any community. Religious and ethnic associations often keep their records at their mainland headquarters; e.g. the Roman Catholic Oblate missionaries. Washington State institutions, such as those in Spokane, may be closer, better sources of information on many aspects of some British Columbia districts' histories than the Provincial Archives in Victoria.

The conclusion of Cassidy's local history manual deserves comment too. After good advice on the whole process of doing a history book, she recommends that writers conserve their research. Then "that's it". Pardon me. It's not. Take for example *Vanderhoof, the Town that Couldn't Wait.* This history was done and shelved in the local library. Everyone said "that's it". Then, more sources on this relatively young community turned up and local people became interested in preserving historic buildings, a topic not discussed much at the time the book was written. The point here is that community historians need to be encouraged not just to research and write and preserve their notes, but also to go on collecting information and making it available for future researchers.

Jacqueline Gresko teaches History at Douglas College in New Westminster.

Raindrops from Prince Rupert

Klondike of the Skeena. Phylis Bowman. Prince Rupert: the author, 1982, pp. 176, illus., $6.00 paper.

Klondike of the Skeena, the most recent book in Phylis Bowman's Raindrop Series, is a history of the once important cannery town of Port Essington at the mouth of the Skeena River on the southern bank. Contrary to the implication of the title, Port Essington never held the promise of the boom-and-bust cycle of all the gold rush towns, including Dawson City. Rather, its pioneers believed that it could grow steadily to become the transportation and commercial centre of British Columbia's northwest. The town's analogy is Port Moody, not the Klondike.

The town began in 1870 or 1871 (both are given as founding dates) as the trading post of Robert Cunningham who traded with Tsimshian Indians for furs, and sold supplies to prospectors ascending the Skeena. Later, when Cunningham entered the Skeena steamboat and cannery businesses, Port Essington became a ship-to-boat transfer point.

Soon other entrepreneurs arrived and built canneries, stores and sawmills. By 1897 there were "seven cannery buildings on the river, with clustering huts around them." Fishing and forestry attracted workers of many ancestries, many of whom brought their families. Churches, a public school, a school on the nearby Indian reserve, and a hospital followed the settlement of families. However, the pioneers' dream that Port Essington would become the major centre of the north coast never materialized because the Grand Trunk Pacific Railway routed its tracks along the north side of the Skeena and terminated them on Kaien Island in 1914. Not only did the railway by-pass Port Essington, but railway transportation soon superseded that of the river boats. As Prince Rupert, on Kaien Island, grew, Port Essington declined. Two destructive fires, in 1961 and 1965, left the place a ghost town.

Phylis Bowman has employed an unusual format for this history. Photographs, generally fully-captioned, comprise the second and major half of the book. The rest is text, most of which is published accounts, chiefly taken from newspapers, of anything relating to Port Essington from 1897 to 1979. The author introduces the section of quotations with a short history of the town.

This format appears to suit the history of Port Essington, yet the result is not completely satisfactory because it obviously lacks an editor's criticism and advice. An editor would have eliminated the numerous pictures that are superfluous to the history, relegated a chapter listing pupils' names to an appendix, reorganized the historic sketch, required a

more appropriate and larger scale map of the Skeena mouth, and included important details like the dates the trading post was built and the last cannery closed. An editor might have advised Phylis Bowman to devote some pages to personal memoirs of former residents to shed light on a town society that, having a "Jap town", a "Finn town" and an Indian reserve nearby, must have had a degree of segregation. Most certainly, a competent editor would have advised the author to give more biographical information, in footnotes or in an appendix, about individuals who are given brief references in the text.

Not only would the information add to the reader's knowledge but it would correct errors in these accounts. For example, a sentence on page 27 states that C.F. Morrison [sic] was in charge of Hankin's and Cunningham's store at Hazelton in 1866. In 1866, Charles Frederic Morison was working for the Collins Overland Telegraph in Wrangell, Alaska, and on the Stikine River. According to Morison's journal, not until 1871 did Cunningham and Hankin hire him to run their trading post at Hazelton.

Despite its shortcomings, the text held my interest from beginning to end. I attribute my absorption to the sense of currency that newspaper reports emit and to the fact that many pages dealt with a puzzling murder case which ended years later with a surprise twist, something like an Edgar Allan Poe mystery. Because it is interesting and fills a gap in the history of northwestern British Columbia, this book deserves a place on the shelves of readers of local history.

Road, Rail and River. Phylis Bowman. Prince Rupert: the author, 1981. Pp. vii, 144, illus., $6.00 paper (Available from 1700 Kootenay Ave., Prince Rupert, B.C. V8J 3S7)

This volume of Phylis Bowman's Rainbow Series combines anecdotal history and a travel guide. Its series of short accounts take the reader along Highway 16 from Prince Rupert east to Hazelton with side trips to such places as the Naas lava beds, the Lakelse Hotsprings and to Kitimat. This volume would be of interest chiefly to the residents of the Skeena Valley and perhaps, to tourists.

We Skirted the War. Phylis Bowman. Prince Rupert: the author, 1975. Pp. vi, 133, illus., $4.00 paper. (Available from 1700 Kootenay Ave., Prince Rupert, B.C. V8J 3S7)

We Skirted the War is Phylis Bowman's memoirs of her service with the Canadian Women's Army Corps during the Second World War. The book's main appeal will be to the author's friends and relatives, and possibly, to those who served with her.

Georgiana Ball is a researcher, writer, and consultant with a special interest in British Columbia history.

Contest

We have a handsome prize for the answer to a simple question. The prize is the superbly illustrated photographic essay, *The Klondike Quest* by Pierre Berton (McClelland and Stewart, 1983). Not only is the volume enlivened by Berton's vivid prose, but many of the two hundred or so photographs included will be fresh even to Klondike buffs.

The question is: What do two British Columbia premiers and an important Klondike water route have in common?

Please send contest entries to the Editor, 1745 Taylor St., Victoria, B.C. V8R 3E8.

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The British Columbia Historical News

WRITING CONTEST

See page 6