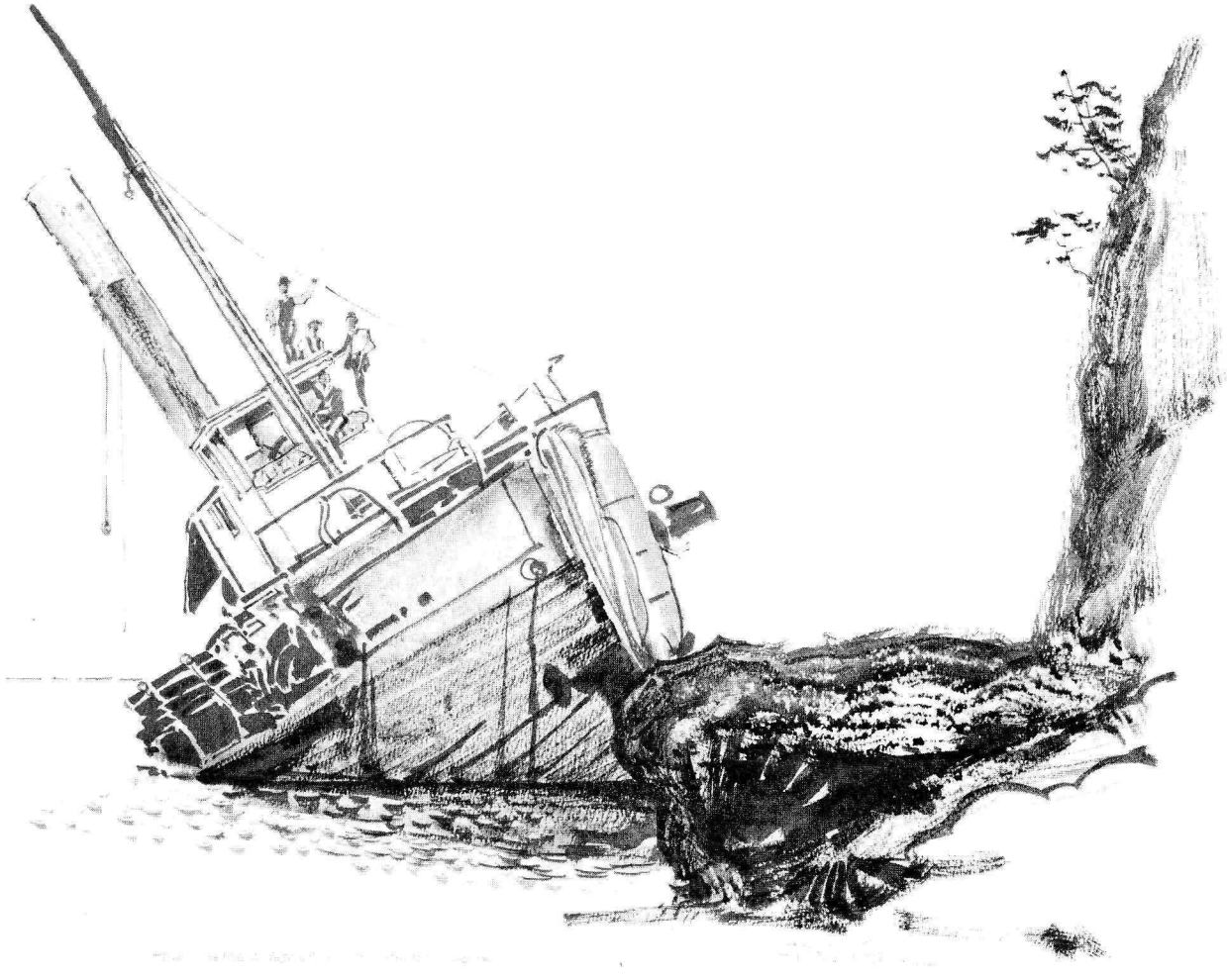
B.C. historical NEWS

JUNE, 1970



BRITISH COLUMBIA HISTORICAL NEWS

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FRONT COVER The sketch of the Beaver is another in the series of early Vancouver history which were drawn by Robert Genn, and the pictures were kindly lent to produce the lithograph plates for the covers.

The train on the cover of the last issue was the New Westminster No. 1, the first train into Vancouver. There were a few suggestions, but none was correct.

EDITORIAL

What can be said when the last speech has been given at the Convention, and the post-mortems have all been discussed? Was it good or was it bad, or was the whole show worth while? To those attending the Convention it is a judgement they themselves must assess for its worth. My feelings were all good for the Nanaimo Convention - good speakers and an excellent field trip to the Nanaimo Museum and the Cowichan Forest Museum. It is always pleasant to renew friendships that have started over the years of attending conventions , and continue to grow, so that each year I start to look for familiar faces. There is a sadness in all this because some never come back. Sickness or death depletes the ranks year by year but still the conventions go on as does everything else. This is not written out of maudlin sentiment, but a wish that we could attract younger people into membership in our societies. The work is always there, and to survive it must be done, but the age old question of who is going to do it never gets answered in the way I would like to see.

We have a good long range programme in the restoration of Nootka or at least some tangible dedication to the men who became responsible for the birth of the Province we call British Columbia. This year we have an essay competition that should yield some excellent material, and for a change we have a category for our own members. Just think p ositively, dear reader, you may be the winner of our $100 prize. There will be a lot of long dark evenings before midnight March 15th, 1971 rolls around. And sp eaking of midnight March 15th, 1971, if anyone dares to show up at 11.59 p.m. on that night with a submission, he, she or it had better be prepared for a shock. If I'm sober I'll be extremely nasty as my sheep counting will have started and I hate to lose the tally. If I'm not sober the unlucky he she or it will be mistaken for the local "fuzz" because who else would be calling at that time of night.

A pleasant summer to all and a hint to fat people - it's easy to apply sun tan lotion if you use a paint roller.

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MINUTES

Minutes of the Fourth Council Meeting for 1969-70 of the B.C. Historical Association, held on Friday May 22nd, 1970 at the Shoreline Hotel, Nanaimo, B.C. Present: Mrs Jordon (Pres.);Mr R. Brammall (1st Vice-Pres.); Mr B.C. Bracewell (2nd Vice-Pres.); Mrs R. Brammall (Treas.); Mr P. Yandle (Sec.); Delegates: Mr Edwards, Mr Schon (Nanaimo); Mr German (Victoria); Mr D. New (Gulf Islands); Mrs Ford (Alberni & Dist.); Mr Hunter (East Kootenay); Miss E. Johnson (West Kootenay).

The President called the meeting to order at 9.15 a.m. Minutes of Council Meeting held in Victoria on February 15th 1970 were adop ted on motion. Moved Bracewell, Seconded Brammall - Carried.

There was a lengthy discussion on the present situation and status of restoration planned for Nootka. The Secretary read all correspondence available since the last Council Meeting - one addressed to Mr J. Nesbitt from P. H. Bennett, Assistant Director Historic Sites, to Mrs Yandle from H.J. Mitchell, Acting Chief, Operations Division, Historic Sites, to Mrs E. Adams from T.S. Barnett M.P. Comox-Alberni. From these letters it was established that (1) The jurisdiction of the area came under the administration of the Department of Indian Affairs and Northern Development; (2) The creation in 1968 of a new National Historic Park at Friendly Cove to be known as Nootka National Historic Park; (3) The hope of the Department that negotiations can be completed this year with the local Indian Band for the leasing of the land required at Friendly Cove; (4) The Service has prepared a provisional development plan for Nootka with the erection of a Visitor-Interpretation Centre at the site; (5) There will be no forced encroachment on the way of life of the indigenous people within the area; (6) All proposals come within the Service's Five Year Plan; (7) The Yuquot Band has worked out an arrangement with the Provincial Museum for the restoration and preservation of some of their more historic carvings.

Mr Schon stated that there was no inclusion of Nootka in the plans of the Centennial Committee, but felt that the Association should request a cop y of the Five Year Plan. Mr Brammall agreed to investigate further the legal aspect of Nootka. Council decided to leave the matter to the incoming Council who would have had the benefit of Mr Bartroli's address to the General Meeting.

Societies delinquent in their per capita payments will be sent an accounting according to the financial records of the Association. Per capita dues, according to the Constitution, are due each year by February 27th.

The essay contest outlined by Mr Brammall was endorsed by Council, feeling there were sufficient funds for adequate prize money. Moved Hunter, seconded German that this matter be referred to the New Council to implement according to Mr Bra mmall's report which would in turn be submitted to the Annual General Meeting. Carried.

New Business Regarding a request from Mrs Blyth asking the Association's sponsorship for the publication of her history of Port Edward, it was moved Schon, seconded New, that the Secretary write to Mrs Blyth explaining that she should submit a copy of her work for review and appraisal, if she wished our Association to make representation to a funded organization on her behalf. - Carried.

Moved New, seconded Brammall that the meeting adjourn, at 10.15 a.m. - Carried.

Minutes of the Annual General Meeting of the B.C. Historical Association held in Nanaimo May 22nd, 1970.

The meeting was called to order by the President, Mrs Jordon, with the reading of the minutes of the meeting held in Penticton on May 23rd, 1969. Moved Yandle, seconded Bracewell that the minutes be adopted as read. - Carried.

The President reported that this was her final meeting as President. During her three years as President she thought that the Association had shown progress. She had seen the Centennial Essay contest, which started at the Convention in Cranbrook, brought to its conclusion with the awards made at the Convention in Victoria. The "News" had started with her term of office and had provided a good means of communication throughout the membership, and asked the members to join with her in thanking the Editor. The petroglyphs at Cranbrook had at last been saved and were now gazetted as an Historic Site. The restoration of Nootka was now the main object of the Association and should provide the new council with not only a long range project, but it should be a challenge to every member to see it carried out. There was a new essay contest which had been endorsed by Council, which should stimulate the interests and activities of the member societies. It would be reported on later by Mr Brammall and an outline given then. She wished to thank everyone - officers and members alike - who had given her complete coop eration during her term of office.

Mrs Brammall gave the Treasurer's report as follows: Cash on hand, Ap ril 30th, 1969: $4211.96. Cash on hand, April 30th, 1970: $4437.38. This last figure does not include an advance made to the Nanaimo Society of $200.00 which, when repaid, will be a further asset of the Association. The Treasurer reported that the Savings Account had been transferred to a Canada Permanent Debenture in March 1970, which will yield an interest return of $342.91 which could be used for the essay contest. Moved P. Brammall, seconded Yandle that the report be accepted. - Carried.

The Secretary reported quite a busy year but would not repeat much of the detail which had appeared in the News, either as minutes or as direct information. There had been a problem of decision making which he had done and risked being chastised by Council. It was an endorsation that he had signed on behalf of the Association regarding a brief by the Princeton Fish and Game Club asking the Hon. Mr Williston to set aside a portion of Paradise Valley in the Tulameen area as a recreation area. Council endorsed his action and the need to act when time was a factor. The Secretary stressed the need for more communication by the member societies, as it was by this means that the News could be said to truly represent the Association. A Letters to the Editor column was mentioned at the last convention but did not meet with any great response.

The essay competition was outlined by Mr Brammall, setting forth the details as to the topic, categories and prizes. (This report will appear in detail following the minutes. - Editor.)

Reports were read from the following societies covering the year's activities since the last Convention, by their respective delegates: Alberni & District, East Kootenay, Gulf Islands, Nanaimo, Vancouver, Victoria, West Kootenay. There was no representative from Golden.

New Business The site for the 1971 Convention was given to the Victoria Branch, which had made the formal request through Mr Bracewell at Penticton in 1969.

Dr Gordon Elliott asked the Association to make representation to the Provincial Archives in Victoria for information regarding local histories that had been written at t he expense of the taxpayers and had never been published or put to any practical purpose. The Secretary was instructed to deal with this matter.

Dr Elliott requested the Association to take a definite stand on the lack of interest by the professional historians in local historical societies. It was his opinion that they should be giving leadership and encouraging their students to take an active part in these societies. There was considerable discussion on the subject and several points of view expressed. Mr Wellburn considered that in view of the fact that the professional historian worked mostly with young people, was this accusation fully justified or was it the case of the young peop le not being interested. Mr Turnbull thought such a resolution would probably generate more heat than light and would recommend the member societies to solicit the interest of the students. Mrs Ford expressed the hope that we should have help and leadership from the professionals and not in any way wish to create antagonism. Mr Hunter thought that the general lack of interest on the part of the vast majority of Canadians was an ethnic problem, that in general each selfishly thought only of his own national history. Mrs Brammall felt that students were not encouraged by adults, and Mr Bracewell questioned the wisdom of finding a place to put the blame for apathy.

It was moved Elliott, seconded Miss Hayball that we ask history departments of all institutions of higher learning to make known to their students the existence of local history societies, and that the professional staff encourage their students to an active involvement in such societies.

Mr Schon added an amendment, seconded by Hunter, that the historical society of the community which has an institution of higher learning get in touch with the History Department asking for the names of students taking history courses and that the Society make a personal invitation to the students, with an outline of their programme, to attend their meetings. As the motion and amendment were not in conflict they both carried.

Moved Brammall, seconded Schon, that the meeting adjourn for lunch at 12.00 noon. - Carried.

Meeting reconvened with an address by Mr Tomas Bartroli on the "Friendly Cove Project" at 2.30 p.m. From the question period the

following motion was made. Moved Schon, seconded Dr Forrester, that a letter of recognition be sent to the Dept. of Indian Affairs and Northern Development by the Association for the proposed Five Year Plan for Nootka, and we ask them to incorporate in the plan the restoration of the Spanish Fort on Hog Island. - Carried.

Dr Forrester suggested that at the appropriate time the local Boards of Trade be approached for their support for the p roject. It was the opinion of the membership that further action be left to the in-coming Council and that any committee set up to deal with the project should include Mr Bartroli as a member ex-officio.

Moved Yandle, seconded Schon that Mr Ford be app ointed Auditor. - Carried.

At 4.30 p.m. it was moved Turnbull, seconded Ethenridge that the meeting adjourn. - Carried.

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Minutes of First Council Meeting of the 1970-71 season of the British Columbia Historical Association, held in Nanaimo May 22nd at 5.15 p.m. Present: Mrs Jordon (E. Kootenay); Mrs Brammall, Mr R. Brammall (Vancouver); Mr B.C. Bracewell, Mr German (Victoria); Mr D. New (Gulf Islands); Mr Jordon, Mr Hunter (East Kootenay); Mrs Adams (Alberni & Dist.); Mr D. Schon (Nanaimo); Miss E. Johnson (W. Kootenay); Mr P. Yandle (Vancouver).

Mrs Brammall asked a question relating to instructions given at the last Council Meeting which she had found ambiguous. On discussion she was empowered, together with the Secretary, to use her own discretion in the matter regarding delinquent per capita payments by member societies.

First order of business was the election of officers. Mrs Jordon as retiring President took the chair to conduct the election.

By unanimous vote the following officers were elected in the order as listed:

President	Mr Robin Brammall
Secretary	Mr P. Yandle
1st Vice-President	Mr D. Schon
2nd Vice-President	Mr German
Treasurer:	Mrs R. Brammall
Two Executive members	Mr D. New; Mr H.B. Nash (in absentia)
Past President	Mrs Jordon
Editor	Mr P. Yandle

New Business Discussion centered around remarks made at the General Meeting that there were several groups throughout the Province that should be affiliated with the B.C. Historical Association. Several members of Council knew such groups, and overtures had been made, but it was true that no concerted effort had been made to seek

their affiliation. The Secretary felt that this should be the work of a committee as he found it too much work in addition to his other duties. It was decided to form a Membership Committee which would be composed of Mr German and Mr Schon, with powers to add. Mr German agreed to be Chairman.

Moved New, seconded Jordon that the signing officers shall be the Treasurer, toegther with either the Secretary or Mr New. - Carried.

Council felt that the site for the 1972 Convention should be referred to the next Council Meeting. Gulf Islands had shown an interest in this convention, but Mr New explained the problems involved, hence the decision to refer the matter.

There was a general discussion on the essay competition, and it was the feeling of Council that the report given by Mr Brammall was quite acceptable on all points but it was the length of the essay that should be established by Council. It was therefore decided to accept essays of not less than 3000 words and not more than 6000.

The retiring President, Mrs Jordon, was asked to write a letter of appreciation to Mr Robert Genn for his cover designs on the News for the last two years.

The meeting adjourned at 6.30 p.m. on motion, moved Brammall, seconded Bracewell. - Carried.

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1971 CENTENNIAL ESSAY COMPETITION

The 1971 Centennial Prize Committee of P. A. Yandle and H. R. Brammall, in consultation with Mrs Yandle and Mr H.K. Ralston, suggested that the topic be:

> "Some historical aspect of British Columbia within the Canadian Confederation from an economic, political, scientific or social point of view."

This was endorsed by Council and will be the topic for eligibility in the following categories of this competition.

Category A One $200.00 Junior College prize to be available to the Junior Colleges of Malaspina, Douglas, New Caledonia, Selkirk, Cariboo, Okanagan, Capilano and Vancouver City College. The Association reserves the right to divide the Junior College p rize if the judges deem it advisable.

Category B One $200 University prize for the four Provincial Universities, on an undergraduate or graduate level.

Category C One $100 open prize to any current paid up member of an

affiliated society in good standing with the B.C. Historical Association. Any member who is a practising member of the teaching profession will not be eligible to compete in this category.

All categories will be open to residents within British Columbia. Essays should be not less than 3000 words and not more than 6000 words, to be submitted not later than midnight March 15th 1971 to the Secretary of the Association. Footnotes and sources should be included, and all essays submitted will become the property of the Association.

This essay competition will be advertised by letters to the History Dep artments of the Colleges and Universities, and this is official notice that the competition is to be held. It is also a suggestion that affiliated member societies get publicity in their local papers to ensure complete coverage.

The essays will be judged by a committee of members of our Association as chosen by Council.

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SOCIETY NOTES AND COMMENTS

The reports from the member societies given at the Annual General Meeting of the Association were summaries of the year's activities. Most of the contents of these reports have appeared in previous issues of the News. Where there have been activities not previously reported, the News will quote from that report.

Alberni District Museum and Historical Society

The highlight of the year for our society was the notification that we would receive a grant from the Leon and Thea Koerner Foundation, to be applied to the publishing of the memoirs of pioneer George Bird. Mr Bird kept diaries, was a keen observer with a feeling for historical values. His articles are presently being evaluated and selected. The Arts' Council of Alberni Valley grants will also be directed to this purpose.

In September, a booth at the Fall Fair, courtesy of the Kinsmen Club, stimulated a flow of acquisitions.

At the invitation of the Port Alberni Library, we have had two displays, which featured artifacts relative to the pioneers A.W. Neill, M.P., who presented the first Old Age Pension, and Mr Mackenzie, first white boy born in the valley's permanent settlement.

Guests at our fourth annual social meeting enjoyed slides taken by Robert Aller, illustrating the art done by Indian children. The originals have been on exhibit at the National Gallery in Ottawa. We are pleased that Mr Aller, who began teaching Indian children here, has achieved national appreciation. Pictures of Upper Canada Village were shown by Mr Hammer.

In April, Mr Ainsley Helmcken, Victoria City Archivist, showed recently discovered pictures of Vancouver Island, taken by Bill Penman. These were enhanced by excerp ts from Mr Penman's journal.

The Adult Education Director has asked us to prepare a series of talks on local history, to commence in the Fall. Preparatory work has begun.

We have been most fortunate in having the support of the Port Alberni Council, the School Board, the Vancouver Island Regional Library, the Alberni Valley Times, the Kinsmen, and many others.

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East Kootenay Historical Association

. . . . . Activities at Fort Steele for the past year were reported. These included a new Sash and Door Workshop comp lex; museum balcony furnished; completion of large water supply reservoir; replica of old water tower built, also a railway station and water tower for the Dunrobin train; replica of pioneer drugstore; mining display in museum completed with simulated mine tunnel; etc., etc. We understand this year's big project is building an old-time opera house, and 1971 will see a live vaudeville company there during the summer.

Rare photographs of early day notables of the area have been searched out and identified to assist with further panels for the Museum and also for the Provincial Archives records.

Thanks to the generous donation by the members of the F.W. Green Medical Clinic our Association has been able to assist financially with the restoration of the old Goat River Crossing cemetery near Creston where so many victims of the typhoid epidemic were buried during the construction of the Crows Nest Railway in 1897-98.

All historical signs up Wild Horse early-day gold mining grounds, put up by our Association, were taken in last spring and put in good condition again. Trigger-happy folks had used some of them for target practice, and one was even broken up and burned for camp fire wood.

In conjunction with sister associations from Windermere, Idaho and Montana, five field trips were held last summer, including a most enjoyable ride on t he River Boat S.W. Kootenay, guests of the owners.

Thanks to the insistent urging of your President, Mrs M. Jordon, and the Provincial Historical Association, the petroglyphs near Cranbrook have been gazetted a protected Historical and Archaeological Site. Now we hope further urging will induce the government to do something about protecting them from vandalism. Although damaged slightly, they are still in a quite good state of preservation, but time is important.

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Gulf Islands Branch

The Branch had a largely uneventful year with the inevitable difficulty of transport between islands keeping the average attendance at meetings lower than the number of members would suggest, 16.8 out of 63.

Five meetings have been held on the various islands, from which three achievements can be reported: the 4th printing of our book, "A Gulf Islands Patchwork", a third of its one thousand copies already sold; assistance given, in a $100 bursary, to an Indian student; and a museum-type exhibition illustrating pioneer days on Pender Island.

Over the years, the contacts we have made through our annual bursary have shown us how young Indians are t aking advantage of opportunities offered, to fit themselves for life in to-day's society. Margaret Anderson's record is typical: from a neglected, resentful child in Bella Bella, "Impossible to manage in home, school or community", she has arrived, via school for the retarded, public and high school, holiday and week-end work at Simpson-Sears, to passing the Civil Service examination in general office procedures and permanent employment at the B.C. Institute of Technology. Now she is attending night-school courses in computer work.

The main active achievement of the year was the Pender Island "Delve-In", which has been previously reported in the November '69 News.

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Nanaimo Historical Society

Nanaimo activities have been reported up to date in the last issue of the News. Since that time the Society's activities have covered the numerous preparations for the Convention.

Vancouver Historical Society

Vancouver's activities have been reported up to date in the last issue of the News.

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Victoria Section

. . . . . A review of the subjects brought before the members at the regular monthly meetings discloses a wide variation in the topics selected. EARLY HISTORY was represented by talks on Captain Cook - the Navigator; S.S. Beaver; Development of banking; Tokens and medals of early B.C.; Early cannery operations. CURRENT HISTORY by Mining up North; Mapping techniques. GENERAL INTEREST by A visit to Churchill, Manitoba; An historical interpretation of the restoration of Barkerville and Fort Steele.

The annual field day trip was a visit to Jordan River which

was particularly appropriate in view of the replacement of the electrical generating plant now being undertaken. The historic significance of the undertaking, both past and present, is bound up with the life of the capital city.

Projects continue as reported last year, viz. (a) Locating, recording and burnishing of local plaques. (b) Awarding annually of two books on British Columbia history to each of two students selected by the Victoria University.

Some satisfaction has been taken by the Victoria group over the recent announcement that a West Coast Park seems now assured. About two years ago such a project was advocated by the group and steps taken urging official action thereon.

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West Kootenay Historical Association

..... In February a member took us to Iceland, by means of talk and slides. A guest speaker in March was R.A. Rutherglen, Conservation Officer with the B.C. Wildlife. He had a lot to say and pictures to show of pollution caused by careless campers and resultant changes in animal behaviour. In April the guest speaker was Mrs L. Landucci who spent three years in India with her husband who was Works Manager for that period of the jointly-owned Cominco-Binani Zinc plant near Cochin in Kerala State, - a portion of the beautiful Malabar Coast of South-west India.

At our recent meeting in May, W.M. Merilees of Selkirk College told of his exp eriences when studying archaeology in East Africa, particularlky in Tanzania, Uganda and Kenya. When in Nairobi he met the famous Dr Leakey, under whose auspices he was a student for a while, later visiting the Olduvai Gorge, the scene of the first famous discovery of our ancient forebears.

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STOP PRESS From Alberni & Dist. comes this letter to T.S. Barnett, M.P., signed John I. Nicol, Director, National & Historic Parks Branch, an extract of which follows.

". . . . .The Minister, the Honourable Jean Chretien, has asked me to reply to your letter of May 4, regarding the Department's plans for the development of Friendly Cove as a National Historic Park

. . . . . The archaeological excavations of 1966 were successful according to the preliminary report but the final report is not due until next year and until it is evaluated, we cannot proceed with a definitive development program. However, it is safe to say that the results of this work, together with that of Dr Bartroli's historical research, will contribute a wealth of cultural and historical information which can give very effective form to the interpretation of this interesting historic site. . . . . The commencement of the program is scheduled to take place in four years time and its estimated cost is in the order of $400,000."

SANDFORD FLEMING - ACTIVE PATRIOT

The following is the text of an address given at the British Columbia Historical Association Annual Meeting at Nanaimo, B .C., May 22, 1970, by Mrs Mabel E. Jordon, President.

This year, 1970, is one of the significant anniversaries in the history of Canada. Among these is the 300th anniversary of the Hudson's Bay Company, and the centenary of the Northwest Territories and the Province of Manitoba. One that I find of particular interest is the 200th anniversary of the birth of David Thompson, that intrepid explorer who surveyed and mapped much of western Canada including the Columbia River from source to mouth. He was emp loyed by the Hudson's Bay Company for 13 years in the latter part of the eighteenth centu ry in the fur trade.

This is also the 100th anniversary of pre-Confederation year for the Province of British Columbia, during which the terms of the union were being worked out. Perusal of some of these events may stir in Canadians a feeling of patriotism.

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The Oxford Dictionary gives this definition of a patriot: "a champion or lover of his country". Sandford Fleming was such a patriot in the truest sense of the word, both of Canada - his adopted country - and of the British Emp ire.

For those who may not be familiar with my subject, it was he who among his many other accomplishments:

1. Planned most of Canada's railways.

2. Put the world on t ime by devising standard time zones based on the prime meridian as we know this today.

3. Championed the cause successfully for the Pacific cable from British Columbia to Australia and New Zealand, thus girdling the globe with an all British-owned cable communications system thereby eliminating the need to rely on a foreign power.

4. Designed Canada's first postage stamp - the Threepenny Beaver - which did much to popularize the beaver as a national symbol.

Perhaps the best known of these achievements, to Canadians at any rate, was his work of surveying and planning the possible and most practical routes for the Canadian Pacific Railway, as its Engineer-in-Chief.

One hundred years ago, in March of 1870, the Legislative Council of the Colony of British Columbia sat in lively debate on

the subject of Confederation with Canada. Text of the debate, which lasted a full month, is an interesting documentation of the mood of the then Crown Colony. Nanaimo residents here today might be interested to know that their Legislative Council member was the Honourable David Babington Ring. Now Mr Ring was not at all backward in voicing his opinions in the debate. It appears that in 1870 the residents of Nanaimo were not in favour of entering Confederation. This was made plain by their honourable member who wanted a plebiscite to decide the issue.[1] However, his objections obviously bore no weight, and mention of this now is intended only as a point of local interest.

Of the many aspects involved in this joining of British Columbia with Canada the need for communications and transportation was important for unification; a trans-continental railway being paramount. Much discussion in the Confederation Debates was given to construction of a Pacific railway. Here again, permit me to mention the Honourable Mr Ring of Nanaimo in regard to the proposed railway. He forecast that a railway would not be forthcoming in the lifetime of the youngest council member then present, but at the same time admitted that it must be the main Resolution in the debate, and he did make some constructive suggestions.

As we all know, it was under Sir John A. Macdonald's government that the Colony of British Columbia joined Canada as a Province in 1871, and next year will be one of celebration and commemoration throughout this province. The building of the Canadian Pacific Railway, that distinctively Canadian enterprise, was a direct result. This is a well known story and need not be told here except for some interesting incidents which touch on the subject of this address - Mr Sandford Hall Fleming.

This man devoted his life in Canada, from 1845 to 1915, to cementing the ties of the British Empire in general and to uniting Canada in particular. He landed in Canada June 5th, 1845 aboard the sailing ship Brilliant at the age of eighteen. At that time the steamship era was in its infancy. It is an interesting fact that the first line of ocean steamers was organized by a Canadian, Sir Samuel Cunard. The first one, the Royal William, was built in Canada, fed with Canadian coal, and navigated by a Canadian crew, as early as 1833. However, back to the Brilliant; she was a typical sailing ship of the day, taking almost six weeks to cover the distance from Glasgow to Quebec. (Fleming's passenger ticket specified that bedding and utensils for eating and drinking had to be supplied by the passenger!) Little did this young man realise as he sailed down the River Clyde how large a part he was to have in the future to increase the means of transportation and communications throughout the world.

To briefly scan his background: he was born at Kirkcaldy, Fifeshire, Scotland in 1827 and was named after his maternal grand-

1. B.C. Legislative Council. Debate on the Subject of Confederation with Canada. Victoria, 1912. p. 38-40.

father, and an uncle of the same name who was a Sanskrit scholar of some renown then living in India. The maternal grandfather, of the clan Cameron, had fought at Culloden in 1745, and with seven others had rowed Bonnie Prince Charlie over to France and exile.

Young Sandford attended a school at Kirkcaldy where Thomas Carlyle had been a master twenty years earlier. He was later a pupil of the Scottish engineer and surveyor, John Lang, for four years, after which he and his brother David left for the New World aboard the Brilliant. From the time he landed until his passing seventy years later, his life in Canada was a whirlwind of adventure and accomplishment.

None of his major achievements succeeded easily, nor without a considerable amount of opposition of one kind or another. To begin with, one of the very first calls of any importance made upon arrival was to see Bishop Strachan of Toronto who advised him to return to Scotland as there was no future here for a professional man since all the great works were completed. This in 1845!

Fleming spent his first two months in the country in and around Peterborough seriously contemplating buying a farm for himself. While at Peterborough he became friendly with the Strickland family - Major Strickland and his two sisters, Susanna Moodie and Catharine Parr Traill. Susanna Moodie wrote of her pioneer experiences in "Roughing it in the Bush", now a collectors' item, as are the writings of Mrs Traill, particularly her natural history classics. It was in Peterborough also that young Sandford met the girl who, years later, was to become his wife.

Fleming took temporary employment at Peterborough as a draughtsman, where he surveyed the town and published a plan which was required to be lithographed. At that time there were very few lithographers in Canada, but young Fleming, now in his twentieth year, had learned this art in Scotland and decided to do it himself. Obtaining the necessary stones for the work he proceeded and his plan was duly completed.

Realizing the advantage of securing the correct professional status, he articled to a firm in Weston and obtained his certificate. With this he set out for Montreal, then the seat of government, a long and tedious journey in 1849. Here he met with the Commissioner of Lands and received his commission from Lord Elgin on the very day of an historic riot in that city. Fleming was a somewhat unsung hero on this occasion. The riot was caused by the passing of the Rebellion Losses Bill which Lord Elgin as Governor General had just signed. As he was leaving the Parliament Buildings an angry mob pelted his carriage with rotten eggs. By evening the riot was out of control and the Parliament Buildings were set afire. Fleming had witnessed all this and tried to rush into the building to save what he could from the very fine library but found the fire too far advanced. Running through the hall he saw the large painting of Queen Victoria in a massive gilt frame hanging behind the throne chair. He determined to save it. With the help of three others he pried it from its fastenings but found it too heavy to handle

so they removed the canvas and the four of them carried it out of the bui lding - only just in time as the flames were already roaring overhead, and they had to stoop low to prevent the painting from being scorched. Some years later this painting, the work of John Partridge, was taken to Ottawa and hung in the Senate Chamber. Fleming recorded that a lively account of this incident was given in the newspaper a few days later, stating that four scoundrels had carried off the Queen's picture!

With the documentary authority to practise his profession in Canada now firmly established, Sandford decided to make Toronto his headquarters. He had no intention, however, of living a mere bread-and-butter existence. To him anything he undertook was not to be "does it pay?" but rather "is it worthy?" He had been in Toronto but briefly when, having met other surveyors, civil engineers, and architects, he founded the Canadian Institute in 1849, to which the name Royal was added much later. This was formed for the purpose of encouragement of advancement of the physical sciences, the arts, letters, manufactures, and so forth. The motives and aims were sound enough but difficulties were soon encountered in diminishing attendance. Undaunted, and with an enthusiasm not easily dampened, in February of 1850 when only two men attended the meeting, Fleming suggested one take the chair and the other act as secretary. Without a quorum and with no long discussions they passed a series of resolutions including one that the Institute should meet once a week hereafter. These resolutions were circularized and there was a good attendance thereafter for the rest of Fleming's life.

The standing of the Institute may be judged, perhaps, by the fact that among its presidents were Sir William Logan, Sir John Henry Lefroy, Chief Justice Robinson, William Henry Draper, Sir Daniel Wilson and Sir Oliver Mowat, and membership was ultimately comprised of people from all over Canada. Whereas the Institute (not to be confused with the Royal Society of Canada) at first was a professional society serving the advancement of science, it did move with the times in an academic and popular way, and was the first to present a Canadian publication for scientific articles. It published Fleming's original articles, which developed into the world-wide adoption of a prime meridian and standard time, about which more will be said later. It also pressed for government support for research which ultimately led to the present National Research Council. It maintained an extensive library, and early collected an archaeological museum, both of which have since been turned over to the Royal Ontario Museum at Toronto.[2] Fleming, though a founder and a member of the first council of the Institute was never an officer. On the other hand he was in 1888 elected president of the Royal Society of Canada.

This sort of unselfish idealism characterised young Fleming and was revealed in many incidents of his later life. To him the greatest good to the greatest number was the principal reason for

2. Wallace, W.S., ed. Royal Canadian Institute Centennial Volume, 1849-1949. Toronto, 1949.

any of his undertakings. As a practical and far-sighted patriot he was always somewhat in advance of his time in many of his ideas and ventures.

Fleming stayed in Toronto from 1849 to 1852 working at his profession. With an associate he completed a very ambitious survey of the city of Toronto, and himself did the engraving of the map on stone, which map was used by the City Tax Department for many years. He went on to make an alaborate survey of Toronto Harbour and the adjacent shores of Lake Ontario, which required many weeks of daily boat work in all weathers. His twenty-fourth birthday was spent sleeping at night in two feet of snow without shelter of tent, at 14 degrees below zero, with a dozen Indians for companions. The chart of Toronto Harbour could be found in the wheelhouses of boats on the Great Lakes long afterwards.

An historic relic of his ability as an artist and engraver is a faded proof of Canada's first postage-stamp found at his Ottawa home. Beneath it was penned this note: "This is the first proof from the copper-plate of the first postage-stamp issued in Canada, designed by Sandford Fleming for the Postmaster-General, the Honourable James Morris, dated Toronto, February 1851".[3] As mentioned earlier, this was the Threepenny Beaver. A replica of this stamp was issued in 1951 to commemorate its centenary.

Fleming's railway experience began in 1852 when he joined the staff of the Ontario, Simcoe & Huron Railroad, sometimes known as the Northern Railway, first as Assistant Engineer, then as its Chief. This was the first railway in Ontario. Of the five choices for terminus of this road, after some preliminary work, a place then called Hen-and-Chickens was chosen, now known as the town of Collingwood, and the tiny town was christened with a bottle of wine. At this time a well-to-do farmer in the area honoured the railway directors and engineers with a dinner and invited some of the local settlers of the district, mostly Scots. At one end of the table was a large dish of haggis, and the man who was delegated to serve it looked rather puzzled. As he was about to carve it a guest asked him what it was. He replied: "Don't know, but it looks like a bran mash". Imagine the indignation of the Highlanders! Bad enough that these Sassenachs were ignorant of the greatest of Highland dishes, but to compare it to the vulgar mess fed to cattle was intolerable.

This was one incident that helped lighten the monotony of that particular survey in those early pioneer days. Another, not so humorous at the time perhaps, was during the very hot summer when thirst became a problem for the engineers during their work. On this occasion they found a primitive tavern at Penetanguishene, went in, and found the proprietor. Asking him what he could give them to drink, the man produced a decanter of what appeared to be whiskey. Tired and thirsty the men waited, expecting the man to

3. Burpee, L.J. Sandford Fleming, Empire Builder. London, 1915, p.49.

bring water to go along with it. Finally one asked him where the water was, to which the man replied, "I'll fetch some from the pump if you wish but you won't need much for I've watered it twice already".

One other hot summer day Mr Cumberland, then Engineer-in-Chief, and Fleming as his assistant, were plodding along a few miles north of Toronto under a grilling sun, lugging their instruments. They came upon an inviting looking farm house and agreed that a cool glass of milk would surely slake their thirst. The lady of the house invited them in to her best room where the blinds were drawn against the glare of the hot sun. The cool of the darkened room was welcome indeed. Soon the lady brought a jug of cool fresh milk and went to a corner cupboard for glasses. These she filled and handed one to each of her guests, one of whom did not pause until the last drop was gone, so thirsty was he. The other man got half way through his then stopped abruptly as there was an odd ratt le in his glass. Taking it over to the window he held it to the light, dropped it and retreated hastily outside. The dear old lady hadn't noticed in the dark that she had poured his milk into the glass in which she kept her Sunday teeth!

It was in 1855 that Fleming succeeded Cumberland as Chief of the railroad, and that year he married the girl he had met at Peterborough six years earlier, Ann Jean Hall. He remained as Chief of the Northern Railway until 1862, when that portion was finished between Toronto and Collingwood, the first sod of which had been turned in 1851 by the Countess of Elgin.

Prime Minister John A. Macdonald then appointed Fleming as Engineer-in-Chief for the surveys and bui ilding of the Intercolonial Railway and to be a combined representative of Her Majesty's Imperial Government as well as for the North American provinces. This railway line was to unite the Maritime provinces with the Province of Canada. The survey and the building suffered many vicissitudes with controversies as to routes and construction. Fleming wrote a detailed history of this, titled The Intercolonial, published in 1876 by Dawson Brothers of Montreal.[4] It is illustrated with numerous maps and lithographs. Fleming felt sure that this railway line was the big step in uniting Canada thus far, exposing the need for a transcontinental railway over British territory to connect and unite the rest of the country.

The Intercolonial was not completed until 1876, but in the interval Fleming was appointed Engineer-in-Chief for the Canadian Pacific Railway in 1871 which, as we all know, was a project without parallel on this continent and as gigantic an undertaking as had ever been attempted, and the most formidable. This was intended to be an extension of the Intercolonial to the Pacific Ocean and would link the newest provinces, Manitoba and British Columbia,

4. Note: In her paper (1969) on "Dr George, Father of Western Canadian Geology" the writer was in error when she stated that Dawson Brothers were connected with Geo. M. Dawson's forbears.

with the others. With his intimate knowledge of railway building Fleming was the logical man to be selected to survey various routes before a choice be made for the line to the Pacific. There was no doubt that this would open the country for settlement, and increase and improve communications between the widely separated segments of the country. Ever the patriot, Fleming saw this undertaking as a project of national importance and the challenge appealed to him.

The idea of such a rail line was not new. Such a project had been prophesied as early as 1846 when Sir Richard Bonnycastle said, "We shall yet place an iron belt from the Atlantic to the Pacific, from Halifax to Nootka Sound".[5] Five years later at a public meeting Joseph Howe said, "I believe that many in this room will live to hear the whistle of the steam engine in the passes of the Rocky Mountains, and to make the journey from Halifax to the Pacific in five or six days".[6] Other farsighted men also had this dream of a railway from ocean to ocean over British North American territory. Not so Captain John Palliser, however, who in 1863 reported that he would never recommend such a line of communication across Canada exclusively through British territory. He said that "the time had forever gone by for effecting such an object".[7] Even while Palliser was making his famous exploration of western Canada from 1857 to 1860 Fleming was giving a lecture outlining in detail the advisability of such a scheme.

An interesting sidelight to the various pros and cons of building of the C.P.R. is that Fleming was asked in 1863, on the heels of Palliser's Report, to present to the Canadian and British governments a report on the means of establishing communication between the eastern provinces and British Columbia. As a result he brought forward an ingenious scheme of a road right across the country to British Columbia to safeguard a telegraph line, the road in time to be macadamized for wheeled vehicles. This, remember, was in 1863, one hundred years before the Trans-Canada Highway as we know it today was completed. He presented this report on behalf of the Red River Settlement to John A. Macdonald and to the powers that be in England but it bore no fru it directly, yet had results of far-reaching importance both to Canada and to Fleming personally.

Thus, under the terms of union with British Columbia the young Canadian nation was in 1871, amid much opposition, undertaking with rare foresight this colosssl task that Fleming had advocated in 1858, himself now chosen to be in charge of surveying the route. His was the main party, working from east to west, in the summer of 1872. It is interesting to note, however, that George M. Grant who was secretary to Fleming's party records in his account

5. Johnson, George. Alphabet of first things in Canada. Ottawa, 1897. p.27.
6. Burpee, L.J. Sandford Fleming, Empire Builder. p.108.
7. Palliser, J. Exploration - British North America. The journals, detailed reports and observations.... London, 1863.

of this survey that on the very day British Columbia entered the Dominion, July 20, 1871, a party left Victoria for various points of the Rocky Mountains to begin the western part of the survey.[8] As with Palliser's exploration westward, so with this survey a botanist accompanied the party. In this case it was John Macoun, chosen by Fleming, a professor of natural history at Albert College in Belleville at the time, a self-educated man in his field and a good choice. He crossed the west many times in the pre-rail period cataloguing plants and collecting and naming specimens. He deserves to be better remembered for his contribution to this country. Later, in 1879, he joined the Geological Survey of Canada and among other things he compiled a catalogue of Canadian birds comprising over 760 pages, which indicates the scope of this work, published by the Geological Survey. A naturalist by inclination and genius, he was also an undisputed botanical pioneer. More than 48 species were named after him. He did extensive work on Vancouver Island and chose to spend his last years at Sidney, where he died in 1920 aged 89.

I must apologize for these digressions from my subject. It is just that Fleming was involved with so many interesting individuals. Mention should also be made of the Reverend George M. Grant who was secretary for the overland survey. He kept a diary of this journey and later arranged it in narrative form which was published under the title of Ocean to Ocean and is a travel classic. It contains a chapter on the (West) Coast and Vancouver Island, mentioning in particular Nanaimo and some of the coal mines of that time. Of Nanaimo he says, "At Nanaimo proper is a population of seven or eight hundred souls - all depending on the old or Douglas mine". And again, "Nanaimo does not look like a coal mining place. The houses are much above the average of miners' residences in Britain or Nova Scotia".[9] This was as he saw it in 1872. He later served as Principal of Queen's University for twenty-five years.

The selection of the route through British Columbia was undoubtedly the most difficult and hazardous part of the whole survey. After examining the summit of the Yellowhead Pass Fleming found this to be the one with fewest obstacles and decided he would advocate this for the railway because of its low ;altitude. As he and his party turned up the Miette River flowing to the Arctic, at Miette Pass they met Walter Moberly who welcomed them into British Columbia. Moberly was one of Fleming's principal assistants and had travelled from the west with a party of trail-cutters to meet the Chief. As they turned westward and came upon the source of the Fraser River flowing to the Pacific, in a spurt of patriotism they gathered on the bank of the sparkling infant Fraser and drank a toast from its waters to the Queen and to Canada. Pushing onward they followed almost in the trail which those distinguished "tourists", Viscount Milton and Dr Cheadle had taken in 1863. Their overland journey is described in another book of western travel, "The North West Passage by Land".

8. Grant, George M. Ocean to Ocean. Toronto, 1877. p.24
9. op. cit. p.333-334.

Continuing on to Kamloops, Lytton and over the famous road to Yale, then down the river by steamer to New Westminster, they sailed through the Strait of Georgia, made a brief visit to Bute Inlet then to Victoria on October 9th, just three months after they had left Halifax.

Fleming severed his connection with the Canadian Pacific Railway in 1880, but three years later while on a visit to England he received an urgent cable from the Canadian Pacific President asking him to come back and help them resolve a dilemma. The railway was then completed as far as Calgary. His recommendation of Yellowhead Pass had been rejected. Fleming was now asked to advise the best route across the Selkirk Mountains. George Grant again accompanied him on this exploration. An American, Major Rogers, was in charge of the exploratory work in these mountains and had made several attempts to cross them without success. Near the mouth of the Kicking Horse Valley Fleming and Rogers met. Rogers claimed he had found a pass through the Selkirks by way of the Beaver River and the Illecillewaet and now seems to be recognized as its discoverer, whereas Moberly had in fact recommended this very pass as far back as 1866. Moberly's assistant at that time was mountaineer Albert Perry and at Moberly's direction did actually discover it and pass through it. Moberly wrote that this should have been named Perry Pass and not Rogers.[10] In any event the railway was ultimately pushed through this pass and completed in 1887.

Another note of interest here - on one occasion Fleming was dining in England with some distinguished men interested in Canada and its progress. He noted in his diaries that who should be seated beside him on one side but Captain Palliser and on the other Dr Cheadle. These men were keenly interested in all the activity going on in Canada and were "surprised beyond measure to learn that the iron horse had indeed started its march west from Thunder Bay".[11]

PACIFIC CABLE

Fleming's campaign and work for the Pacific Cable is a story in itself and certainly worthy of more comment than time permits here. From 1879 when he first brought the matter up, until 1902 when the state-owned cable was actually laid from Vancouver Island to Australia and New Zealand, it was Fleming who kept the uphill fight to keep the project alive through sheer tenacity of purpose. He actually offered to pay personally half the expense of a cable laying ship (about $90,000) to get some action. It must have been of much satisfaction to this practical idealist when the first message flashed to Canada from the Prime Minister of New Zealand was to Sandford Fleming himself.

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10. Moberly, Walter. Early history of the C.P.R. road. Vancouver, 1909, p.6.
11. Burpee, L.W. Sandford Fleming, empire builder, p.49.

STANDARD TIME

During all his travels both here and abroad the confusion of time everywhere he went kept nagging at Fleming. Even as early as 1876 he wrote a booklet called "Terrestrial Time" which pointed to the need of a prime meridian and standard time zones. He found that no two places seemed to be on the same time, and between Halifax and Toronto the railways were using no fewer than five different times. One never knew at what time one was in any given place just about anywhere in the world and the discrepancies perplexed the traveller no end. Our orderly system of time zoning is truly the gift of this man who gave his leadership for more than twenty years, and thousands of dollars for his own expenses to accomplish the sensible system of time zoning to the whole world. The advent of the railway brought about the real necessity for this, and air and space travel as we know it to-day points to the need for such exact timing. As a result of Fleming's campaign the International Prime Meridian Conference was held in Washington in 1884 at which twenty-five nations were represented. On January 1st, 1885 the 24 o'clock system was adopted at the Greenwich Observatory, although the railways of Canada and the United States, by his efforts, had adopted standard time in 1883 for the sake of convenience.

This paper has covered only the major highlights of Sandford Fleming's life. In recognition of his work he was made a C.M.G. in 1887, and a K.C.M.G. in 1897, the two Jubilee years of Queen Victoria.

In private life he was a devoted family man. When he married Ann Hall he had grown a floating beard which he wore for the rest of his life. His large family was a constant delight to him and one or more of his children often accompanied him on his various journeys. How he managed to spend any time with his family seems an impossibility for when he was not on railway work he was travelling elsewhere, often to England, to promote and report on his work; to various other countries in the interest of his standard time movement; and to Australia on the Pacific Cable project, and once on a diplomatic mission to Honolulu. In the interest of securing for Britain and Canada the advantages of cheapened telegraph service he visited five continents, traversed all the major oceans; and gave of himself, his time, and his substance without stint or hope of personal gain.

In addition he wrote the many voluminous railway reports, now collectors' items, he wrote scores of other reports and papers many for the Royal Canadian Institute and the Royal Society of Canada, and even found time to compile an inter-denominational prayer and hymn book titled "Short Sunday Service for Travellers" which was widely distributed among the railway workers of the day. More than once he conducted services for them. Of his second cross country journey made for the C.P.R. in 1883 he wrote a delightful book called "From Old to New Westminster".

In the midst of some of his busiest y ears he was appointed Chancellor of Queen's University, in 1880, a position he held for 35 years. And for 26 years, from 1881-1907 he was on the Board of

Directors of the Hudson's Bay Comp any, which often required his presence in London.

Apropos of his journey through the Selkirk Mountains with Major Rogers, the highest of these mountains was named for him Mt. Sir Sandford, located in the Kootenay district. While resting in the Rogers Pass on that journey, their ponies feeding in a lovely alpine meadow, the beauty of the scene created an atemosphere of enthusiasm. Wishing to commemorate the occasion Fleming's party decided then and there to form an Alpine Club of Canada with Fleming as interim president, Grant secretary, and Fleming's son as treasurer. This was the forerunner of the present legally constituted Alpine Club of Canada.

Sir Sandford was no politician, in fact it is believed he continually refrained from voting in order to remain non-partisan. He was equally at ease with the Prince of Wales in a private box at the Paris Ballet as with little Willie Gordon, the shoeshine boy in Glasgow, with whom he made acquaintance when on a sentimental journey to his homeland. He was as undisturbed when, as Chancellor of Queen's, he conferred honorary degrees on Earl Grey and entertained the Duke and Duchess of Connaught as when on foot in the mountains of British Columbia in 1872 without food and shelter.

His patriotism to the British Empire and to Canada was not an obsession by any means, rather was it a basis by which he worked tirelessly for the strengthening of the ties binding the scattered segments of Canada together as well as the British Empire. Behind it all was the solid conviction that unity was an advance in the direction of world peace, foreshadowing a pattern for neighbours in other lands. His own words may best sum up his aims:

> "I have often thought how grateful I am for my birth into this marvellous world; and how anxious I have always felt that the humblest among us has it in his power to do something for his country by doing his duty.
>
> It has been my great good fortune to have had my lot cast in this goodly land, Canada, and to have been associated with its educational and material prosperity. Nobody can deprive me of the satisfaction I feel in having had the opportunity and the will to strive for the advancement of Canada and the good of the Empire".

One writer once suggested that perhaps Fleming's greatest achievement was vanishing from our hall of fame. He died at his favourite retreat at Halifax in 1915 - a patriot surely worthy of remembrance.