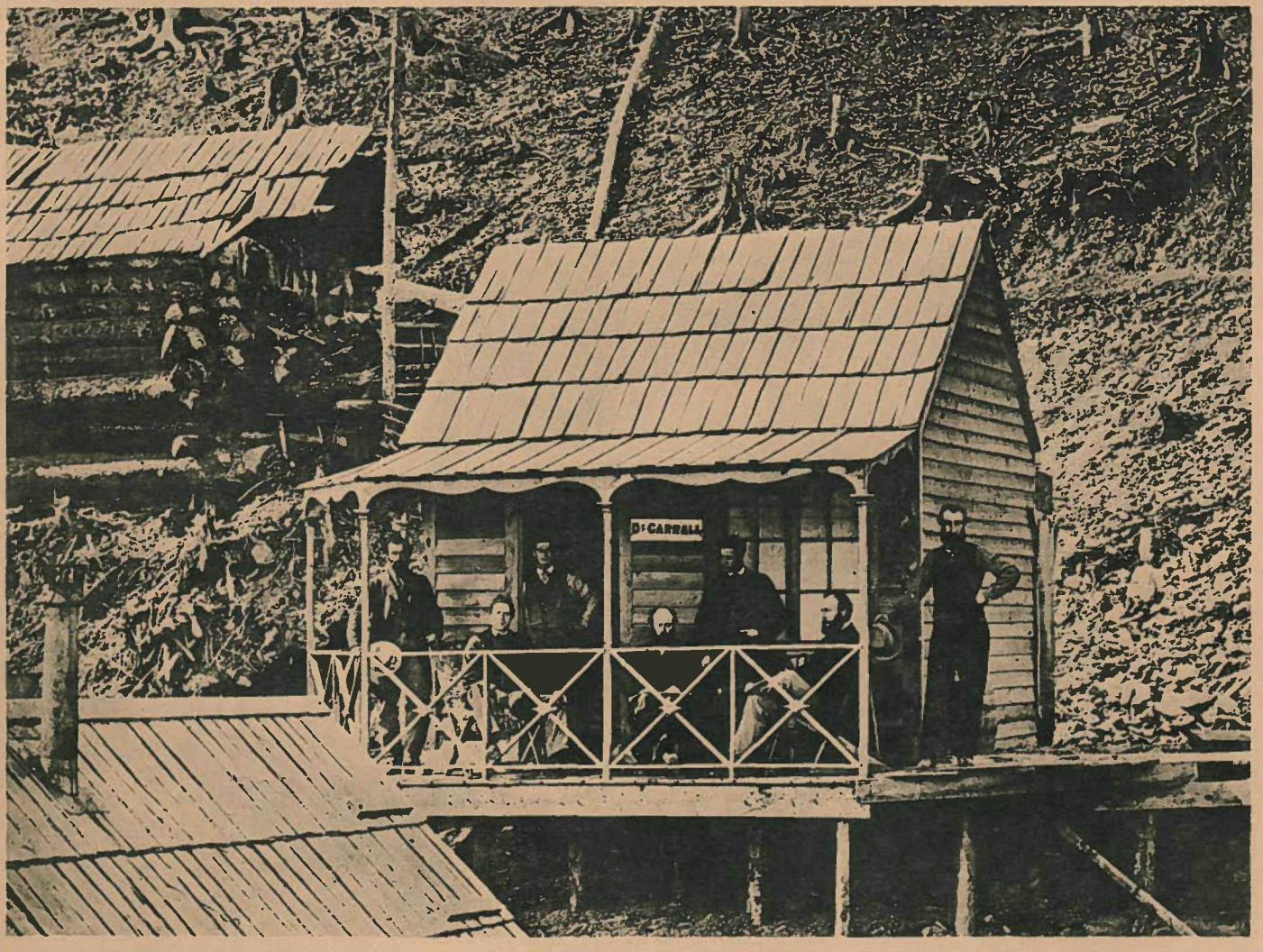
B.C. HISTORICAL NEWS



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LETTERS TO THE EDITOR

Dear Editors,

I am sure that many of your readers will recognize the driver of the automobile in the cover photo as former premier, T. Duff Pattullo. However, does anyone know the make of automobile?* I was particularly interested in the articles on T.D. Pattullo and Prince Rupert because I was once very familiar with that part of the province. My birth place and home for my first 13 years was Port Essington on the Skeena River about 25 miles from Prince Rupert. We visited Prince Rupert occasionally and although it was a very raw young city, as a child, I was impressed by things that I saw there that we didn't have in Port Essington, such as trains, moving-picture shows, a Hotel with an elevator and electric lights and telephones, and on the streets there were horses and carts and automobiles. It's true that the autos didn't have any roads to drive on beyond the city streets - and many of these were constructed of heavy planks supported by wooden posts - as shown in your cover photo.

T.D. Pattullo was elected to the Legislature, as your article states, in 1916 and Port Essington was part of his Prince Rupert constituency. I met him two or three times but the occasion I remember best was in the fall of 1920 when there was another provincial general election.

One day in, I think, October my father gave me a batch of hand-bills to distribute around our village. Each sheet had a picture of Mr. Pattullo on it and a printed message announcing a meeting would be held that evening in the school-house.

Just about everyone turned out, including children, and the school-house was packed. My father was the chairman and briefly introduced the speaker. Mr. Pattullo made a quite lengthy speech and naturally extolled the virtues of the Liberal government of "Honest John" Oliver in which he was the Minister of Lands. He also, I remember, explained very simply but clearly the difference between Liberals and Conservatives. "The Tory mind," he said, "is like this" - and he placed his hands quite close together, only a few inches apart. "But," he went on, "the Liberal mind is like this!" Here he placed his hands wide apart - allowing plenty of room for all intelligent and broad-minded voters to be included within this range.

He then went on to talk about sinking funds and observed that "perhaps some of the younger members in the audience don't know what sinking funds are." (This was quite true - but I'm sure some of the older characters present didn't know what they were either.). He explained that the Government, in its wisdom, when borrowing money, carefully set aside adequate annual amounts, (sinking funds), to pay off the debt when it fell due. Evidently Pattullo's own personal financial problems had emphasized the wisdom of this policy.

After the meeting Mr. Pattullo came to our house for coffee before going on the Caledonia Hotel where he was spending the night. I was introduced to him and he shook hands with me, saying, "There's a husky young fellow." That remark - (actually I was rather skinny) - on top of broad-minded Liberalism

and provident sinking-funds was more than enough. Mr. Pattullo had my vote - or would have had if I had been old enough to vote! A trivial item perhaps but a minor indication of his political acumen.

Whatever faults Duff Pattullo may have had he was never a hypocrite. He was proud to declare himself a professional politician and as such claimed considerable expertise in the science, and/or art, of government. In retrospect I would say that Pattullo, on his smaller political stage, had much in common with former U.S. President Harry Truman. Both men were peppery and impulsive, both were forthright and stubborn in expressing and maintaining their points of view, neither was successful in private business yet both of them performed creditably and effectively as heads of governments.

Yours sincerely,

E.A. Harris. [Vancouver]

* P.S. After typing the foregoing letter I happened to read the section on T.D. Pattullo in Derek Pethick's Men of British Columbia which states : "He (Pattullo) soon attracted attention, partly because he owned the first automobile in town - a red Auburn."

E.A.H.

The editors:

Re: Howse Pass: A Neglected Historic Wilderness Resource

The Rocky Mountains of Canada have always presented a considerable barrier to movement between the prairies and the coast and since prehistoric time people have sought routes throuth these mountains. Each pass cutting through the range has its own character and potential for communications, from the Yellowhead Pass in the north to the South Kootenay Pass in the south. In the middle lies Howse Pass, a low route (5,200 feet), linking the valley of the Howse River on the east with that of the Blaeberry River on the west.

There is archeological evidence of Indian use of the pass but it came into prominence in the early nineteenth century in connection with the fur trade. It is unclear which white men first crossed the pass but two of David Thompson's workers, Le Blanc and La Gasse, apparently passed through from the east in 1800, Thompson himself making the journey in the same direction in the summer of 1807. Joseph Howse, a fur trader after whom the pass was named, travelled through the pass in 1810 on behalf of the rival Hudson's Bay Company. Shortly thereafter Indian hostility led to the closure of the pass and the use of the Athabasca Pass to the north for the trading between the Saskatchewan and Columbia River areas. Howse Pass again received public attention in 1859 when Dr. James Hector, a member of the Palliser Expedition explored it from the east as part of an investigation of possible railway routes through the mountains. Despite confirmation of the suitability of this route by the railway surveyor Walter Moberley in the 1870's and further examination of its character at the end of this decade an alternate route via the somewhat higher Kicking Horse Pass was adopted in the 1880's and the Howse Pass area became neglected once again. At the turn of the century some intrepid mountaineers looking for first ascents passed through the area and in 1917 and 1918 Arthur Wheeler and his survey team were in the

area to delimit the Alberta-British Columbia boundary and establish cairns at key points along it. In the decades following, various mountaineering parties have visited the area, many passing across the pass. Inclusion of the area east of the pass in Banff National Park has led to protection of the environment and the maintenance of a good trail up the Howse Valley. Guided hunting parties visiting the west side of the pass on horseback have helped to maintain a trail up the Blaeberry Valley but much of the upper reach of the valley has been burned over since 1900 and in the lower reaches of the valley logging has been extensive and settlement has increased.

Today the route which totals some 41 kilometres affords a great opportunity for an easy and rewarding three day wilderness backpacking trip in the steps of the explorers. The trailhead on the west side is reached by a logging road from the Trans-Canada Highway west of Golden up the Blaeberry Valley. The route starts at Moberly, the place where the surveyor's crew camped in 1871, and in passing up the valley one can stop to see Thompson Falls or take a side trip to see the spectacular Mummery Glacier. The trailhead on the eastern side is at Mistaya Canyon, 5.3 kilometres south of the Saskatchewan River Crossing highway junction on the Banff-Jasper Highway. The trail is a relatively flat one rising from 4,050 feet on the west side, to the summit of the pass at 5,200 feet, then falling to 5,000 feet at the eastern end. Transport considerations more than anything else will probably determine which way most people hike through the pass.

The trail itself is well maintained within Banff National Park although an alternative and more attractive route along the upper Howse River gravel flats and by Lagoon Lake is less well defined and involves some wading. On the east side of the pass the trail is less satisfactory being especially poor but still discernible between Cairnes Creek and Lambe Creek. A rough log bridge exists at the latter creek but the former may pose problems during high water. Travelling the route on horseback, as many of the explorers did, and some people do today, eliminates some of the bad sections of trail and the river crossing problem. Water is readily available along most of the route but is often silty. There are numerous campsites but fortunately man's impact through recreation has been relatively small and garbage is minimal. Along the route freeze-dried rations can be supplemented by berries (after which Dr. Hector named the Blaeberry Valley) and by Labrador and mint teas. Hunters, like the explorers, will also be tempted to finish off a ptarmigan or two, perhaps even a mountain goat, though hunting is naturally prohibited in the national park. Travellers should also comply with national park regulations by registering for the trip. This can be done by mail or at administration offices which also can provide advice on trail conditions, bear hazards, as well as topographic maps. Some reading on the history of the route and proper preparation of equipment and supplies will doubtless enhance the experience of hiking through Howse Pass.

My intention in writing about Howse Pass was not only to draw attention to its potential but also to indicate its neglect and possible threats to this historic wilderness resource. While the eastern section of the route lies in Banff National Park and has for decades received environ-

mental protection the western section in the upper Blaeberry Valley is presently unprotected. The historic integrity of the route and the quality of the wilderness experience obtained there depend on landscape protection and recreation management along the full length of the trail. Already logging has transformed much of the Blaeberry Valley and plans are afoot to expand logging at least as far as Wildcat Creek. Although much of the western side of Howse Pass was burnt over after 1900 it seems there may even be some interest in removing what remains, or the limited new growth. Such activity would seriously impair the heritage and recreation values of the upper Blaeberry. Given the slow rates of regeneration in this environment and the potential for erosion further logging in the upper valley must be unsound on ecological and commercial grounds also. Not only should logging be restricted in the upper Blaeberry to maintain heritage and recreation and ecological values but some form of protection should be afforded the area, at least along the trail route. This might be accomplished by extending Banff National Park or by designating the area as a Provincial Park. Possibilities exist for federal-provincial co-operation such as is being considered, or has been undertaken for other nationally significant historic routes. Indeed, given that activity in the upper Blaeberry may markedly effect the the adjacent section of Banff National Park collaboration between federal and provincial agencies seems essential if national and historic resources are to be safeguarded. In the future national parks will not be islands in a sea of wilderness but remnant natural areas in a sea of resource extraction and development. Hopefully critical areas of historic and natural significance like the Howse Pass area can be given protection before it is too late.

Yours sincerely, John Marsh

"A MODERN FAD?"

Daily Standard
March 30, 1872

ROLLER SKATING - Roller Skating is assuredly a novelty that will wear. Its popularity is steadily on the increase throughout the civilized world. It combines the pleasures of the ball room with the advantages of the gymnasium and is a delight at once to young and old. It is one of the few contrivances which the genius of amusement has supplied to youth to which the doctors and preachers do not take exception, yet it is as facinating [sic] as the drama and dancing, and it presents a number of arguments for special popularity. The pleasure can be indulged in within doors under the parental eye. It is graceful, strengthening to the limbs, expands the chest, teaches self-reliance, and is conducive to general health. Eminent Eastern physicians recommend the exercise for its hygenic and invigorating tendencies, and many striking proofs are furnished of it efficiency in restoring impaired health. Intellectual and social culture among us receive, as they should great attention, but these can never attain to their highest development until our physical condition, the base of all, is better appreciated. Sound minds in sound bodies are necessary to form a community that shall withstand all shocks and produce the highest results of civilized life. Physical weakness is, almost without exception, the inviting cause

to most diseases of both sexes. When the vital forces are strong and the blood courses freely, there is no danger. We all know that any physical exercise, in order to be kept up regular enough to produce the desired benefit, must be made attractive and enjoyable. It requires a mental determination very like heroism to keep up any gymnastic exercise for the sake of health. Even horseback riding, which is as exhilarating as any solitary exercise, can become a burden, and everyone can see by their own experience that very active exercise at long intervals, is a damage rather than a beneift. In this climate we cannot have ice skating, and for several months out door excercise is out of the question, or attended with exposure to health. In the Atlantic States and in Europe roller skating is taking the place of skating on ice as it is attended with less risk and exposure and may be enjoyed by all classes and conditions of people.

This exercise is also beneficial in its social and moral results, it quickens the mind; develops and disciplines judgment, activity and skill; imparts a sure, elastic step, easy manners and graceful bearing, which accomplishments once attained, remain to be admired and respected through life. Those who are awkward by nature will acquire grace of motion and confidence of manner on rollers. It afford just the sort of recreation required by our young girls for their physical development, while it is an attraction sure to allure from pernicious influences and vile haunts our young men and boys.

CONTEST WINNER

We had 18 entries to our contest in the last issue. All respondents correctly identified T.D. Pattullo as the driver of the car. The winner of the draw is Mrs. E.F. Stewart of Victoria.

ANOTHER CONTEST

This issue, the question is, we hope, a little more challenging to our readers. The cover picture is of course Dr. R.W.W. Carrall's office at Barkerville c.1867/8. The question is, Dr. Carrall was a well-known physician but for what other reason is he remembered in British Columbia history? To be eligible for the prize, RALPH EDWARDS OF LONESOME LAKE correct answers must be submitted by March 1, 1980.

A SMALL PROFESSION IN A LARGE LAND: PIONEER LAND SURVEYORS OF BRITISH COLUMBIA

With less than three hundred authorized practitioners, land surveying must be one of the smallest legally recognized professions in British Columbia. Its maximum membership of 260 in 1914 and 215 in 1921 reflect respectively the land boom of 1912-1913 and the return of veterans from World War I. The minimum figures 130 in 1918 and 105 in 1943 reflect the combined effects of Depression and War (See Table I). By comparison, there are over 8500 professional engineers and 1,000 professional foresters in the province today.

Land surveying in British Columbia is governed by the Land Surveyors Act, 1905 and its amendments. This Act delegates admission, licensing, discipline and modus operandi to "The Corporation of Land Surveyors of the Province of British Columbia," the professional association of surveyors. Admission to the profession is by "Preliminary", "Intermediate" and "Final" examinations spanning nearly four years' articles with a practising surveyor. Partial concession from these requirements may be granted to candidates with appropriate diplomas or degrees or qualifications from elsewhere. Beyond broad requirements in mathematics, physics, the natural sciences, mensuration, and survey law, the Act does not specify activities exclusive to land surveying. However, provincial statutes governing boundaries of various land tenures and title thereto stipulate that surveys be performed and certified under oath by a BCLS in good standing. The Surveyor General is empowered to issue instructions and regulations covering field methods, accuracy, posting, returns and practical interpretations, which have the force of law.

Between the passage of the old act in 1891 and the modern act of 1905, a government appointed Board of Examiners chaired by the Surveyor General issued a total of eighty-five numbered "PLS" (Provincial Land Surveyor) commissions. The 1891 Act delegated no responsibility to the then voluntary "Association of Provincial Land Surveyors of B.C.", organized December 1, 1890 in Victoria. It is likely that sustained pressure from this group won the Act of 1905 which delegated full professional responsibility to the Association.[1]

Before 1891, the Surveyor General had issued authorizations to practice on a rather casual basis. Charles Westley Busk, CE, LS (1852-1934), who arrived in Victoria in 1883, wrote:

> I established myself in a couple of rooms on Yates Street, until I could look around and learn something of the country and opportunities in my profession. As a preliminary I called on (Sir) Joseph Trutch and the Surveyor General [then W.S. Gore], and from both learned that as I owned a theodolite and level and allied instruments, it was to be presumed I knew how to use them, and accordingly no examination or license was necessary - all I had to do was to get the offer of some work and then go and do it.[2]

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[1] Association of Provincial Land Surveyors of British Columbia, Report, 1892.

[2] British Columbia Land Surveyors, Annual Report, 1935, p. 75.

The forerunners of the land surveyors were explorers such as Cook, Vancouver, Mackenzie, Thompson and Fraser who left quantitative geographics in the form of charts, maps and fixed points of Latitude and Longitude. Russians, Spaniards, Britons and Americans, on sea and on land but mainly in the fur trade, contributed significant qualitative geographics. Early primary surveys by the British Admiralty (1792-c1910), the international and provincial Boundary Commissions (1857 et seq.), the Royal Engineers (1858-1863), the Collins Overland Telegraph (mid-1860s), the CPR location (1871-c1883), Geological surveys (1871 et seq.), and the subdivision of the Railway Belt and the Peace River Block (1870-1930) included a distinguished array of pioneer hydrographers, engineers and surveyors, many of whom were, or became, authorized land surveyors in British Columbia.[3]

******

An advantage of a small profession is that its members get better acquainted through experience, argument and agreement. In the wilderness where much work was, and still is to be done, by sharing hazards and privations as well as joys and gratification, the best and the worst in men are brought out. In early days, a large proportion of the field season was spent travelling into and out of remote areas, by arduous and primitive means. This meant starting early in lingering snow and finishing late with winter's onset. Without radio or airmail, surveyors often lived and worked in isolation for six months or more with only rare encounters with lone trappers, prospectors or Indians providing the variation in company. In these circumstances, life-long friendships and loyalties are engendered, like those made by comrades-in-arms during war.

Land surveyors in British Columbia stem largely from early civil engineers, Dominion Land Surveyors and a few of the Royal Engineers. Generally they were men of high cultural and academic calibre with a zest for adventure and stamina to surmount rigours and hazards of wilderness life. They were held in high esteem where they lived and worked.

Of the 141 surveyors authorized before 1891 -- the LS group -- biographical details are available for forty (see Table II). Of these 26 were Civil Engineers and ten had commissions as Dominion Land Surveyors. These DLS commissions were first authorized about 1875 and were granted to those who passed an examination supervised by a Board and chaired by the Surveyor General in Ottawa. Fifteen of the early Provincial Land Surveyors were born in Canada; twelve, in England; four, in Ireland; five, in Scotland; and one in the United States. The birthplaces of three are unknown. They were a long-lived group, the average span was 73 years. The last to qualify before the 1891 act Francis Algernon Devereux, was born in 1867 and did not die until 1960.

The first born of the LS group about whom there is biographical data was Adolphus Lee Lewes, LS, (c.1830-1856). He was a half-breed son of the HBC Chief Factor John Lee Lewes (1791-1872) who commanded a wide range of posts

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[3] G.S. Andrews, Cumulative Nominal Roll of Professional Land Surveyors of British Columbia, (Victoria: Corporation of Land Surveyors of the Province of British Columbia, 1978), 4th edition.

east and west of the Rockies, including Fort Simpson (c.1840) where he staunchly supported Robert Campbell's explorations of the upper Liard, Pelly and Yukon Rivers.[4] The place and date of Adolphus's birth are obscure but 1820 should be biologically close. He was sent to school in England and when he was considered for enrolment with the HBC it was reported "that he had been brought up in the land surveying business." He was enrolled in 1839 as "surveyor and clerk" and assigned to the Columbia department under Dr. John McLoughlin. Adolphus accompanied James Douglas to Vancouver's Island in 1842, where he surveyed the site of what became Fort Victoria. The "Ground Plan", signed by him and dated 1842, is probably the first of its kind for what is now British Columbia. He left the service in 1853 and died at Fort Vancouver, Oregon Territory, September 1856.[5]

Another early member of the LS group, Capt. Walter Colquohoun Grant, FRGS, (1823-1862) was a graduate of Sandhurst Military College. He was also the first "settler" on Vancouver's Island, arriving in August 1849 with the appointment, "Surveyor to the Company." He selected acreage at Sooke and with eight "colonists" recruited in Britain, began improvements, including a small saw mill. He was described as a "fine big braw Scot, 26 years old, 6 ft. 2 in. tall, with an engaging personality, but precious little business sense." His surveying, secondary to other preoccupations, was casual, sporadic, spasmodic, inconclusive, in effect, abortive. Convivial interludes at "Bachelors' Hall" in Victoria had priority. Financial problems caused him to leave for Oregon in 1851 in search of gold. After visits to Victoria, he left the scene for good in 1853, serving in the Crimea and India, where he died in 1862. As surveyor, he was a poignant disappointment to Governor Douglas and the delay in surveys for the new colony created acute problems.[6]

The choice of Grant's successor was made with care, resulting in the appointment in 1851 of Joseph Despard Pemberton, CE, LS (1821-1893), as "Colonial Surveyor". A graduate of Trinity College, Dublin, he had participated in railroad engineering and had been professor of surveying at the Royal Agricultural College, Cirencister. His eminent record as Colonial Surveyor which included various public works led to his appointment by Royal Warrant as Surveyor General of the Colony in 1859 from which he retired in 1864. Thus, he initiated "a long line of worthy public servants." The position of Surveyor General "has always commanded the greatest respect....being filled by competent, intelligent and dedicated men." Pemberton made explorations of Vancouver Island, did various public works, and surveyed the townsite of Victoria. He was a member of the House of Assembly, 1856-1859, the Executive Council, 1863-1864, and the Legislative Council of the United Colony, 1867-1868. He founded the real estate firm, Pemberton & Son in 1887 which survives today as Pemberton, Holmes, Ltd. He is commemorated by several place names in British Columbia and street names in Victoria and North Vancouver. He married Teresa Jane Groutoff in 1864 and died in Victoria in 1893.[7]

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4 Clifford Wilson, Campbell of the Yukon, Toronto: Macmillan, 1970.

5 W.E. Ireland, "Pioneer Surveyors of Vancouver Island," BCLS, Annual Report, 1951, p. 47.

6 Ireland, "Pioneer Surveyors,"
G.P.V. and Helen Akrigg, British Columbia Chronicle, 1847-1871, Vancouver: Discovery Press, 1977.

7 Ireland, "Pioneer Surveyors" & Civil Service News Letter, Victoria, June 1965, p.3

Many of the pioneer surveyors, like Pemberton, participated in railroad engineering -- location, grades, bridges and tunnels. (See Table III) Stephenson's famous "Rocket" steam locomotive in 1829 activated the vigorous age of railroad building which teamed with gathering momentum through the rest of the century and later in Britain, America, and elsewhere. Henry Bell-Irving for example, served in the engineering Department of the London and NW Railway in the late 1860s and in the 1870s with C.W. Busk. Busk and Bell-Irving were ship mates in the Allan Line vessel, Polynesia, nick-named, "the Rolling Polly", sailing from Britain in March 1882. Bell-Irving went out from Montreal that year to join the CPR, "six weeks' walk from Winnipeg."[8]

T.S. Gore, born at Gore's Landing, Canada West in 1851 provides some highlights of early railway surveys in the American West in the following (abridged) account:

> In 1870 he left home to seek his fortune in the western USA. After a sedentary job at Osceola, Iowa, he joined a party surveying for the Chicago, Burlington & Quincy Ry. (where his brother William had preceded him by several years). They were locating a line from Lincoln, Nebraska to connect with the Western Pacific Ry. near Fort Kearney on the Platte River, at a time when the Sioux Indians were hostile. A government party sent out the year before failed to return -- ever. A search party found only charred remains of their wagons and instruments. Mr. Gore's party were therefore armed with Winchester repeating rifles which were always carried in the field. Gore, being the youngest and least experienced rear flagman, a lonely, unpopular but easy job, with lots of time to think, so he kept his rifle oiled and ready for the Indian raid which never materialized. One false alarm was a large herd of elk approaching through the prairie dust they were raising, mistaken for mounted Indians. All hands were signalled to muster at the wagon, instruments stowed, rifles and ammunition handed out. Then someone had the bright idea to set up a theodolite and train the telescope on the enemy, -- which revealed the novel animals as they passed a few hundred yards away. Another time, they had returned to camp after the day's work, and were alarmed to see a large mounted party approaching their camp. They were Oteos, about 600 of them, returning to their reserve from a buffalo hunt, and were friendly to the whites, but not so to the Sioux, so had to travel in force. They camped along the side of the surveyors and provided an interesting show. The braves arrived first on their buffalo ponies, clothed only in breech cloth and mocassins, -- fine-looking fellows. They dismounted, leaving their horses for the women and children to unpack and make camp, while the men enjoyed their smoke, one pipe among six braves. They were armed only with bows and arrows and rode without saddle or bit.[9]

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8 C.W. Busk, "Memoirs," Provincial Archives of British Columbia, E/E/B96.

9 BCLS, Annual Report, 1937, p. 59

There have been some entertaining accounts about the CPR location surveys after 1871, east and west of Winnipeg.[10] Much of the colour of this work in British Columbia had to do with seeking feasible routes through the mountain barriers.

The Pine Pass route in the Peace River district was found thanks to the plaintive call of the loon.[11] In 1877, Joseph Hunter, one of Sandford Fleming's CPR surveyors was sent to investigate the elusive Pine Pass reported, but not seen, by Horetzky in 1872 and sought abortively by A.R.C. Selwyn in 1875. Early in 1877 Hunter had been sent to demark the Alaska Boundary across the Stikine River to mitigate jurisdictional problems with traffic to and from the Dease watershed, the "Peter Martin Case" being one of the conflicts.[12] That job completed, Hunter reached Quesnelle in June, enroute to McLeod Lake where he hoped to learn how to approach the pass from the west. Earlier attempts had been from the east, up the Pine River. At McLeod, the only person who had knowledge of the pass was an old Indian woman, who sketched the route in the sand - down the Pack River to the Parsnip, up it to the Misinchinka then up the latter to the pass, in which lay a small lake.

Following these directions, Hunter reached the headwaters of the Misinchinka some fifty miles from its mouth. He found them cradled in a "cul de sac of high mountains on all sides" with no sign of a pass to the east. Returning downstream, somewhat dejected, he made camp for the night where the river swings sharply from flowing northwest to southwest. Smoking his pipe after supper in the long June twilight, cogitating on what best to do, he heard a loon call from a northerly direction, about two miles away up a small tributary. His association of the loon and the old lady's mention of a lake allowed Hunter to retire with the decision to investigate that possibility next morning. About two miles up the creek (Atunatche), its source proved to be the lake in the pass (Azouzetta), leading to the Pine River which they followed down to Fort St. John on the Peace, below Hudson's Hope.[13]

To the west, the first comprehensive exploratory survey and report of the North West Cassiar District, including Atlin Lake, was made in 1892 by a colourful French-Canadian surveyor, Narcisse Belleau Gauvreau (1855-1933). Gauvreau remarked on the gold activity on the Stikine (1962) and in the Dease watershed (1870s) but made no mention of it in the Atlin area. Then in 1897, Fritz Muellen and Kenny McLaren, prospectors from Juneau, discovered gold in the Atlin area. This gold attracted seekers bound for the Klondike in 1898 especially via the Stikine and Teslin route which saved them some 300 miles extra travel. Among those gold seekers were Guy Lawrence, a pioneer surveyor, and his father, who arived in Atlin in May 1900.[14]

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10 Charles Horetzky, Canada on the Pacific, Montreal: 1874; Walter Moberly, The Rocks and Rivers of British Columbia, London, 1885; C.A. Shaw, Tales of a Pioneer Surveyor, 1970; Pierre Berton, The National Dream, Toronto, 1970 and The Last Spike, Toronto, 1971; G.S. Andrews, "The Bell-Irving Land Surveyors in British Columbia, " B.C. Historical News, Vol. 12, no. 4 (summer 1979), pp. 11-16.

11 Gordon E. Bowes, comp. Peace River Chronicles, Vancouver, 1963.

12 Georgiana Ball, "The Peter Martin Case and the Provisional Settlement of the Stikine Boundary," BC Studies, no. 10 (Summer 1971), pp. 35-55.

Guy Lawrence tells an amusing example of the esteem enjoyed by pioneer surveyors. J.H. Brownlee, CE, DLS, LS, had come to British Columbia from Manitoba about 1887. In 1899, the provincial government employed him to survey the townsite at Atlin where he was prominent in other surveys and mining. He was also a reputed poker player. Lawrence relates that Taku Jack, chief of the Taku tribe at Atlin was a giant of a man and well liked by the whites. After several daughters, his wife finally presented him with a male heir which caused rejoicing in the tribe. Jack decided to do things up right, and approached the Anglican priest about having the boy christened. A Saturday was arranged. Punctually he, with wife and papoose, accompanied by numerous relatives arrived at the church, all in their best clothes and heavily pomaded with bear's grease. The Rev. F.L. Stephenson led them to the font and asked what name they had chosen. In stentorian tones, Taku Jack announced, "We call 'im Jesus Christ." Greatly shocked, Stephenson told him this would be a sacrilege, and to think of some other name. Retiring outside, the natives held a long conflab, finally returning to the font when Jack said, "We call 'im J.H. Brownlee" and "J.H. Brownlee" the child was christened. Evidently Taku Jack considered that after Jesus Christ, Brownlee was "No. 1."

The career of the late Frank C. Swannell, PLS, DLS (1880-1969) bridged the transition from the utter primitive before World War I to incipient sophistication at the outbreak of World War II. He was a keen photographer and a meticulous diarist. Thanks largely to his surviving family, his negatives and diaries are now safe in the Provincial Archives. From this material, a comprehensive exhibit was displayed in the Archives in 1978 and in the Provincial Museum in 1979. It is currently "on the road" and the opportunity to see it is recommended.

Swannell once remarked that the first mechanical aid to wilderness travel was the outboard motor, just prior to World War I. It mitigated arduous rowing, paddling, poling and lining of river craft, both up and down stream. In the late 1920's the optical-reading theodolite made its first appearance in B.C. Compact, stream-lined and reading directly to 1 second of arc, it weighed less than half of the previous type, which read only to fractions of minutes by hard-to-read verniers. The 1930's witnessed the advent of bush flying with pontoons, giving quick access to countless lakes in strategic locations, otherwise inaccessible. About the same time, radio communication appeared to co-ordinate field operations and broaden the scope and effect of weather reports. Finally, by the late 1930s, the all-seeing eye of air survey photography had become a practical requirement in field and office. In retirement, Swannell lived to witness the electronic break-through in distance measurement and office computations.

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13 In July, 1924, the author with two companions, six horses and two dogs, packed through the Pine Pass westbound from Kelly Lake (south of Pouce Coupe) to McLeod Lake, Fort St. James and Vanderhoof. At that time, the only exceptions to pristine wilderness through the pass were occasional trappers' shelters and their intermittent trails. Today, the pass accommodates a highway, a railroad, two pipelines, the B.C. Hydro grid, and a micro-wave system.

14 Guy Lawrence, 40 Years on the Yukon Telegraph, 1965.

When in the mood, and in rapport with his audience, Swannell was an entertaining raconteur with a lively sense of humour. He and the late George V. Copley were lifelong friends. They courted two girl chums in Victoria. After a double wedding early in 1904 and ensuing honeymoons, the summer field season arrived all too soon. The brides were left for long months 'incommunicado'. Mid-season, while occupying a wilderness station, an Indian chanced to pass, heading for a remote post office. Seizing opportunity by the forelock, they tore a blank sheet from the field-book, George writing to Mabel on one side and Frank to Ada on the other. Contriving postage, envelope and address, the letter was entrusted to the Indian and was eventually posted. Months later on their return from the field, their welcome was tempered with poignant protest that had they torn the sheet in half, using both sides separately, each bride could have treasured her own 'billet doux' from her sweetie.

On a later occasion, Swannell and Copley were organizing the field party at Fort St. James for take-off 'into the blue yonder' for long months. Copley, having a vivid imagination and a facile hand, spent a couple of hours writing a series of letters to Mabel, post-dated two weeks apart, sealed them in separate numbered envelopes and instructed the postmaster to mail them at intervals accordingly. The latter, with other preoccupations of the trading post, forgot, and dumped all of George's letters in the bag to go out next mail. Poor George had some very imaginative explaining to do when at the season's end, he returned to Mabel.

In October 1914, the same colleagues were returning from a season in the upper Finlay river. Coming downstream, on rounding a bend, they noticed an old pair of 'long johns' suspended from a pole stuck in the river bank. Realizing it had significance, they landed to find tacked on a large spruce tree, the front page of a newspaper dated 4 August 1914 with the headlines "BRITAIN DECLARES WAR ON GERMANY". The war had been in progress more than two months without their knowledge.

In his remote surveys, Swannell had a reputation for always being able to produce a tot of rum to forestall fatal effects of hypothermia on members of his crew. His secret was, that as the original contents of the bottle diminished, he would 'top up' with fresh water, and firmly replace the cork. Once, when his intrepid packer, Jo (Skook) Davidson arrived in camp, after a long hard trek, on downing Frank's life saving potion, Skook remarked "Gosh Chief, that rum sure has a wonderful flavor of cold spring water!" Near the season's end, a 'junior' on the party had ordered a bottle to sparingly allay the rigours of approaching winter. On Skook's return with supplies, the lad was delighted and surprised to receive his consignment intact, seal unbroken. In a grateful impulse, he offered the bottle to Skook, saying he deserved the first taste. Whereupon the old packer removed the cork, tossed it in the river, and downed a copious draught, saying in response to the lad's look of dismay, "What do we want the cork for?"

In general, as already remarked, the early surveyors were cultured, well educated gentlemen. Their choice of a career in the primitive, arduous and often hazardous environment bespoke courage, stamina, love of adventure with an appreciation of the beauties of Nature and the comeradeship of simple but worthy and colorful companions, including the aborigines. Several, like W.G. Pinder, T.S. Gore, H.O. Bell-Irving and E.C.W. Lamarque displayed artistic sensitivity and skill in their sketches, many in colour. Many were accomplished linguists. Those working on the B.C. Coast were, by necessity, conversant in Chinook, the trade jargon of the natives. Their well-written official reports and other literary legacies make informative and entertaining reading.

Henry Hughes Browne, C.E., P.L.S., (1862-1932) was a prolific writer. His auto-biography[15] is a classic in humour and interest. In 1883, after ubiquitous surveys in the old N.W. Territories, he was with a party running north on the 120th Meridian, the Boundary between Alberta and British Columbia, in the Peace River region. He remarked on the climate etc. on the left of the line being conspicuously preferable to what was on the right (the Alberta) side. At school he had learned in Euclid that parallel lines met at Infinity, but in some of the early quarter sections on the prairies, the north and south boundaries, theoretically parallel, seemed to meet "a couple of miles out". Browne and Frank Swannell were friends. In 1929, Frank visited Harry in Port Alberni, who presented Frank with a Nootkan hat for "his Mrs." in Victoria. The gift was accompanied by the following poem written partly in Chinook:

"Frank dedicates an Easter bonnet to his Wife:
1789-1929

*

When Wekininnish[a] went to war
Against his ancient foe Maquinna[b],
The braves assembled near and far,
The Klootchman[c], sollex[d], koolie[e], kimta[f].

When the great Ulysses sailed for Troy
He gave his wife a stint of weaving.
She undertook the job with joy
To celebrate the old man's leaving.

The Siawash[g] Tyee[h], like the Greek,
Had set his wife to weave a bonnet,
And she obeyed, being dumb and meek,
And spent a year or so upon it.

So interwoven in the woof
Of this old Clayoquot icta[i],
You see once more the tragic proof,
Wives must obey their husbands' dicta.

H.H. Browne.

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15 H.H. Browne, "Autobiography," B.C.L.S., Annual Report, 1930.

Notes:
a Clayoquot Chief, vicinity Long Beach, Vancouver Island
b Clayoquot Chief, vicinity Nootka, Vancouver Island
c Woman (women)
d Unhappy, angry
e close
f behind
g Indian
h Chief
i thing, object

Browne was not the only surveyor poet. James Herrick McGregor, PLS (1869-1915), well known throughout British Columbia before being killed in World War I, wrote on a wide variety of topics in prose and poetry, for local dailies and other journals. About 1913, he assembled these in one cover, "The Wisdom of Waloopi" for private circulation.[16]

Many surveyors were also artists. A good illustration is the manuscript journal of the Bedaux Expedition, 1934, and the large route plan, adorned with numerous sketches by E.C.W. Lamarque, DLS, BCLS (1879-1970). His delineations of wilderness scenes, weather phenomena, his companions -- aminal and human, by word and line are delightful and should merit publication with minimal editing.[17]

Time and space have allowed only a synoptic treatment of the subject. We have emphasized the close-knit character of a uniquely small profession and touched on its evolution in legal status. The role of the early primary surveys on sea and land, especially railroad location have been emphasized. The evolution from the unmechanized primitive to modern technology has been remarked. Capsule examples from individuals have been selected to show their color, reality and humour as well as their cultural and literary attainments. For my "Finis" it seems fitting to return to our old humourist, H.H. Browne by quoting his own epitaph, found among his papers:

Beneath this Cairn and Witness Post
A Land Surveyor's bones are laid:
The Bearing Trees inform his ghost
When hubs from Azimuth have strayed.

Along the front, where moved his tent,
Departure grew with Latitude,
But still he never saved a cent:
His recompense on high he views.

He seldom grumbled at his lot
(Surveyors are not built that way),
But made the best of what he got
And called the fraction "Parcel A."

Methinks I hear this message short
As from Polaris he looks down,
"Sir, I've the honour to report, "
Your most obedient servant -

Browne

16 J.H. McGregor, The Wisdom of Waloopi, [1913].

Lt. Col. Andrews, who contributed the article on the Bell-Irving land surveyors in our Summer 1979 issue, read this paper to the Vancouver Historical Society, November 28, 1979.

17 E.C.W. Lamarque, "Travels & Explorations in Northern B.C. - 1934," (for the Bedaux Expedition), manuscript in Rocky Mountain Archives, Banff, Alberta (with plan).

TABLE I

1891	1910	1914	1918	1921	1943	1955	1965	1970	1979
83	130	260	130	215	105	155	191	199	281

TABLE II

Names:	(1)	(2)	(3)	Born	Dec.	(4)	(5)
LEWES, Adolphus Lee			C	1820	1856	?36	a, 51
+*PEMBERTON, Joseph Despard	CE		I	1821	1893	72	a, 51
GRANT, Walter Colquhoun			S	1823	1862	39	b, 51
#+ TRUTCH, Joseph William (Sir)	CE		E	1926	1904	78	c
*RALPH, William			?	1830	1905	75	57
+ PEARSE, Benjamin William	CE		E	1832	1902	70	a
MOBERLY, Walter	CE		E	1832	1915	83	a
# DEWDNEY, Edgar (Hon.)	CE		E	1835	1916	81	a
*TURNER, George (RE)			E	1836	1919	83	28
*MOHUN, Edward	CE		E	1838	1912	74	a
*GREEN, Ashdown Henry	CE		E	1840	1927	87	28
+*FARWELL, Arthur Stanhope	CE		E	1841	1908	67	a
+ GORE, William Sinclair	CE,	DLS	C	1842	1919	77	a
*HUNTER, Joseph	CE		S	1842	1935	93	36
*PELLY, Richard Stuart			E	1846	1928	82	28
*HARGREAVES, George			?	?1847	1910	?63	a
*PATRICK, Allan Poyntz, DTS		DLS	C	1849	1948	99	d1
*AYLMER, Frederick W. (Hon.)	CE		C	1850	1920	70	a
+*McKAY, Eric Barclay	CE		S	1850	1922	72	a
*PINDER, William George	CE		E	1850	1936	86	37

TABLE II (cont'd.)

Names	(1)	(2)	(3)	Born	Dec.	(4)	(5)
*GORE, Thomas Sinclair	CE	DLS	C	1851	1937	86	37
+*KAINS, Tom	CE	DLS	C	1851	1901	50	71
*HARRIS, Dennis Reginald	CE		E	1851	1932	81	33
*HEYLAND, Alfred Rowley			I	1852	1919	67	71
COTTON, Arthur Frederick	CE	DLS	C	1852	1925	73	29
*BUSK, Charles Westley	CE		E	1852	1934	82	35
*GRAY, John Hamilton	CE		C	1852	1941	89	42
HAMILTON, Lauchlan Alex		DLS	C	1852	1941	89	d2
CUMMINS, Arthur Patrick	CE		I	1853	1936	83	37
*KIRK, John Albert		DLS	C	1854	1930	76	31
*BURNYEAT, John Purvis	CE		C	1855	1923	68	a
*GAUVREAU, Narcisse Belleau	CE		C	1855	1933	78	34
*BELL-IRVING, Henry Ogle	CE		S	1856	1931	75	79
*BROWNLEE, James Harrison	CE	DLS	C	1856	1934	78	35
*SMITH, George Arbuthnot			S	1858	1934	76	35
*LEE, Robert Henry	CE		U	1859	1935	76	36
WHEELER, Arthur Oliver		DLS	I	1860	1945	85	d3
*PRIEST, Elijah			?	1861	1946	85	47
*HERMON, Ernest Bolton	CE	DLS	C	1863	1937	74	38
*DEVEREUX, Francis Algernon	CE		C	1867	1960	93	56
Totals: 40 Land surveyors	26	10	Mean:	1847	1923	76	

Columns:
(1) Civil Engineer
(2) Dominion Land Surveyor
(3) Country of birth: C=Canada 15
E=England 12
I=Ireland 4
S=Scotland 5
U=U.S.A. 1
(4) Life span, years ?= 3
(5) Source of biography or obituary:
a = Provincial Archives of British Columbia
b = Akrigg, British Columbia Chronicle 1847-1871, 1977.
c = Andrews, Sir Joseph William Trutch", 1972.
d1 = The Canadian Surveyor, Vol. 9, No. 11, January 1949.
d2 = The Canadian Surveyor, Vol. 7, No. 4, April 1941.
d3 = The Canadian Surveyor, Vol. 8, No. 8, April 1945.
57, 28, 36, etc. = Annual Reports of the BCLS Corporation for the years 1957, 1928, 1936, etc. respectively

* authorization as Land Surveyor notified in the British Columbia Gazette, 18 December 1890 and 5 January 1891 by W.S. Gore, Surveyor General.

+ Surveyors General of British Columbia and/or Vancouver Island.

Lieutenant Governors of British Columbia.

TABLE III

J.W. Trutch: Great Northern, Liverpool & Edinburgh; Great Western, 1843-49.

J.D. Pemberton: various in Britain, c1843-48.

W. Moberly: Ontario, Simcoe & Huron, c1855; CPR Location (B.C.) 1871-74.

E. Mohun: CPR location (B.C.), 1871-72.

A.H. Green: CPR location (B.C.), 1871-80.

A.S. Farwell: CPR location (B.C.) and construction, 1880-c83.

W.S. Gore: Chicago, Burlington & Quincy (U.S.A.), 1864 et seq.

J. Hunter: CPR Location (B.C.) and E & N, 1872-79.

George Hargreaves: CPR location (B.C.), 1872.

A.P. Patrick: CPR location (North of Great Lakes) c 1870.

F.W. Aylmer: CPR (B.C.), 1881 et seq.

W.G. Pinder: CPR location (B.C), 1871 et seq; E&N, c1880's.

T.S. Gore: Chicago, Burlington & Quincy, c1869; Credit Valley (Ontario), c1870; Nelson & Fort Sheppard (B.C.), c1900-10.

Tom Kains: various in Ontario, before 1880.

D.R. Harris: Canada Central, 1868-70; CPR location (Ontario), 1870-72; (B.C.), 1872-78.

A.F. Cotton: Crand Trunk Pacific (B.C.), 1903-04; National Transcontinental (Ontario), 1905.

C.W. Busk: London, Northern & Western, 1868 et seq.; CPR (Ontario), 1882; Ontario & Quebed, 1882-83; E & N (B.C.), c1883-85.

J.H. Gray: CPR & others (Ontario), 1871-73; CPR (B.C.), 1874-84; E & N, 1884-87; Shuswap and Okanagan, 1889-94; Kaslo & Slocan, 1894-1903.

L.A. Hamilton: CPR (B.C.), c1880's.

A.P. Cummins: India State Railways, c1874-77.

N.B. Gauvreau: CPR (Ontario), 1874-76, 79-80; Quebec, Montreal, Ottawa & Occidental, 1876-8; CPR (B.C.), & Crowsnest, 1880-5, 97-99; CNR, 1899-1905.

H.O. Bell-Irving: London Northern & Western, c1867 et seq; CPR location (B.C.) 1882-5.

J.H. Brownlee: CPR prior to 1880.

G.A. Smith: Milwauki, Lakeshore & Western, c1885; CPR (Manitoba, c1886; CPR and CNR (Vancouver Island), c1910.

R.H. Lee: Union Pacific (Colorado), c1875-84; Nicola & Similkameen, c1885-c98.

E.B. Herman: CPR (B.C.), after 1886; Vancouver, Westminster, Northern and Yukon, c1901.

F.A. Devereux: E & N, British Pacific, Kaslo & Slocan, 1885, c 1895.

FLYING REMINISCENCES, 1909-1959

Perhaps it wasn't exactly powered flight: it was a fire-powered balloon... a little over fifty years ago in Victoria, at the Willows Track. An open fire under an open-mouthed balloon kept hot air rising into the envelope, which developed lift to carry aloft a brave aerobat, who sat on a bar below the fire-pot.

Then, in 1910, came Chas. K. Hamilton to Minoru Park. And a very fine show he put on, with a Curtiss type biplane, with interplane ailerons and a triangular undercarriage. He performed what was called a "vol plane", which was in fact a glide, with the motor shut down. More than once he did minor damage when landing. But he also raced a Ford car around the track: outpacing it, and playfully dipping down at the driver and he made a sterling cross-country to Westminster and back. My friend John McCurdy tells me Hamilton had been with the Bell-McCurdy team as a mechanic. Some of the design of the Curtiss may well have been developed in Canada at the Silver Dart camp.

Hendon aerodrome outside London, England, and Johannisthal outside Berlin were as busy as any of the world's pre-1914 airfields, and at Johannisthal one summer day in 1913 I saw a lot of flying, of the beautiful 'Taube' types: bird-like curved wing monoplanes. One, somewhat sleeker, and straight-edged, came apart in the air: my first sight of a fatal crash. Many years afterwards my friend Tony Fokker told me he had pleaded with that young man. "It will break...you will kill yourself...wait, please, until the engineers shall look at it." But his advice was not taken.

At Hendon I was a frequent schoolboy spectator. Grahame-White with his 'Boxkite': Turner, Hamel, Chevillard, Verrier, Pegoud. With Deperdussin, Bleriot, Caudron, Farman, and Breguet aircraft: it was quite a busy field.

In 1914 my brother Malcolm (Mickey) was working with a survey crew in northern B.C. When war broke out he went straight to England. Before the end of the year he had talked himself into a commission in the R.F.C., and was learning to fly at the Brooklands auto track. He went to France with No. 1 Squadron. I believe he was the first civilian Canadian to get into the R.F.C.: the first to get to the war: and the first to be decorated with the D.S.O. Later he was with the R.F.C. (Can.) at Camp Borden and Deseronto. He and "Art" Tylee were great friends.

I had meanwhile come from Canada as a motorcyclist in the 16th Battalion, but by the spring of 1915 I was a subaltern in the Gordon Highlanders, in the front line, temporarily attached to the 2nd Battalion, Queen's Own Cameron Highlanders.

The morning sky was frequently dotted with minute white shell-burst: the apparently still smaller aircraft invariably leading the shell-burst line. No good looking for it except ahead of the last burst. Almost solemnly the bursts would follow the aircraft around the loop of its reconnaissance: perhaps to Lille-Roubaix-Tournai: perhaps to Douai-Mons-Maubeuge.

One noon-day I was standing in my shirt in the breast-works at Chapelle d'Armentieres; I had taken off my kilt, laid it on the parados, and was carefully going through the seams with a lighted match, popping off the minor denizens at the top of each pleat. There developed that type of a stir which bespeaks what is now known as top brass. The coterie passed me in a swish of narrow passage and murmured conversation. Later information indicated the distinguished visitor was The Mackintosh. In Scotland, in his particular hierarchy, ranking with the reigning monarch. During the passing of such an auspicious visitor I was studiously unobserved.

Some days later, back in billets, came an Army Order: Officers prepared to volunteer for duty with the Royal Flying Corps were to be permitted to make application, through the usual channels. My Company Commander sent for me: "Bell-Irving? You're a Gordon? You're the officer was in his shirt-tails when th'Mackintosh came...verra reprehensible...well, th' Commanding Officer says since you're not one of us, you may volunteer for this Flying Corps, if you're so minded. He'll not let a Cameron go..."

Weeks passed: I was back with my own Regiment, at the Bluff, at Ypres, breathing the sour air of a muddied battle ground, covering up the bodies of Frenchmen who had fallen there six months before, and whom we exposed sometimes in our efforts to get a protective depth to our wretched trench.

Back at billets: a party: my twenty-first birthday: "And goodbye to you, laddie: off to join the suicide club...an'a guid guidbye to ye..."

Off in the rain to Cassel: twenty miles on an army horse: thence by train to St. Omer, where to celebrate the occasion the Germans put on a bomb-raid, in the early hours of the morning, whilst I was asleep in the train at the railway yard.

Next at the H.Q., R.F.C.: Colonel Festing was a gracious but preoccupied examining officer. I went through a thoroughly British examination: more concerned with my motivation than any obscure medical matters. When a tray of coloured wool was produced I suggested: "If you're in a hurry, Sir, we don't need that..." Modestly I turned to him: "You see I'm something of an artist, in an amateur way." Col. Festing was more interested in R.F.C. reinforcements, and my colour-blindness went undetected.

In No. 7 Squadron I found myself in the somewhat bared magnificence of a large chateau, in a wood near the aerodrome. Later in the air in a Voisin three-wheeled biplane, which must have been one of the largest aircraft of those days, Barry Moore, the pilot, cursed it violently. He said that at one point he had quite lost control. I had not been aware of it. I learned, though, that a kilt was an unsuitable garment for flying: I soon switched to tartan breeches..normally a prerogative of field officers.

RE5s and BE2Cs were the other types in the Squadron: reconnaissance was our job. At times such missions as message-dropping to spies behind the lines were an added interest: it was difficult to locate a man in strange country, perhaps a hundred miles to the Eastward, with no form of communication and the rendezvous only approachable in daylight and (insofar as the aircraft was concerned) undisguised.

We carried little in the way of protective or offensive weapons in those days, and in this the Germans were ahead of us. After a couple of quite serious engagements had followed a lot less deadly, I was allowed to wear the badge of a qualified Observer. This was soon followed, in November 1915, after an encounter with Immelmann in his famous Fokker, by the luxury of a London hospital: Lady Ridley's residence, turned into a hospital for officers: fronting on the Mall, by the Waverley Steps.

Then to fast single-seaters, as a pilot, after training on French aircraft at Farnborough and Upavon: Maurice and Henry Farman biplanes, then Morane-Saulnier and Nieuport types; single seaters powered with rotary motors: fast for those days, yet making less than three figures in MPH at operational height. Called Scouts, they were light and sensitive, and coupled the fixed machine gun to the controls, so that the pilot was in a sense a flying machine gun, and to survive he had to be accurate with both the controls and the trigger.

There was a lot of air fighting over the Somme in 1916. Practically a fight or two every sortie. We were always over enemy occupied territory. Although the German aircraft performed better than ours, still morale was high: we were trying to catch up to Albert Ball, first of the British stars, and McCudden, who was almost daily adding to his score. I once met McCudden at St. Omer. He had just returned from leave in England. "Eight years ago, Bleriot was the first man to fly the Channel," he said, "eight minutes ago I was the last."

We had some trouble with aircraft. They were not performing well. The Germans seem to have made the only good magnetos in those days, and the rotary motor was very sensitive. So with our unserviceability we were not always there "with the mostest". Finally, three Mieuports escorted thirty bombers (BE2Cs and FE2Bs), and we were set upon by half the Luftwaffe, led by the newcomer Richtofen. We three did what we could to get our men out and home, but we were all shot down before long. Two of us survived: Norman Brearley, an Australian, crawled his painful way out, shellhole to shellhole, with a bullet through both his lungs. I was blackened and singed by fire, and had a hole through my legs, and I was lifted gently to a stretcher by bearers who were proud to have been up when their infantry unit had captured that tiny salient that morning.

When wounded a year before I had been unconscious until safely tucked up in a hospital bed: this time I saw all the various stages and steps: the waits and the waggons, the shell-shocked men: muddied, muddled, staff and orderlies: pathetic flotsam cluttering up war's beach-head. Back to a point where motor ambulances could be used, from the advanced dressing station: to the Casualty Clearing Station, where the Padre, who came from my father's village in Dumfriesshire, sent wires for me, and was kind to the boy who did not live through that dark night.

Again to Lady Ridley's Hospital, where by brother Mickey was ahead of me, getting attention from the prettiest nurses, and where my sister Isabel was working by now, as a VAD.

Thence to serve as Chief Flying Instructor to that great Irishman, Bob Smith-Barry, back from command of our 60 Squadon in France, with a brief from Headquarters to improve the standard of flying by the introduction of his own dynamic system of flying training. How we did fly! Now we really did get to know the whys and wherefores. With me on this staff was another Vancouver boy: J. Scott-Williams: he flew like an angel, and raised hilarious hell wherever he went. After the war he discovered, by air, some of the attractions of that part of Northern B.C. which now is being talked of in terms of hydro-electric power.

In August 1917 I crashed badly, while test flying an experimental combination of airframe and motor. Six months later Smith-Barry came to London and charmed medical officers and medical board officials into releasing me: back to Gosport where we had our School of Special Flying. I was promoted to the rank of Major, to command.

I did not fly in Canada, after the war, until 1928, when A.H. (Hal.) Wilson, Ernie Eve, and Nick Carter, in Victoria, were already doing what I then set out to do in Vancouver. But my basic plan was slightly different: it was aimed specifically at the establishment of an air component of the Militia in Canada. A non-permanent Air Force. This idea was not well received, even by members of the permanent force, who were having a desperately tough time getting any money from the Federal Treasury, and who realised that funds required for non-permanent air activities would have to be met from their vote. So we followed the English plan, and obtained a small Government subsidy, with which we kept trained pilots flying in light aeroplanes, and trained replacements 'ab initio'.

These activities were popular, and blossomed into three separate and useful branches, each extolling (for political reasons) their peaceful intent: Flying Clubs, Auxiliary Squadrons of the RCAF, and Air Cadets. Each had a direct or indirect connection with Air Force authority; each played an important part in Canada's Second War effort. In 1939, when war broke out, the Auxiliary Squadron at once became merged or identified with permanent formations. Shortly afterward the Clubs became the Elementary Flying Training Schools, and the most junior, the Air Cadet units, spread like wild fire across the country, under the new national formation: the Air Cadet League: and they have provided a large fraction of RCAF personnel ever since.

Two permanent force officers of the RCAF, who served as pre-war adjutants of the Vancouver non-permanent Squadron, come to my mind. One is Air Marshal Hugh Campbell, who became Chief of Air Staff, the other is Group Captain (now Squadrom Leader) E.A. McCowan (Ret'd).

The Joint Air Training Plan began in 1940: the September opening of #4 SFTS at Saskatoon was only a little ahead of winter, and intense cold prior to completion of station heating arrangements developed the "Pipe Dream", where each hangar office had its makeshift chimney: no two seemed alike. Warming up Anson and Harvard motors was a problem we soon overcame, and the clear cold weather was quite suprisingly suitable for flying training. A smartly uniformed corps of local civilian stenographers, employed at the Station, preceded by some months the official establishment of the RCAF (WD). I am sorry no photographic record of this beauty chorus exists today.

From Saskatoon to #1 Training Command, Toronto, in August '41, under a darkish cloud, perhaps developed by my impatience. There, my friend 'Ferdy' Marani soothed me with the vintage and peace of old Ontario history. Thence to command #1 B&C School at Jarvis, where we had a fine Station, though I recall with sadness there were more fatal air collisions than I remember anywhere in my experience. But the School was well regarded, for in September I received a very kind letter from the CAS, and in October my old friend Frank McGill (already AVM) wrote: "I think we're going to have some good news for you shortly." A few days later I was posted to RCAF Station, Trenton, to command. I took over from Ralph McBurney, and with a capable staff and the help of Station Warrant Officer John Silver I did what I could to uphold the prestige of that great Station. My wife was with me, and we made many good friends. Here I flew a Hurricane (my most modern warlike type) and took it one day to 35,200 ft. Nobody at Trenton had been that high before, and I think the airmen were amused that the 'Old Man' should do it.

Came "V.E." Day: Ottawa was afraid of premature announcements; but I arranged a special Station assembly parade. Instead of the usual marching off: "You may go, now." The troops broke of in all directions, and a very gay break-off it was, lasting far into the night.

I brought home from Trenton the little Fleet Finch seaplane: it was afterwards known as "B.Q.B." Over the ten years after the war we both grew old together. I was never quite sure whether my aging technique or B.Q.B.'s aging performance would write finis to my flying. Finally a combination of the two ended under a bridge at New Westminster. With a couple of cracked ribs I did not have the strength to climb aboard a tugboat. B.Q.B. was reduced to scrap slavage on a nearby sandbar.

Desmond Murphy of the D. of T. was much relieved, not to have to ground us both, for decrepitude.

Alan Duncan Bell-Irving, a Vancouver lawyer, prepared these reminiscences in 1959.

NOTE

Mr. Gordon Bell-Irving who supplied us with his father's "Flying Reminiscences" published in this issue of the News pointed out a slight inaccuracy in G.S. Andrews' article "The Bell-Irving Land Surveyors in British Columbia" published in Volume 12, No. 4. On page 13, footnote 2, Alan Duncan Harry should read Alan Duncan Bell-Irving, there being no Harry in that generation of the family.

OLD TRAILS AND ROUTES IN BRITISH COLUMBIA BY R.C. HARRIS

TRAILS NEAR AKAMINA ASTRONOMICAL STATION AND CAMP Southeastern British Columbia.

There are two historic trails over the Rocky Mountains in the extreme southeast of B.C. that deserve to be better known and used: the South Kootenay and the Akamina.

The South Kootenay Pass was the first route reported in the district. It was the traditional Indian way between the Tobacco Plains, (straddling the 49th parallel where the Kootenay River leaves B.C.) and the Buffalo Plains (of southwest Alberta). Lt. T. Blakiston, R.A., detached from the Palliser expedition, named it the Boundary Pass[1] when he crossed in 1858; he was not aware of any alternative between it and the border.

Owing to its destination, the name Kootenay, Kutanie or Kootenai was liberally applied at the eastern end of the trail when Europeans arrived, particularly to Waterton Lakes and Blakiston Brook, and by association, to John George (Kootenai) Brown, one of the original settlers, and eventually the first park warden.

The south Kootenay trail[2] was shorter than the Akamina route described next, and most of the way it ran over better ground. A finger of prairie reaches a long way up Blakiston Brook on the Alberta side. There are still patches of meadow, after the prairie ends. However, the crossing of the divide is steeper, rockier, and 1000 feet higher than the Akamina; the saddle is "merely a low point on the skyline." It was never considered for a road or a railway.

In contrast, Akamina pass is a mile wide, and so flat that the interprovincial boundary, nominally on the divide, had to be defined as a series of straight lines between monuments.[3] The name is Indian; George Givvs of the U.S. North West Boundary Survey, 1857-61, collected and published Indian names along the border.[4] He reports "Kam-i-na" to mean watershed.

The discovery of gold in B.C. in 1858 forced the decision to mark B.C.'s southern boundary, in accordance with the Oregon Treaty of 1846. U.S. and British Coundary Commissions were set up, operating independently at most places, but jointly at such important points as the ends of the line, monuments 1 and 161.

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1 "The Kootanie and Boundary Passes of the Rocky Mountains," Explored in 1858 by Lieutenant Blakiston.

2 Reconnaissance Map of a Portion of the Rocky Mountains, 1886.

3 B.C. - Alberta Boundary Commission: Maps 1, 2, 3.

4 Report on U.S. Northwest Boundary Survey of 1857-61. U.S. Geological Survey, Bulletin #174.

The Akamina route was opened by the joint Boundary Commission in 1861, as they worked east along the 49th parallel, from the Gulf of Georgia to the summit of the Rocky mountains, surveying and monumenting as they thought necessary. To reach the east end of their line, they diverged from the South Kootenay trail at the mouth of Akamina Brook, about 10 miles west of the divide.[5] They cut a trail through heavy fallen timber, along the north bank of the Akamina travelling southeasterly to its source in Forum Lake, a great cirque just north of the border, and a little west of the continental divide. Forum Lake discharges underground for the first quarter mile. Here, in a small meadow, the Commission set up their astronomical station and camp, and determined their latitude and longitude from the stars. With this information, they computed their distance (5254.8 feet) north of the 49th parallel.

From camp, they traversed east on to the divide, and built a trail south, high above Cameron Lake, until they had gone the required distance. Here, on the divide, they set a "pile of stones", monument 161, in an almost inaccessible grassy saddle. The U.S. and British determinations of the 49th parallel in this saddle were 38 feet apart. They split the difference. Later surveys showed monument 161 to be about 400 yards south of the 49th parallel, but it was not corrected, in fact it was augmented by an "iron pillar".

Owing to the American Civil War, the copious U.S. and British reports and maps of this survey were never properly published. However, enough information was resurrected to help the three subsequent boundary surveys, which all made use of monument 161 and of the same trails for access.

The next boundary survey, 1872 to 1876, came westwards along the 49th parallel, over the prairies from the Lake of the Woods to the summit of the Rickies.[6] From 1901 to 1907 the southern boundary of British Columbia was completely resurveyed. Finally, the British Columbia - Alberta boundary was laid out and marked along the great divide from 1914 to 1923. Dr. G.M. Dawson of the Geological Survey of Canada was geologist on the survey west from the Lake of the Woods. His orders took him as far west as the mouth of Akamina Creek. He reported some difficulty in finding monument 161 (which became no. 382 of his survey):

> "Monument 161 stands in a saddle-shaped depression of the watershed ridge, walled in on two sides [north & south] by high, rocky peaks, while the other two are bounded by an almost precipitous descent.... Far down, on the east side is [Cameron Lake]"

The 49th parallel was an astronomical boundary, a continuous curve disregarding topographic restraints, making no concessions for mountains or cliffs, swamps or glaciers. With an eye to economy, the original 1857-61 survey from the Gulf of Georgia slashed the border and placed monument, only intermittently. In all, but half of the B.C. boundary was defined, mainly in the valleys and on the ridges, where it was deemed that people would settle or travel.

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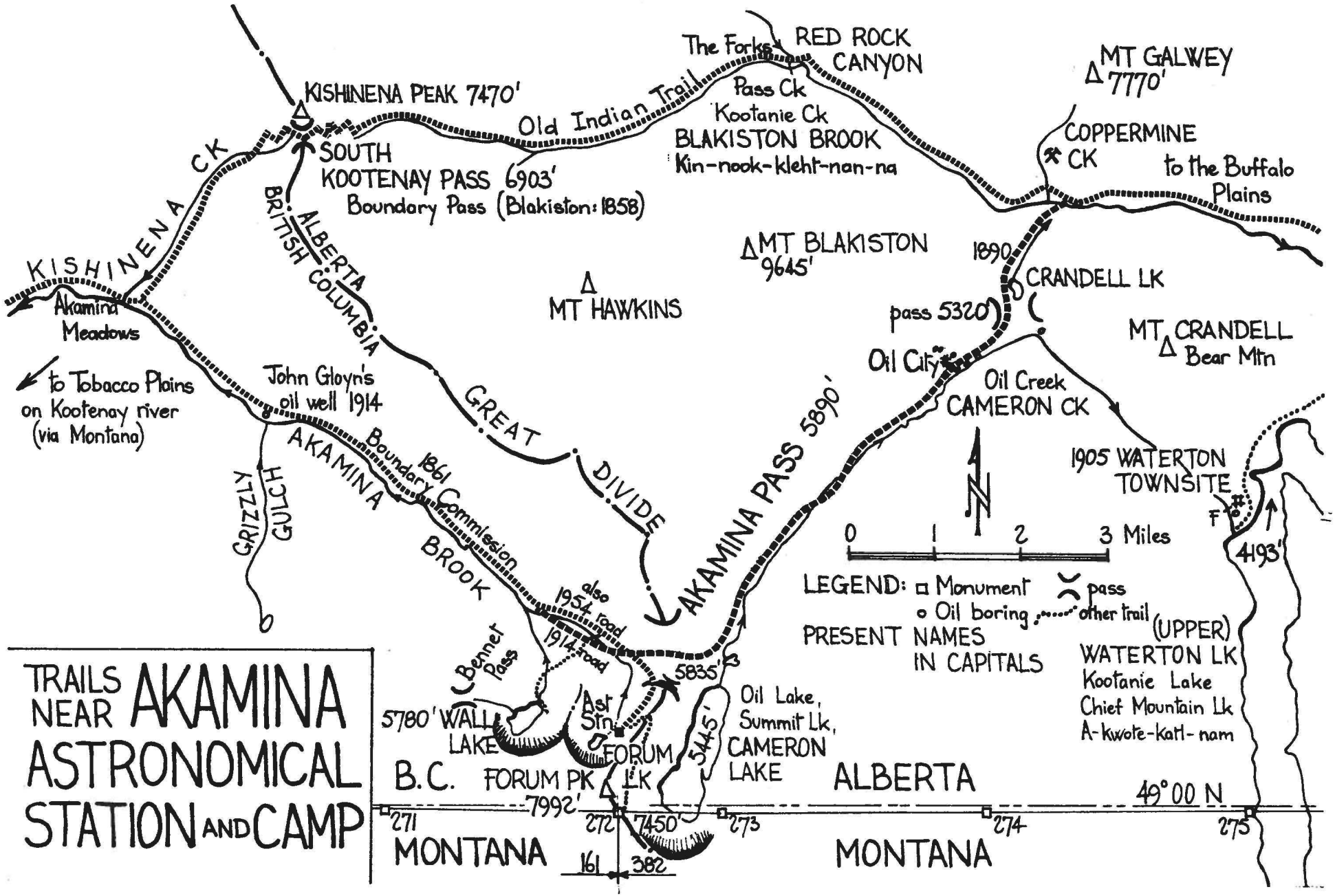
5 "Map of Waterton Lakes Park, Alberta", from photographic surveys by Bridgeland and Wheeler, January 1918.

6 U.S. Northern Boundary Commission 1872-76. G.M. Dawson, Geological Survey of Canada, AR VI, 1885.


TRAILS NEAR AKAMINA ASTRONOMICAL STATION AND CAMP
KISHINENA PEAK 7470'
Old Indian Trail
The Forks
RED ROCK CANYON
MT GALWEY 7770'
Pass Ck
Kootanie Ck
BLAKISTON BROOK
Kin-nook-kleht-nan-na
COPPERMINE CK
to the Buffalo Plains
SOUTH KOOTENAY PASS 6903'
Boundary Pass (Blakiston: 1858)
KISHINENA CK
BRITISH COLUMBIA
ALBERTA
MT BLAKISTON 9645'
1890
CRANDELL LK
MT HAWKINS
pass 5320
MT CRANDELL
Bear Mtn
Akamina Meadows
Oil City
Oil Creek
CAMERON CK
to Tobacco Plains on Kootenay river (via Montana)
John Gloyn's oil well 1914
GREAT DIVIDE
AKAMINA PASS 5890'
1905 WATERTON TOWNSITE
AKAMINA BROOK
Boundary Commission 1861
GRIZZLY GULCH
also 1954 road
1914 road
Bennet Pass
5835'
4193'
0 1 2 3 Miles
LEGEND: Monument
Oil boring
pass
other trail
PRESENT NAMES IN CAPITALS
(UPPER) WATERTON LK
Kootanie Lake
Chief Mountain Lk
A-kwote-kath-nam
5780' WALL
LAKE
Ast Stn
FORUM
5445'
Oil Lake, Summit Lk, CAMERON LAKE
B.C.
FORUM PK 7992'
LK
ALBERTA
49° 00 N
271
272
7450'
273
274
275
MONTANA
MONTANA
161
382

In the 30 years following this survey, settlement and mineral exploration increased to the point where the whole line had to be marked. This was done from 1901 to 1907; one hundred and eleven monuments were added, making the monument on the continental divide No. 272. This time the U.S. and British Commissions published a joint atlas, 19 maps beautifully prepared by the U.S. Geological Survey. Old and new monuments are identified; it is well to remember that all monuments except No. 1 were renumbered.

Between 1914 and 1919 a joint British Columbia - Alberta commission[7] surveyed and monumented the inter-provincial boundary north from monument 272 (161). Theirs was a natural or watershed boundary. They worked north and south from the passes along the divide. A.O. Sheeler, B.C.L.S., describes with photographs, the location of monunent 272 in his annual report for 1915:[8]

> "Monument 272 occurs on the flat summit of a little grassy col, with a few larch trees on it, which makes a gap between two sharp ridges of rock. No more suitable spot could have happened.... and the iron pillar erected to a heigh of six feet is visible from many miles distant, both north and south."

East of Akamina pass, the pack trail was continued down to the outlet of Cameron Lake, then northeast down Cameron Brook, mostly on the left bank. At the difficult canyon section of Cameron Brook, where the vally turns from northeast to southeast, the trail turned north through a low (Crandell) pass. From here it was an easy descent to rejoin the South Kootenay trail on Blakiston Brook,[9] about 10 miles east of the divide, at the present Crandell campsite.

The discovery of oil seepages on Cameron Brook[10] caused "Oil City" and drill rigs to be set up near Crandell pass. A waggon road was built through the pass in the 1890s, connecting Oil City to Pincher Creek. Cameron Brook was named Oil Creek, to stimulate production, which regrettably ceased after 230 barrels.

In 1914, John Gloyn of Pincher Creek extended this waggon road up Cameron Brook and 6 miles into B.C.[11] to his oil prospect on Akamina Brook, at the mouth of Grizzly Gulch. His road was laid out on an easy grade, requiring very little earth work. There have been several cycles of improving this road for vehicles, and for resource extraction., but at present the road on the B.C. side is washed out in several places. Gloyn's road up Cameron Brook became Parks Canada's blacktopped "Akamina Highway" to Cameron Lake. It runs only hald a mile east of Akamina Pass, and but 500 feet below it. The pass was proposed for a loop highway through an international park comprising U.S. Glacier Park, Waterton Lakes, and the Akamina. In the 1930s, a broad right-of-way was cleared through the trees

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8 B.C. - Alberta Boundary Commission: Report Pt. I, 1913-16, p. 70.

7 Geological Survey of Canada, SR 1890, 1891. p. 9A - 13A. A.R. Selwyn.

9 "Map of Waterton Lakes Park, Alberta" from photographic surveys by Bridgeland and Wheeler, January 1918.

10 G.M. Dawson, Reconnaissance Map of a Portion of the Rocky Mountains, 1866.

11 Op. cit.

up to the pass on the Alberta side, then abandoned. This cut led to the true pass, a ravine 60 to 70 feet deep, probably a meltwater channel, which reaches across the divide on the extreme southerly edge of the pass. In this narrow gully, the 5835 foot "summit", i.e. the lowest point on the divide, was found.

With the cancellation of B.C.'s longstanding Akamina Park reserve in 1978, Parks Canad removed a bridge in Waterton Lakes National Park, on the old waggon road to the pass, closing the route to vehicles. It remains, however, accessible to hikers and horse riders, as it was 100 years ago. Kootenai Brown used it to one of his favourite fishing holes on the B.C. side at Wall Lake[12], (or "Walled" Lake, to him). This is a bigger, lower cirque than the Boundary Commissions' Forum Lake, and takes its name from the sheer 2500 foot headwall at the back. The trail contours south from the present Akamina jeep road, crossing John Gloyn's waggon road en route.

B.C. residents may be interested to learn that about 100,000,000 years ago, ancient B.C. rocks slid 30 miles east over the Alberta plains, thus locating monument 161, and B.C.'s southeast corner, a long way east of where it might have been.

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12 B.C. - Alberta Boundary Commission: Map 1A.

NEWS FROM THE ASSOCIATION AND ITS BRANCHES

The BCHA COUNCIL met in Nanaimo on September 9, 1979. Council members exchanged considerable information relating to museums. Leonard McCann reported that the B.C. Museums Association has made a study of 130 museums in the province and will soon publish its findings. This is the first survey of its type in Canada. Council also agreed to ask the Attorney-General's department to draw up a simplified form for the receipt of artifacts in conjuncion with the B.C. Museums Association.

Council has invited the Okanagan Historical Society and the Williams Lake Historical and Museum Society to join the BCHA as affiliated members. In return for an annual fee of $15.00, affiliated organizations may send a non-voting observer to BCHA meetings and receive one copy of the NEWS.

Council accepted an inviation to hold the 1980 convention on June 5-8 at Princeton.

At its October 29, 1979 meeting the CHEMAINUS VALLEY Historical Society heard an interesting and witty account of the history and romance of perfume by Thelma Godkin of PYM Perfume of Saltair. This local firm is the only perfumery in Canada.

The GOLDEN & DISTRICT Historical Society displayed renewed enthusiasm in 1979. Many ventures were undertaken and considerable progress was evident. Fund raising projects varied from previous years - so a canvass of the community was undertaken with assistance from the Golden Lions Club. The proceeds collected were more than sufficient for operational expenses of the Golden Museum.

Some Lions Club members and other local volunteers dismantled a log school house about 80 km south of Golden, loaded the logs and roof aboard log carriers and flat decks and delivered them to the museum property in Golden. The foundation was readied in the fall for the rebuilding of the school when loggers bring their machinery out of the woods in bad weather.

Pioneer Recipes were collected, compiled, and printed. Sale of this cookbook will improve the condition of the coffers.

A large contingent of members attended the opening of the Railway Station Museum at Windermere. Following the open house our executive participated in the founding meeting of the Kootenay-Columbia Zone of the B.C. Historical Association.

Each meeting has featured interesting guest speakers or panels. The topics ranged from excerpts from diaries of tourists at the turn of the century, to a slide show on the climbing of Mt. Everest, working on the CPR prior to 1935, the "Swissification" of the Selkirks and the Rockies, the RCMP, memories of a one roomed school, and early celebrations of May Day / Victoria Day.

The Museum was open daily during July and August attracting over 1000 visitors. Tourists are becoming increasingly museum conscious, and the high school students on staff worked very hard to earn the often repeated praise about the displays.

A local artist kindly donated a painting to be raffled. The response to ticket sales was excellent. The draw was made on Labour Day weekend at the rodeo grandstand show. The Museum staff and society members prepared a float of a class in a one roomed school at their desks - costumed appropriately. This scene had such an authentic ring to it that judges awarded it a white ribbon - third prize.

Within the Museum proper there are several new displays, and many acquisitions which will be put out when time and space permits. A few of the archival photographs are displayed with recent black and white shots to illustrate "Then & Now". The whole community has become increasingly alert to its heritage.

As its summer outing, the SIDNEY AND NORTH SAANICH Historical Society undertook an expedition to the Sooke Region Museum and nearby historical sites including the Moss Cottage, originally built in 1870, two miles west of the museum and the Metchosin Museum in the old school, built in the 1870s. The

Society enjoyed homemade strawberry shortcake at the Moss Cottage, visited Cook's Herb Farm in Mechosin and ended their sightseening trip with afternoon tea at Kilimar Farm.

At its October and November meetings the Society has been treated to displays of dresses of the late nineteenth and early twentieth century. At the November meeting, a member who weighs only eighty pounds, modeled a hand sewn wedding gown of golden cinammon coloured pure silk taffeta. The dress, featuring a bustle, was worn by Mary Ann Harrison of South Saanich at her wedding in 1880.

As part of its drive for new members, the VICTORIA SECTION held an exhibit of books, pictures and artifacts such as an old flat iron and a miner's lantern, at the Hillside Mall on October 4, 5 and 6. The display proved attractive to passers-by, especially young people, while the artifacts produced a flood of reminiscences. The section also sold copies of "Victorian Tapestry", a volume in the Sound Heritage Series.

In September, Robert Spearing gave the society an illustrated talk on B.C. Coastal Tugboats. In October, Marilyn Barber of Ottawa lectured on Emigrant Gentlewomen to British Columbia. Professor Barber appeared with the assistance of the Multicultural Program of the Secretary of State.

BOOK REVIEWS

MEMORIES OF THE CHEMAINUS VALLEY: A HISTORY OF PEOPLE. Lillian Gustafson, comp. and Gordon Elliot, ed. Chemainus: Chemainus Valley Historical Society, 1978. pp. xix, 389, illus., $14.95.

Local histories, particularly those compiled as a voluntary group activity, pose a dilemma for the reviewer - should they be judged on the basis of their lay volunteer effort or as history? The title of this volume poses the question in spades - Memories of the Chemainus Vally: A History of People. Memories it contains in abundance but history, in the stricter sense, it is not.

In deciding to undertake this volume, the Chemainus Valley Historical Society was building upon W.H. Olsen's Water Over the Wheel, a brief but well-written 'economic overview' published by the CVHS in 1963. According to the editor's Introduction, the CVHS recognized the need to preserve the personal histories of the early settlers to the area:

> To document this history the Society asked the 'pioneers' to write their own individual stories, their own memories of the district as they first knew it before 1940. It was decided that the native Indian history should be left to the many talented native Indian writers and artists because only they could do justice to their own story (p. xviii).

As one active in volunteer groups, the reviewer can appreciate both the magnitude of the task being undertaken in a compilation of this sort and the limited number of hands that would be available to do the job. In the same vein one can appreciate the desire to set relatively modest objectives but here, one wishes the Society had been more prescriptive. Beyond the above excerpt, we have no clue as to how contributions were solicited or selected or what guidelines, if any, were laid down. The aim of having pioneers tell their stories in their own words sounds fine in theory but predictably, in practice, the various contributions are of uneven length and quality. With a few notable exceptions, the reminiscences pertain almost exclusively to the "Anglo" segment of the community.

Contrary to what one might expect in a volume of this length and price, no historical introductions or "backgrounders" lead off the individual chapters and, as a result, the volume lacks a fundamental coherence. This lack of coherence is added to by the decision to lay out the chapters on the basis of the chronology of family first-contact with the district, and grouped by geographic area. As the honour of having the oldest continuous contact with the district appears to belong to the Silvey family of Reid Island, that is where the book begins (Chapter 1) and it then goes on to cover the families who settled on Thetis Island, Kuper Island, Westholme and Crofton, before finally getting to Chemainus itself (Chapter 6). The overall result is that the CVHS has produced a volume which will be of interest and value primarily to people in the local area whose families are mentioned in the text. The lack of an Index hinders even the casual browser in searching for that specific mention and it severely restricts the value of the book for the researcher. Memories of the Chemainus Valley is not a substitute for Olsen's Water Over the Wheel.

It is hard to tell just when the editor was brought into the process but one wishes there had been much more rigorous editorial control than is evident. In addition to the unevenness of contributions mentioned earlier, numerous spelling errors and obvious inconsistenceies in the text need to be corrected or, at least, acknowledged in brackets. While individual memories can honestly vary, the reader is entitled to some better guidance. For example, on page 17, relating to the drowning death of Samuel Grey, the inference is left that Grey's body was never found. Subsequently, in other contributions, we learn it was later recovered and properly buried by Rev. R.G. Roberts in the Mission church yard at Lamalchi Bay, on Kuper Island (p. 63-64). Henry Severn(e) - the name being spelled both ways at different places in the book, and who dies in the same accident as Grey, was buried January 27, 1891 (p. 63) and on June 27, 1891 (p. 66). In another contribution, a date is left as "____", suggesting that someone meant to check a date but neglected to do so (p. 331). More rigorous proof-reading by 'old timers' in CVHS would have helped in making sure that a well-known family name like Cadwallader (who are written of elsewhere in the book) is not spelled 'Catwalder' (p. 3), that the 'Roch twins' referred to (p.331) were the daughters of Ed and Florence Koch, or that Dickey in the text is spelled 'Dickie" in the title of the same article (p. 333).

One hesitates to criticize a book for not being what it did not set out to be. Perhaps this reviewer is showing his own bias in hoping that the volume would be a social history of the Chemainus Valley. As suggested earlier, the volume would have benefited from introductory background material and one can only lament that a long list of events chronicled by the editor in his introduction, or some of the people mentioned in Mollie Robinson's 'Pioneer Personalities' (pp. 168-179), were not taken on as research topics by someone - the various fraternal organizations, the baseball teams which were known the length of the Island, etc. One notes with pleasure the credit given to the typing classes at Chemainus Secondary School for their help in preparing the manuscripts and regrets it was not paired with credit to senior social studies classes for having researched a variety of topics which would have enriched this volume and at the same time introduced the students to the methodology of history.

Finally, a significant omission which again may reflect a personal bias. Chemainus has been basically a one-industry town, the economic life-blood of the community from 1889 to 1944 being the Victoria Lumber and Manufacturing Company Limited, owned and operated by the Humbird family. Even though John Humbird Jr. left Chemainus upon the sale of the firm in 1944, he maintained contacts with the community until his death in 1963. Surely the Humbirds, and their resident manager from 1890-1923, E.J. Palmer, deserve more than the oblique and passing references in this volume. Newspaper excerpts were used elsewhere in the book - why not here?

The above having been said, this reviewer, a native of Chemainus himself, must congratulate the CVHS for their initiative in attempting to begin a social history of the Chemainus Valley. I found the book fascinating, learning much and having many personal memories revived of people and events. People familiar with the Chemainus Valley will undoubtedly respond the same way and while, like myself, they know that the 'memories' cannot always be trusted, they will enjoy the many excellent photographs which embellish the volume and give it a flavor of 'people'.

Finally, and whatever else, it has reminded this reviewer of his roots and has stimulated him to research the story of the Humbird family, the 'VL&M' and their relationship to the Chemainus Valley.

Gerald N. Savory is director of Public Affairs Programs at the Centre for Continuing Education at the University of British Columbia.

LADY RANCHER, Gertrude Minor Roger. Saanichton and Seattle: Hancock House, 1979. Pp. iii, 112, illus., $12.95.

In July 1944, Gertrude Sharpe, 18, accepted an invitation from John Minor, 18, her highschool sweetheart to visit the Minor Ranch for the branding weekend. Thus was Gertrude introduced to her future life. Lady Rancher is the record of her experience filled, with bitter sweet memories - happiness, frustration, tragedy, related with the art of a fine story teller. Every rancher's wife in reading the book will live again her early experience with nostalgia; every rancher will have a hearty belly laugh at the naivete of this sheltered girl's reactions to ranch life.

John Minor, son of a well known and prosperous Saskatchewan cattle rancher invited his sweetheart Gertrude to the branding to meet his father the cursing, vociferous, energetic Pop Minor. John, anxious for his father's approval of Gertrude, warned her "to keep busy"; Pop would not welcome anyone who was not a "good doer". Gertrude's background was entirely different, a motherless girl brought up by her father on a grain farm. She lived a sheltered life strictly supervised, therefore she, naive and uncomfortable, found herself forced into taking an active part in the branding.

"Hey you - Come and lend me a hand."

"You mean me?" - "Here grab a leg." And so began her first ranching lesson. Assailed by the stench of the burning hide and flesh caused by the red hot branding iron, she watched the vaccination, shuddered at the castration, was astonished by a bucket full of testicles.

"Surely dogs deserve better than this!" Nevertheless, she was filled with admiration for John's and the cowboy's easy co-ordination of riders and horses in roping calves. Some of her own inadequacy vanished when at dinner, Pop boomed out, "Get that girl some food she worked damned hard today!" She was accepted. But tested she was at the 5:30 breakfast when John offered, amid curious glances from the rest at the table, what appeared to be crispy brown sausages. She remembered the bucket. "Try some, girl, they're real good." bellowed Pop. "Prairie oyster may be a delicacy, but not for her!"

Every day, faithfully recorded, had its challenges for a rancher's wife. Pop proved to be one of them. To John "You gonna rope off that son-of-a-bitch horse?" "Why not, he needs the practice." "He's a crazy bastard, that's why. And you'll get you goddamn neck broke!" John grinned and paid no attention to his father who stomped off whistling cheerfully - happy that his son had 'guts'.

Gertrude makes her readers aware of the pioneer role of a ranch wife even the modern ranch wife. In 1944 her first home was primitive - no electricity, a wood stove, and no plumbing. She learned what every rancher's wife must learn to be successful. The needs of the ranch come first; the ranch house needs come later. "According to Pop, if you got along with something in the pioneering days you could get along forever." Gertrude makes the reader agonize with her as she bakes bread, in the heat, on a wood stove for the crew; cleans the bunkhouse in preparation for the hay crew. "That girl (to Pop she is always <u>that girl</u>) can give the bunkhouse a lick," learning to ride a horse "show him who is boss; helping during calving, holding the head of a half-born calf while John cut it off so that the cow might live; just a few of the trials of this pioneer wife. On June 30, 1957, the great artificial insemination experiment began. The Minors were the first to use artificial insemination on a big herd of cows under range conditions.

In 1946 John Minor became a father and a pilot. The plane brought the Minor Ranches into a new age. From Pop came the assessment, "I've been runnin' this place for fifty years and never needed a goddamn plane!"

In 1961 came the big move to the Chilco Ranch in Cariboo, the third largest cattle ranch in North America. Though entranced by the beauty of the ranch house with its mahogany paneling (not transported by horse and wagon as reported), Gertrude was not yet to be removed from her pioneer role, more than one emergency found her in the kitchen cooking for a crew. Despite the splendor of the house, the cookhouse was primitive. When propane was installed she exclaimed, "Tis so easy to cook I could cry!"

Under the Minors, the Chilco prospered. Had John's plans been realized his imagination and venturesome spirit would have made it one of the very great ranches of the world. But that was not to be. He was only thirty-six when in November, 1962, his plane crashed. With the crash died his dreams.

Gertrude Minor Roger has written a bit of history. The place of ranch wives in the great Canadian industry, cattle ranching. The well chosen photographs make visual points of interest in her biography; the pen and ink drawings are delightful. Sadly, no credits were given. For young and old, Lady Rancher is a fascinating biography and adventure.

Anne Stevenson needs no introduction to long-time members of the BCHA. She remains interested and active in local and provincial heritage matters.

MOTION PICTURE PRODUCTION IN BRITISH COLUMBIA: 1898-1940. Colin Browne. Heritage Record No. 6. Victoria, British Columbia Provincial Museum, 1979. Pp. 381, illus., $10.00

This latest addition to the Heritage Series is a valuable contribution to the Province, a well-documented survey of the history of film making which shows events, activities and interests of the people of British Columbia through the years until World War II. With over 1000 entries, Colin Browne has presented a detailed description of films made during almost half a century - newsreels, documentaries, educational films, travelogues, films promoting trade and industry, historical events, personalities in politics and education, as well as dramatic features made in the Province by Canadians or producers from Hollywood. Browne has gone to the original sources and some of his descriptions of the entries are based on his screenings of the material. The volume should be an inspiration to persons in other provinces who may be prompted to develop a similar catalogue. Browne also relates the B.C. material in his survey to the Canadian film industry in general. Photo stills in the catalogue illustrate many phases of Canadian film making.

There is detailed information on locating films in various depositories and archives, as well as films from private collections. One problem of concern is that very little of the footage is actually available in B.C. At present there are less than one hundred subjects in the B.C. Provincial Archives, all of which should be preserved and made available. All films related to B.C. should be deposited in an archives within the province. Films throughout Canada could be borrowed and, with permission, copied for deposit here. Viewing copies should be made available for all persons just as documents and other related materials are available to the public at the Provincial Archives.

Motion pictures are the only original new art of the twentieth century and for the first time in history do we have a visual documentation of the times. It is hoped that this priceless material will be preserved for the future before it is too late. Colin Browne has proved that the province has a visual history with films that will preserve the past for future generations.

Charles Hofmann, recently arrived to Victoria from New York, has had professional interest in the history of film.

WHEELER. Esther Fraser. Banff: Summerthought, 1978. Pp 164, $14.95

When Arthur Wheeler died in Banff at age 83 he was known to many as "The Grand Old Man of the Mountains", a title he had earned by devoting much of his energetic life to increasing people's knowledge and appreciation of the Rocky and Selkirk Mountains.

Born in Ireland in 1860 to a family of the landed gentry, he came to Canada in 1876 and worked as an apprentice surveyor. He surveyed Indian Reserves around Prince Albert, fought in the North West Rebellion, and surveyed for irrigation projects in Alberta. His most important work were the surveys begun in 1901 of the British Columbia Railway Belt which led to the publication of the first topographical maps of the area and his classic work, The Selkirk Range, now a valuable collector's item.

In 1906, Wheeler helped found the Alpine Club, a group dedicated to the exploration, conservation, and recreational use of Canada's mountains. The Club organized summer camps in British Columbia and Alberta and popularised the sport of mountaineering. His experience in the mountains led to his appointment in 1912 as B.C. Commissioner on the Interprovincial Boundary Commission. During the next twelve years he worked on the surveying and marking of the Alberta-British Columbia boundary along the Great Divide. During this period he also initiated the Assiniboine Walking Tour that later developed into Skyline Trail Hikers and the Trail Riders of the Canadian Rockies. He was also instrumental in forming a National Parks Association and fought against the flooding of Waterton Lakes National Park and the Spray Lakes area near Banff. He resigned from the Alpine Club directorship in 1926 and curtailed his surveying activities, spending summers in Banff and winters in Sidney, Vancouver Island. Even at the age of 71, however, he was out surveying the Illecillewaet, Robson and Victoria glaciers and prepared an annual address for the Alpine Club.

Wheeler was a dynamic person with a sense of social position, self-confidence and leadership. However, as the author admits, some saw him as imperious, crusty, and short-tempered. Nevertheless, he was generally charming and persuasive and advised that one should never give in "except to convictions of honour and good sense." His work, as one of the neglected second generation of Canadian explorers, has had a lasting imprint on his followers, on institutions, and on the landscape of the mountains. This book, along with the Alpine Club's memorial hut in Glacier National Park, is a fitting and welcome commemoration of a great Canadian.

I would recommend the book to a wide readership: western history buffs, conservationists, cartographic historians, and climbers. It is not a scholarly work and could have been improved by the provision of maps, more Wheeler photographs, and attention to style. Nevertheless, like Fraser's previous book, Early Explorations in the Rockies, it makes for easy reading and ties together numerous threads of the mountain history of British Columbia and Alberta.

John Marsh, a geographer at Trent University is presently studying the Howse Pass route through the mountains.

ENCYCLOPEDIA OF GHOST TOWNS AND MINING CAMPS OF BRITISH COLUMBIA. Volume I. T.W. Paterson. Langley: Stagecoach Publishing Co. Lts., 1979. Pp. 165, illus.

Ghost Towns and Mining Camps of British Columbia according to a statement by the publisher is a "massive encyclopedic undertaking." With an estimated 300,000 to 400,000 works of text, "it is the most thoroughly researched, most up-to-date book ever attempted on B.C. ghost towns." Volume I which appeared in October 1979, certainly bears out this assertion. An outsize book with 165 pages and a multitude of well-chosen pictures, it features lively stories of towns in their days of boom and of downfall.

Volume I deals with ghost towns on Vancouver Island, the Lower Mainland and the Fraser Canyon. Included are settlements which were once flourishing but have now disappeared, such as Leechtown, Mount Sicker, Emory City, Port Douglas, Hill's Bar. There are towns which have changed their economic base -- Fort Langley was once a fur-trading centre but now is a small rural town, Yale, a trading post of the Hudson's Bay Company, a railway boon town is now a popular tourist stop on the Trans-Canada highway. Some places were little more than hopeful projects such as Fort Berens, Parsonville and Marysville, of which Paterson says: "To-day nothing remains of any of these settlements other than the tell-tale middens of boulders moved by the miners of old."

So comprehensive is the collection of towns that the average reader could easily find a dozen whose very names are unknown. How many people have heard of Wapping, Flushing, Ogden, Brexton, Tipella City or La Joie Townsite? Or of Little Saskatchewan which "never did amount to more than a lumber camp even it its prime in 1937."

To many people the romantic appeal of ghost towns is found in the story o human endeavour and achievement followed by disappearance and collapse. Much of this spirit has been caught by Paterson, particularly in his stories of the coal mining towns Up Island -- Wellington, Extension, Cumberland, Union Bay. The dramatic history of the Dunsmuir enterprises, the tragedies and accidents, the strikes and labor struggles are vividly presented. He tells of the broken dreams of settlers at Cape Scott and Clo-oose, of Milton and Cheadle threading their way along the Harrison-Lillooet trail, of Argonauts and California riff-raff washing the gravels on the bars of the Fraser, of the frontier town of Yale in its fur-trading days and the rip-roaring times of mining and railroad construction. Worthy of mention are two unusual "ghosts". One is Fort Defiance in a sheltered cove of Clayoquot Sound where Captain Robert Gray spent the winter of 1791-1792 building a 45 ton sloop and whaleboat. The other is Steamboat City in the wilds of the Skagit valley and, according to the author, "the site of one of the province's greatest swindles."

To present his stories Paterson has used quotations from newspapers and periodicals, excerpts from official government correspondence and from reports of the Department of Energy, Mines and Petroleum Resources, as well as eye-witness accounts (or bystanders' opinions) of people who were involved in the events and whose comments have been preserved. This makes for liveliness of narrative but in the story of some mining camps leads to confusion when too many statistics are presented without adequate interpretation and the glowing statements of promoters are accepted as if they were statements of fact. There is also a tendency to include a large number of details about mine operation such as how many shafts were sunk, at what depth, how much ore was taken out,

how samples assayed each year for several years. This could lead to judicious skipping on the part of the reading public. Certainly a book crammed with information, Ghost Towns and Mining Camps of British Columbia would be more useful if it had a map pinpointing the location of these towns and camps.

Elsie Turnbull has written extensively on British Columbia history. Her particular interest is the Kootenay region.

ABOVE THE SAND HEADS: A VIVID ACCOUNT OF LIFE ON THE DELTA OF THE FRASER RIVER 1868-1900. T. Ellis Ladner. Burnaby, B.C.: Edna G. Ladner, 1979. 181 pages, illus., maps, $6.95.

Writing in 1973 of Leon J. Ladner's The Ladners of Ladner, I wrote, "This reader, at least, would have liked more: more of that older brother, William H. Ladner, J.P., M.P.P., and of his sisters, Mrs. Armstrong and Mrs. Phillips of New Westminster, the former the mistress of the first private residence in that city; more of the next generation of Ladners growing up on the Delta...as members of Lower Mainland society...."

Well, at least one part of that wish has been granted. Miss Edna Ladner has put together, edited and published memoirs of her father, T. Ellis Ladner, 1871-1958, the second son of Thomas E. Ladner and half-brother of Leon. These memoirs had been gathered by her "over a period of 25 years" in the form of notes written as her father reminisced of his early childhood and young manhood prior to leaving the Delta. She has checked some details for accuracy but found little to change, nor has she embellished his tale from her own researches or imagination. Ir is a plain tale in the first person, just as he told it to her and the rest of the family.

The most detailed part and about two-thirds of the book is to the time of his mother's untimely death on his twelfth birthday, 1883. Let no one say details from so early in life cannot be reliable. Children notice and remember details that adults ignore. His description of his first home, of rough fir one-by-twelve from floor to eaves with battens on the outside to cover the cracks and cheesecloth tacked to the inside to be covered with wallpaper that can bulge when the wind is strong enough, is exactly as I remember my own pre-school home. Everything, fields, fences, board-walks (Ladner was flat and muddy), barns and sheds, cattle and horses, boys' chores, household and dairy equipment, all are there in stark, realistic detail. I don't think it was just nostalgia that made me delight in the book.

Tom Ladner remarried a year after the boy's mother died but Ellis tells us nothing about his step-mother, not even her name. I do know that she was a girl of eighteen and that Leon Ladner was her son. The father had by now begun to reap profits from his Delta Cannery, built himself a new and expensive house, and drove a high-stepping horse and cart. This was the father Leon Ladner knew and admired because he had started out from

Cornwall as a boy of fifteen to seek his fortune in the mining fields of Wisconsin, California and British Columbia and found one in Fraser River salmon. Ellis seems rather to see him as a pioneer farmer who had to work himself, his wife and his family like slaves to get a good start in a new land. This son had little life of his own until at the age of twenty-eight or twenty-nine he quit the cannery and went to California to assert his independence and get an income of his own. It is interesting that neither of the half-brothers indicates any knowledge of the other's existence.

Miss Ladner must be given, I think, more credit than she claims. She has turned her father's miscellaneous notes into a very presentable and readable and indeed enjoyable little soft-covered book, well illustrated with maps and photographs strategically scattered through the text. Perhaps she could now be encouraged to make her own contribution to local and family history, an article or two if not a book, on Burnaby.

Mr. Gibbard has served at different times as President of the Vancouver and British Columbia Historical Societies.

NANAIMO RETROSPECTIVE: THE FIRST CENTURY. Blanche Norcross, co-ord. ed. Nanaimo: Nanaimo Historical Society, 1979. Pp. xxi, 158, illus., $6.50.

As British Columbia's cities go, Nanaimo is among the best served by historicans, academic and amateur alike. There is an impressive community museum filled with extensive collections of documents, artifacts, and displays; there are many heritage structures in the area, including the famous HBC Bastion and scores of nineteenth century dwellings; there are several citizens' groups actively dedicated to the preservation and interpretation of the region's remarkable past, not the least of which is the Nanaimo Historical Society, compilers and publishers of this fascinating anthology of documents, oral history interviews, and short essays. That such accounts continue to be produced is not surprising given the interests of so many of Nanaimo's citizens in their local heritage and the exciting history of Vancouver Island's eastern shores. This anthology reveals in small part, the city's fabric is both rich and strong and undoubtedly equal to the civic challenges ahead.

Confidence in Nanaimo's future is justified in large measure by reading of the hardships faced by its citizens in the hundred years after 1850, and of the steps its pioneers and later arrivals took to overcome their difficulties - many inspiring accounts of which are found in the brief pages of Nanaimo Retrospective. The editors did well to begin this book by publishing many original documents pertaining to Nanaimo's earliest days. There are, for instance, copies of the correspondence between Governor James Douglas and Joseph McKay, officer-in-charge of the first mining venture. McKay, no complainer, had a truly difficult task in establishing the colliery, not the least of which were severe shortages of labour, tools, and provisions.

Douglas gave little except encouragement, forcing Nanaimo to be all but self-sufficient from the outset. Other pioneers - miners and merchants - are also represented by documentary accounts, while the unassuming public servants - teachers, librarians, health officials, harbourmasters - tell mainly through recorded interviews what problems they faced.

Nanaimo was a class-conscious society before 1950. At the top were the coal barons like Robert Dunsmuir and his offspring, followed by professionals, successful businessmen, white labour, and finally the Oriental colliers, of which Nanaimo and the surrounding communities had many. Women played an especially important role throughout the formative century for they were the improvisors, a legion of wives, mothers, volunteers, and providers in whose hands the city flourished within the sharper boundaries carved-out of the forest and ground by the industrial entrepreneurs and workers.

What is told in Nanaimo Retrospective is not the economic or even the social history of the community. Rather it is the personal experiences of folk whose optimism, dedication, and very often good humour is at once the substance and spirit of this highly entertaining collection of writings. Moreover, Nanaimo Retrospective is unusual for its mix of sources: as mentioned there are reprints of key original documents judiciously selected from a wide range of available materials. There are edited oral history interviews conducted mainly by Wm. Barraclough and Alan Burdock in the 1950's - 1960's who had excellent eyes for a subject, though their technique and stamina were limited, resulting in accounts, while charming and informative, that tend to whet, not satisfy, the readers's appetite. There are edited versions of talks to the Society given by pioneers and later chroniclers. Some of the writings are those of professionals who recorded their own activities or those of their institutions. Finally, there are essays by historians like Blanche Norcross, Henry Poikonen, T.D. Sale and Pamela Mar who clearly have spent many months researching to produce facts and insights worthy of more scholarly works. Overall the effect is excellent, making Nanaimo Retrospective a very valuable contribution to B.C.'s historiography.

If this volume is not fully satisfying to students of B.C. history, it mainly will be due to its lack of a bibliography or references in the text for much new data is contained, and it would have been useful to note the sources. Similarly, it is suspected that considerable amounts of the details for some writings were gathered from the Provincial Archives "Vertical Files", a notoriously suspect source that tends to perpetuate commonplace historical fallacies. Nonetheless, the collection succeeds admirably, and the editors must be contratulated for bringing together into one volume a wide array of minor, though invaluable accounts.

Daniel T. Gallacher, curator of Modern History at the Provincial Museum recently completed a major study of the Vancouver Island coal mining industry.

C.D. HOWE: A BIOGRAPHY, Robert Bothwell & William Kilbourn. Toronto: McClelland and Stewart, 1979. Pp. 354, illus., $19.95.

The appearance of this biography of one of the principal architects of Canada today is most timely. Canadians and non-Canadians interested in Canadian affairs will welcome it as the first major attempt to provide an historical perspective of a great man and his age. Commissioned and funded by the C.D. Howe Foundation (now the C.D. Howe Institute) but not an "authorized biography", the authors' purpose is to show how "Howe's twenty-two years in government changed the course of his own country's history, and radically affected the life of every Canadian in the second half of the twentieth century. His remarkable career and character are central to the story of modern Canada." (page 13)

It is difficult today, especially for those born since the end of the war, to appreciate what a powerful figure Howe was. As a young bureaucrat in External Affairs, I soon learned that if you wished to ensure easy and safe passage of your project up to and through Cabinet you would be well advised to see that your friends in Trade and Commerce obtained Howe's concurrence!

That Howe was the right man in the right place at the right time there can be no doubt. His vision, pragmatism and never failing optimism, not to mention supreme confidence in himself and ability to find men of uncommon competence to work with (or should be be "for"?) him as, for example, H.R. MacMillan, were positive assets but like all great figures he had faults and weaknesses. A highly controversial figure in his lifetime, Howe will no doubt remain so even though the passions he aroused have largely died down. Herein lies a paradox. What his contemporaries criticized were not so much his policies but the means he used to implement them and certain flaws in his personality. Today, it is the reverse. His policies, particularly his strong advocacy of foreign (mainly U.S.) investment in Canada's economic development, widely accepted at that time, are today more critically scrutinized as we live with their consequences. We are concerned about the existence of Crown corporations, many of which he created, and the role of government in business, the foreign domination of our resource industries and the heavy dependence on the U.S. market for our exports. We are less conscious of Howe's impatience with his critics, his failure to understand "Pahlament", his dictatorial methods and penchant for having his own way.

A major criticism that can be made of this biography is that the authors leave us wishing for more. We would like to know more about what made "C.D." tick. What enabled him to so dominate the Ottawa scene? Why was he held in such awe by his supporters and a favourite target of his critics even though many of them admired him? We would like to know more of Howe's thinking and his rationale for his policies and concern for their effect. The traditional view that his New England upbringing, his M.I.T. education, and his friendship with U.S. business leaders does not provide the answers we need as background to the debate being waged today on both sides of the border of issues such as a continental approach to

the energy crisis, a feee trade arrangement and sectoral agreements like the Auto Pact. The reader would also like to hear more about Howe's relations with the two Prime Ministers he served, especially King, and with Cabinet colleagues such as Claxton, Pearson, Ilsley and Abbott with whom he was so closely associated. Many clues to all these and other points are given us but the reader yearns for the authors to develop further their insights.

As clearly the last word has not yet been said on this remarkable man, not all of the authors' judgements will be accepted. While they are not blind to some of Howe's faults and uncritical of some of his actions (here too, one would wish for more probing), the balance sheet is distinctly favourable. That Howe was a giant in an age of giants is indisputable. More definitive evaluation will be possible with further research into the mass of material already or soon to be available to the historian. Meahwhile, Messrs. Bothwell and Kilbourn have given us a highly readable and comprehensive overview of C.D. Howe's extraordinary career and a valuable contribution to the growing literature on the makers of modern Canada.

Freeman Tovell is Foreign Service Visitor at the University of Victoria.

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