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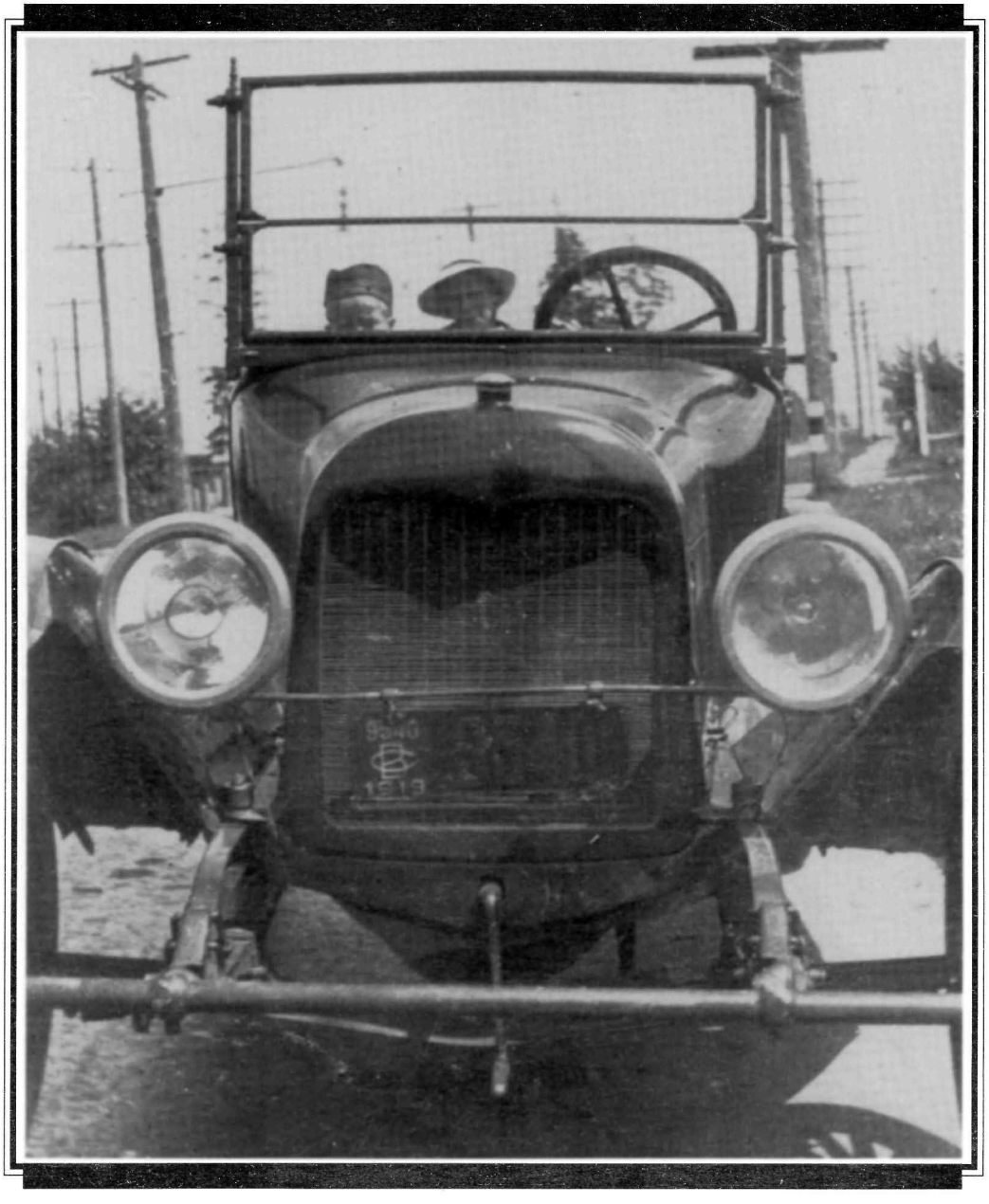

Dad's First Car - 1919

War in the Woods

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Volume 31, No. 1 **Winter 1997/98**

EDITORIAL

Oh, to see ourselves as others see us! An exchange student at UBC studied the Rowell Sirois Commission of the 1930's and compared public reaction to current opinions. His professor, Robert A.J. McDonald, enthusiastically endorsed the research done by this young man and added, "He placed third in a class of 45 despite being distracted by a constant flow of relatives and friends from home wanting to learn more about 'Beautiful British Columbia'."

"War in the Woods' commenced as a recollection of life in a logging community during WWII but was expanded to refer to the ongoing war-in-the-woods of today.

We present a preview of the 1998 Workshops on Geneology to be held just prior to the BCHF Conference in Surrey. See page 29.

Surrey Historical Society has planned a varied program for the April 30-May 3 weekend in 1998. See page 29.

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Thank you to all who contributed to our magazine in 1997. We are eagerly planning ahead for 1998 and hope that our readers will enjoy future issues. Tell your friends about our magazine, or give a gift subscription at only $12 per year within Canada, $17 to an out-of-country address. Our new Subscription Secretary is Joel Vinge at RR#2, S13 C 60, Cranbrook, B.C. V1C 4H3.

Naomi Miller

COVER CREDIT

The pictures saved in the Ades family album by Audrey Ward have been used to illustrate "Dad's First Car" referring to a 1914 Maxwell touring car with a 1919 replacement engine. This front view enables us to see the bumper, radiator, some of the understructure, and the glengarry bonnet of brother Ernest in the front seat beside Mother Ades.

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Harry Ade's Apprenticeship

by Audrey Ward

Harry Ades and his brothers grew up at Keefers, B.C. about halfway between Lytton and North Bend on the west side of the Fraser River. His father (my grandfather) was section foreman on the Canadian Pacific Railway. With the wisdom of experience he advised his sons, "If you are going to work for the railway, you had better learn about what the trains run on." Harry, the eldest of six boys, turned fourteen on January 2, 1900. Granddad let him finish his year at school before teaching him the fine principles underlying the craft of roadbed maintenance. The day after Harry went to work with the section gang the Native worker brought his son, Tom, also fourteen to work, too. The two lads formed a strong bond of friendship which lasted for most of their lives.

The picture of the section gang near Keefers was taken in 1900 by Archibald Murchie. Murchie and other photographers of that era travelled around by train or stagecoach, frequently accompanying a school inspector making his twice yearly tours of inspection. These photographers garnered a modest profit while on their travels and left researchers a legacy of pictures depicting vignettes of school classes, portraits of school trustees, or commissioned work scenes and family portraits.

Dad (Harry) is shown in the right foreground, jacket open, hands behind his back. Tom is a few paces away with jacket open and black hat. Tom's father (with light colored braces over a turtleneck sweater) stands with hands on the pushcart. Albert Ernest Ades (Harry's dad), section foreman, is at the left. Note the watch chain on his suit vest. It was important that the man-in-charge should have an accurate timepiece to predict when trains were expected and to record the man-hours worked by his section gang. Up the hill behind Tom are two other youthful workers, each with a pipe clenched in his teeth. A pipe was also trademark for the pair lounging a few steps further up the bank, and the fellow on the speeder posed behind the hand cart. Two roped together rock scalers atop the scene are visible as well as two men and a dog beside the track. This posed work scene is a tribute to Murchie and his early photographic equipment.

Each of the six boys served his appren-

Canadian Pacific Railway Section Gang 1900. Taken just west of Keefers, B.C.

Picture courtesy of Audrey Ward.

ticeship under Granddad and, at age 15 went up to Kamloops to apply for work. Each lied boldfacedly that he was 21 and made up a fictitious birthdate. When the second boy went to Kamloops and did so the clerk wrote down details meticulously, intoning as he wrote, "age 21 years, birthdate _____, name Charlie Ades," to which the lad indignantly countered, " I said my name is Albert Ernest Ades just like my father !" The clerk just shrugged and continued writing. "You look like a Charlie to me . . . . By the way, remarkable woman your Mother. Did you know that there is only four months difference between you and your brother Harry?" So, henceforth known as Charlie Ades, he commenced working for the C.P.R.

Granddad must have taught them well. Harry, Charlie and a third brother worked up the ranks to become locomotive engineers. Two brothers became roadmasters and one a freight train conductor. When each reached retirement age he had to face a lot of paperwork to undo the falsification of birthdate in order to start receiving a pension cheque.

Harry and his brothers went through further stages of apprenticeship but those details will have to be told by another railway historian.

* * * * *

Harry Ade's First Car

by Audrey Ward

Harry Ades became a locomotive engineer and moved to Vancouver. In 1919 he decided that he could afford to drive an automobile. Driving would be so much more convenient than catching the Oak Street streetcar while carrying his black metal lunch box, riding over the Cambie Bridge to Beatty Street then walking down to the C.P.R. roundhouse on Drake Street. There he would change into his engineer's overalls, jacket and cap, report ON Duty and then go through the routine check preparing his locomotive for whatever shift he had been called for an hour earlier. When he returned to the complex he would change into his street clothes and then, carrying his now empty lunch bucket, would catch the Oak Street streetcar home.

He could drive a car from home to the roundhouse, leave it safely while he worked, then "Book out" and drive the car home. An added incentive to his decision was the presence of a fairly large two-storey frame building in the southwest corner of the backyard. It had served the previous owner as a carriage house and barn with hay storage in the loft. Besides the ordinary door to the backyard, there was a large sliding door which gave access to the back lane. It would make a very suitable garage for his car.

After much discussion with fellow workers and visits to several dealers, he settled on a second hand Maxwell touring car, 1914 model with a new 1919 replacement engine. The chassis had curved fenders and sturdy running boards on each side (a definite advantage for a young couple with three small children!) The spoked wheels had narrow rubber tires. It even had a toolbox on one side. The canvas roof was retractable with a limited vision oval rear porthole. There were also canvas side curtains which could easily be attached in case of inclement weather. The windshield had two horizontal glass panes which could be tilted independently. To start the motor Dad would insert the key in the ignition and put the crank in position. Mother would turn the key and Dad would turn the crank with a forceful jerk to start the motor. (He had considerable strength in his arms from handling his engines.)

Dad had to practise driving the smaller "Skittish" vehicle on the roads in Vancouver which were very different from the well-groomed C.P.R. roadbed with shining steel rails. In Vancouver steel rails were for streetcars or the interurban; roads had different finishes, some were blacktopped, macadamized or hardtopped with cement. Outlying streets were often just dirt or gravel roadways.

Mother at the wheel of a freshly polished car driving on the left side of the road. The author, Audrey aged 3 is in the white bonnet with her sister Jessie (9) beside her. Note the coarse grass on the boulevard and the forest of telephone poles behind the car.

Photo courtesy of Audrey Ward

Mother Ades and three children pose in their new (1914 Maxwell with a 1919 replacement engine) car. This was at a sandy clearing in Stanley Park.

The Ades family in their Sunday best at Stanley Park, 1919. Note the size of the stump!!

Photo courtesy of Audrey Ward

Dad persisted and gradually became accustomed to sharing the roads with other automobiles, trucks, horse-drawn vehicles such as bread and milk deliveries, and freight drays drawn by heavy horses. He could cope with cross traffic, 90 degree turns, STEEP hills – some paved with wooden bricks (Cambie Street from Broadway to Sixth Avenue), some paved with stones (Pender Street near the **Sun** Tower and the old City Hospital among others.) He even controlled his temper when passing "those gadfly bicycles and motorcycles!"

The smartest thing he ever did was to teach Mother to drive. Traffic didn't faze her. She attributed her ease of adjustment to her girlhood years when she rode (side-saddle) with groups of exuberant friends on trails near Spences Bridge. All three accompanying illustrations show Mother in the car as Dad was the photographer. The last, with her at the wheel, shows that in 1919 cars were driven on the left side of the road. The British Columbia Government passed a law on July 1, 1919 that cars were to "Keep to the Right." Vancouver City, however, had its own by-laws and did not enforce that law until January 1, 1922.

Dad was soon taking the family down to Stanley Park for picnics - even driving all around the park, or out to New Westminster to visit Uncle Jess who had three boys very close to our ages, or to Lulu Island for fresh vegetables from market gardens. Later we went to Burquitlam to pick wild berries in season. Red huckleberries, blackberries, and tall bush blue huckleberries were plentiful in the undeveloped bushland. Dad drove us out to Chilliwack to pick cherries for Mother to preserve in glass jars. The next year the Maxwell took us out to Abbotsford and south to Huntingdon where we crossed the friendly American Border to spend a day at the Sedro Woolley Fair. Another favorite destination in Dad's first (and subsequent) car was the Vancouver Exhibition for an end-of-summer treat.

* * * * *

Audrey (Ades) Ward now lives in Penticton - she was a Public Health Nurse, then a School Librarian in Nelson prior to retiring, first to Kamloops and later to Penticton.

Family Portraits in Research

by Carol Grant Powell

For the historian researching childhood, family portrait photographs can be an invaluable source of information. There are, however, a number of difficulties inherent in the use of these photographs as primary sources, not the least of which is their ability to enthrall. The researcher must consistently resist the temptation to make erroneous assumptions about the identity of, and relationships between, the subjects of a particular photo. Being human, "(W)e tend to accept, even though we know better, the album as an accurate reflection of family life."[1] Yet any posed portrait is at best an artificially constructed family scene. No single image can provide us with the character of people's relationships with each other, (or) the quality of their interactions."[2] Nevertheless, the rewards are great for any researcher willing to thoroughly cross-link family portrait photographs to more traditional primary documents, such as newspaper articles and government records.

Ann Elizabeth Benton and family, Nanaimo 1887.
Photo courtesy of Nanaimo Museum I2-272

In order to investigate the external experience of childhood in mid-nineteenth-century Nanaimo, this paper will briefly examine the Benton family portrait,[3] yet will focus primarily upon the Horne family portrait. It was during the annual "members' night" of the Nanaimo Historical Society that Mrs. Mildred Simpson, a Horne family descendant, first revealed her ownership and knowledge of this photograph.[4] One cannot help but be immediately fascinated by the seven somber faces staring out from this family portrait. As it emerged, the man seated on the left is Adam Grant Horne, former Hudson's Bay Company employee,[5] owner proprietor of A.G. Horne & Son dry goods store in Nanaimo,[6] and 'discoverer' of Horne Lake.[7] Seated on the right is his wife, Elizabeth Bate Horne, sister to Nanaimo's first mayor Mark Bate.[8] Following their return to Nanaimo from Comox in late 1878,[9] the Horne family resided at 149 Wallace Street.[10] Known locally as the 'Freeman House,'[11] this home was originally built by A.G. Horne, and currently houses three local businesses.[12]

Also present in this photograph are five of the Horne children.[13] Anne Elizabeth (18) is seen standing between her parents, and to the far left is Sarah Maria (13).[14] The taller of the two boys is Herbert (10 1/2), and the shorter is Thomas (9 1/2). Finally, the child reclining on her mother's knee is presumed to be Lucy Bate Horne (4 1/2). This paper will present a micro-study of the childhood experienced by these five children and their siblings between December 1859 and August 1884. In addition, this paper will briefly examine the impact of the 1887 Nanaimo mine disaster on the seven Benton children, the youngest of whom will be introduced later. Throughout, the experiences of both the Horne and Benton children will serve to underscore the challenges and rewards of utilizing family portrait photographs as primary sources when researching the history of childhood.

Accurately dating a photograph is often the first hurdle which must be overcome. A great deal of this paper's corroborative evidence was gathered while attempting to definitively date the Horne family portrait. Since the exact date of a sitting is frequently unknown, the researcher must carefully deduce the most probable date for any photograph under study. As previously stated, the youngest child in the Horne family portrait is reportedly Lucy Bate. This photograph must therefore predate her death on February 4, 1880.[15] It was possible to obtain such a portrait between October 25 and December 12, 1879, when S.A. Spencer of Victoria operated a photographic studio on Bastion Street in Nanaimo.[16] For simplicity's sake, therefore, a probable date of December 1879 was chosen for the Horne family portrait. Thus, the ages previously given for the Horne children are the ages they would have attained in December 1879.

When commencing the analysis of family portrait photographs, it is impera-

tive that assumptions regarding familial relationships be set aside. Personal experience has shown that, particularly when perusing a number of photos, the tendency is to assume that any adult male and female shown together are married. In the case of Adam and Elizabeth Horne, an entry in the family bible confirmed that they were indeed married in Nanaimo on February 22, 1859.[17] In addition, the portrait under scrutiny was compared to an earlier, well publicized and documented photo of the couple in order to confirm that this was indeed Mr. and Mrs. A.G. Horne.[18] Once the identity of one or more key subjects in a family portrait has been established, the historian can methodically proceed with the identification of any accompanying person(s). Taking caution one step further, one cannot assume that the children in a given photograph are the offspring of any adults in the same picture. Once again, the Horne family Bible was utilized to confirm the name and age of each of the five Horne children represented in this family portrait.[19]

Finally, one cannot assume that all of the family members were present for the sitting. For example, Mrs. Simpson believes that two older boys were missing from the Horne family portrait.[20] The family Bible reveals, however, that the Hornes had only one older son. Born in Nanaimo on December 9, 1859, Adam Henry Horne would have been twenty years of age in December 1879. He was living independently,[21] and would marry Emily Cooper within eighteen months.[22] It is therefore plausible that work prevented his inclusion in this photo. Mrs. Simpson also revealed that a girl, whose death predated the photograph, was not present.[23] A headstone located in the Nanaimo Cemetery confirmed that Lucy Amelia Horne, born January 15, 1865 died one week short of her second birthday on January 8, 1867.[24] Her death explains the obvious gap between Anne and Sarah. In this pre-birth control era, women could expect to space their children two years apart at best. Thus, children included in family portraits often resemble 'stair steps.' Any obvious gap in the progression of offspring should therefore prompt the researcher to delve beneath the photograph's surface layer.

The positioning of family members within a photograph can also motivate the researcher to look beyond the obvious. Take the Benton family portrait for example.[25] This particular photo commands attention for three reasons. First, the adult female is standing, an uncommon pose for women of this era. Secondly, there is no accompanying adult male. Thirdly, the youngest child is not only central, but is seated alone rather than upon his mother's knee. This was undoubtedly a very important baby! As research revealed, Edwin Benton was named for his father, one of one hundred and forty-eight men who died May 3, 1887 in the explosion and subsequent fire at the Vancouver Coal Company's Nanaimo mine.[26]

The May 7th issue of the **Nanaimo Free Press** stated that Edwin Benton senior was survived by his 'wife and 6 children.'[27] Young Edwin was therefore born sometime after his father's death, and is seen here accompanied by his mother, Ann Elizabeth Benton, and his six siblings. Thus, the Benton family portrait reveals another common, nineteenth-century childhood experience: death of a parent. Clearly, there are many layers of information that can be garnered from a single portrait. More than a simple illustration, a photograph is a historical document, and as such "it is meant to be read, all ten thousand words of it, with at least the same care and attention to detail as a letter, a diary, a manuscript or a book - line by line and word by word."[28] As the Benton and Horne family portraits exemplify, the story behind missing family members often reveals as much as, if not more than, those who are present.

Finally, as with written historical sources, the researcher must consider motivation. In the case of photographs, there are two motivations to be considered: the photographer's and his subject's. One can easily conclude that S.A. Spencer was financially motivated. A visiting itinerant photographer from Victoria, he had temporarily "taken the Photographic Gallery on Bastion Street (sic)."[29] His advertisements ran between October 25th and December 13th, 1879, and stated that "[f]or a Short Time" he would "take Pictures in the First Style of Art (sic)."[30] Perhaps he was here to provide Nanaimo's citizens with the opportunity to commemorate

The Adam Grant Horne family of Nanaimo.

Photo Courtesy of Mildred Simpson.

Christmas by having a family photograph taken.

Why then did the Horne family choose to be photographed? Fortunately, the sobering motivation for this portrait is part of the family's oral history.[31] The grave illness of the child on Elizabeth Horne's knee prompted the taking of this portrait. As previously stated, Mrs. Simpson believes this child to be Lucy Bate, who died February 4, 1880 at the age of four years, four months. On February 7, she was buried in Nanaimo Cemetery beside her sister Lucy Amelia. Lucy Bate's death certificate reports that she had been "burned in [the] fire place (sic)."[32] Perhaps her burns account for the shawl-like garment that shrouds her as she rests against her mother. In any case, the somber expressions of the family become immeasurably more poignant in light of this information.

Having gone out in all directions from these photographs, and having gathered as much corroborative information as possible, what is the next step in the analysis? In **Visual Anthropology: Photographs as a Research Method**, authors Malcolm and John Jr. Collier suggest a return to the original photo(s), the purpose of which "is to rise above the minutiae of detailed data that obscure the discoveries that can lead to conclusions."[33] At this point in the research process, the photographs "are no longer strangers which you seek to know but friends whom you understand in depth."[34] Only at this point can one begin to draw conclusions about the nature of childhood.

For the Benton and Horne children, the most obvious childhood experience was that of family. Even without knowing exact birth dates, it is easy to see that additions to both families arrived fairly regularly! In 1871, a Canadian woman could expect to have 6.8 children.[35] Here, we see the reality of these statistics. As the family portrait reveals, Ann Elizabeth Benton already had seven closely-spaced children in late 1887. Elizabeth Horne, however would give birth to a total of eleven children over the course of twenty-six years. Emily Maude, born February 8, 1874, and David William, born March 13, 1878 were both inexplicably absent from the family portrait taken circa 1879. After David, Elizabeth Horne went on to have two more sons: George Grant in January 1881 and Lindley Dallas in March 1885.[36] Thus, the children in both families grew up under the guidance of their biological parent(s), and surrounded by siblings of a wide age range.

Yet as only eight of the eleven Horne children survived childhood, these same children also experienced the loss of a sibling. Births and deaths are significant occasions in any family, yet one can only imagine the roller-coaster of emotions experienced by Anne and Adam (aged five and eight respectively) when nearly two-year-old Lucy Amelia died only seven days after the birth of their newest sister Sarah.[37] Thirteen years later, Lucy Bate would succumb to burns suffered from a fall into the fireplace.[38] Finally, David would die of diphtheria on August 13, 1884 at the age of six years, five months.[39] Together, the deaths of these three children exemplify the perilousness of nineteenth-century childhood, the reality of which the surviving Horne children were acutely aware. As the announcement of David's death noted, his funeral would "take place from his parents' residence."[40] Thus, the Horne children also experienced the elaborate social rituals surrounding death and mourning.

Throughout their childhood, the older Horne children also experienced relocation. As an agent for the Hudson's Bay Company, their father was subject to transfer. Initially, the family lived in Nanaimo, where Adam and Anne were born. Having received a new posting, however, Adam Grant Horne moved his young family to Fort Simpson in 1864. It is here that Lucy Amelia and Sarah were born. Less than three years later, the growing family would move to Comox, where they operated a company store for ten years. In late 1878, the family would finally return to Nanaimo.[41] While the Horne's eldest son, Adam, already lived independently in Nanaimo, their two youngest sons were yet to be born! Thus, by combining birth records with a family's residency record, the historian can reconstruct a revealing external framework within which children lived out their childhoods.

Finally, while the Horne children's experience of family and relocation were not unusual, their photographic experience was distinctive. In late nineteenth-century Nanaimo, only children above a certain socio-economic level could expect to have their photograph taken at some point during their childhood. That this photo exists at all illustrates that the Horne family had attained a certain level of affluence. There are few photographs of miner's families, such as the Bentons, in the Nanaimo Museum collection. However, Nanaimo's leading families are well represented by individual and group photographs taken to commemorate such significant occasions as births, marriages, and anniversaries. Each portrait necessitated the careful consideration and acquisition of appropriate clothing, the arrangement of a convenient time, and the purchase of the finished product. Thus, sitting for a formal portrait was (and still is) a serious occasion that required a significant organizational and financial investment, well beyond the means of the average family.

In conclusion, how valuable are family portrait photographs to the historian? The historian of childhood has a variety of alternate sources at her/his disposal. For example, a discussion of current ideologies of childhood can be found in child-rearing advice literature. Aggregate statistics compiled from birth and mortality rates, school attendance records, and the census quantify the existence of children, but provide no insights at the personal level. Adults in positions of authority, such as parents, educators, health care professionals, and the clergy, provide anecdotal evidence regarding the situational experiences of groups of children within their area of responsibility. Finally, there are adult recollections of childhood, the primary source which is preferred by Canada's foremost historian of childhood, Neil Sutherland.[42] Yet all of these potential sources have one thing

in common: they are generated by adults. Photographs, however, provide the historian with a unique opportunity to see children as they were, even if it is their 'Sunday best' and posed situations. Photographs enable the researcher to literally 'put a face' on history. In the absence of writing by children, it is often the only evidence we have of them as children. But as Susan Sontag cautions, "[a] photograph is only a fragment, and with the passage of time its moorings come unstuck. It drifts away into a soft abstract pastness, open to any kind of reading (or matching to other photographs)."[43] For this very reason it is incumbent upon the researcher to apply accepted historiographical procedures to this as to any source. For the historian willing to do so, family portrait photographs can be so much more than simply illustrative. They can provide the historians with a valuable starting point, a focal point, and a primary source when researching the history of childhood.

* * * * *

Carol Grant Powell has returned to university studies now that her children are in school. She grew up in Ontario, married while in first year at Wilfred Laurier University and now lives in Nanaimo. This essay was written for History Professor Helen Brown.

FOOTNOTES

1. Joan R. Challinor, et.al., "Family Photo Interpretation" in **Kin and Communities**, (Washington: Smithsonian Institution Press, 1979) 262.
2. John Collier Jr. and Malcolm Collier, **Visual Anthropology: Photography as a Research Method** (Albuquerque: U. of New Mexico Press, 1986) 83.
3. Daphne Paterson, member of Nanaimo Community Archives Society. Interview with author, January 30, 1997. My sincere thanks to Daphne for her assistance in retrieving this photograph.
4. Mildred Simpson. Interview with author, January 9, 1997.
5. Patricia M. Johnson, A Short History of Nanaimo, (Nanaimo: City of Nanaimo British Columbia Centennial Committee, 1958) 14.
6. Advertisement, **Nanaimo Free Press**, June 24, 1885.
7. **Nanaimo Free Press**, August 14, 1886.
8. Johnson, 28.
9. Olga Blanche Owen, **The Adam Grant Horne Family**, (Royston, British Columbia, 1980) 4.
10. Mildred Simpson. Interview with author, January 31, 1997.
11. Shirley Bateman, Archives Assistant, Nanaimo Archives. Interview with author, February 13, 1997. My sincere thanks to Shirley for her assistance in retrieving archival materials, for her timely research suggestions, and for providing a congenial place in which to work while the Museum was undergoing renovations!
12. Field survey, February 13, 1997.
13. Mildred Simpson. Interview with author, January 9, 1997.
14. Sarah Maria was the maternal grandmother of Mrs. Mildred Simpson.
15. Nanaimo Cemetery, January 31, 1997.
16. **Nanaimo Free Press**, December 13, 1879.
17. Owen, unnumbered page.
18. E. Blanch Norcross, ed., **Nanaimo Retrospective: The First Century**, (Nanaimo Historical Society, 1979) 26b.
19. Owen, unnumbered page.
20. Mildred Simpson. Interview with author, January 9, 1997.
21. Owen, 4.
22. **Nanaimo Free Press**, May 21, 1881.
23. Mildred Simpson. Interview with author, January 9, 1997.
24. Field work, January 31, 1997. Thanks to Jack for his assistance in locating this gravesite.
25. Nanaimo District Museum Photograph Collection, 12-272.
26. Provincial Archives, Film No. B13084, Registration No. 1887-09-043681.
27. **Nanaimo Free Press**, May 7, 1887.
28. J. Robert Davison, "Turning a Blind Eye," in **BC Studies**, Number 52, Winter 1981-82, 16.
29. **Nanaimo Free Press**, October 25, 1879.
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31. Mildred Simpson. Interview with author, January 9, 1997.
32. Provincial Archives, Film No. B13084, Registration No. 1880-09-042416. Unfortunately, no further details are available as the February 4th to 14th issues of the **Nanaimo Free Press** are missing from the Malaspina University-College microfilm records.
33. Collier, 205.
34. Ibid, 225.
35. Mary F. Bishop, "Vivian Dowding: Birth Control Activist 1892", **Not Just Pin Money**, (Victoria: Camosun College, 1984) 327.
36. Owen, unnumbered page.
37. Ibid.
38. Provincial Archives, Film No. B13084, Registration No. 1880-09-042416.
39. Provincial Archives, Film No. B18084, Registration No. 1884-09-042446.
40. **Nanaimo Free Press**, August 16, 1884.
41. Owen, 3-4.
42. Neil Sutherland, "When You Listen to the Winds of Childhood, How Much Can You Believe?," **Curriculum Inquiry** 22,3 (Fall 1992) 236.
43. Sontag, 71.

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"Any Country worthy of a future should be interested in its past."

W. Kaye Lamb.

The Family That Sailed a Million Miles

by Ronald A. Ansell

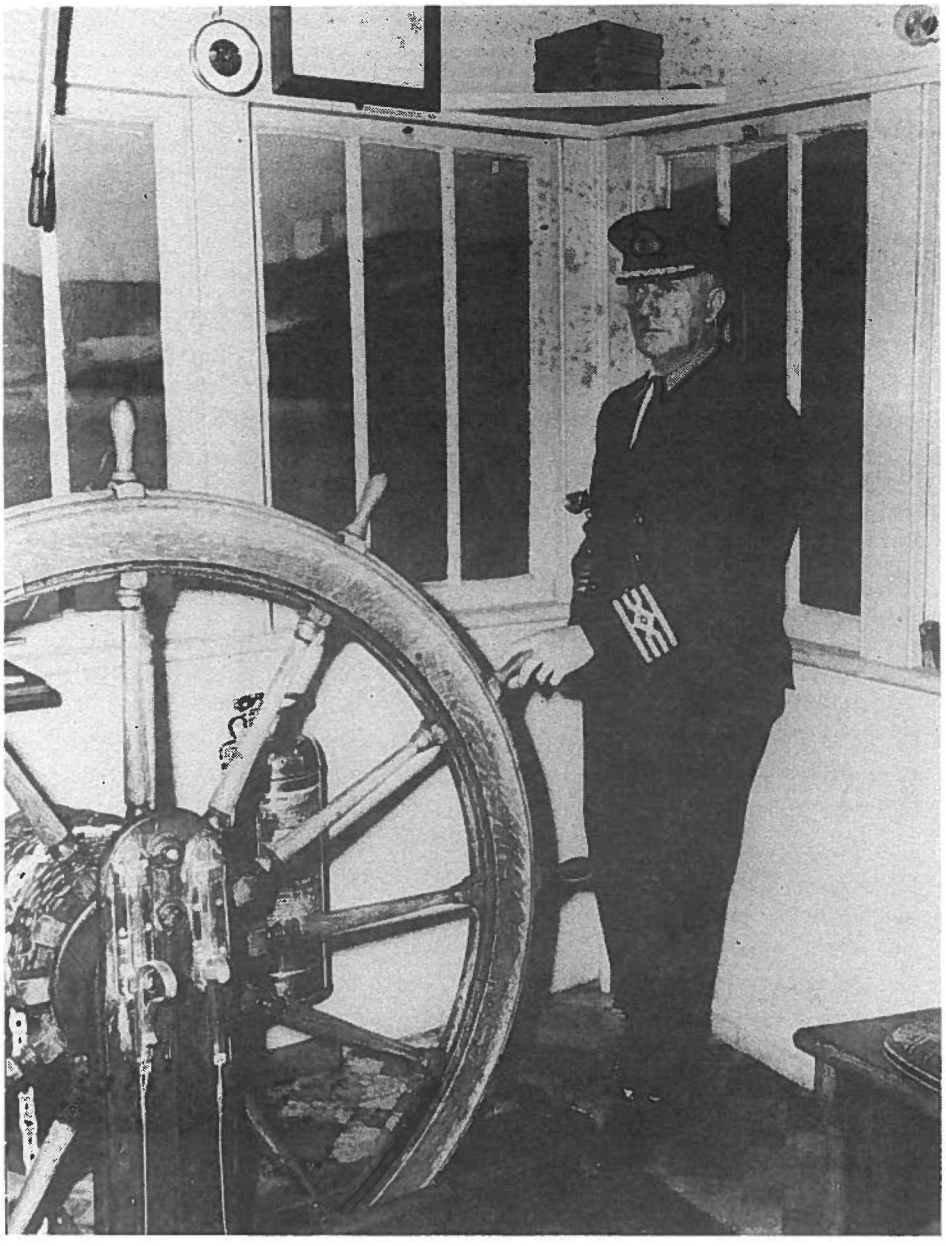
In the history of steamboating in the B.C. Interior the Estabrooks name stands out both in years of service and in number of vessels on which the family members served.

From 1892 to 1951, on the Arrow, Slocan, and Okanagan Lakes mostly, at least one and often two members of this outstanding family could be found on the vessels plying these waters.

The story begins with George L. Estabrooks who was born in 1846 in New Brunswick, likely of Loyalist stock. His career began on the St. John River in New Brunswick at age 15 and by age 25 he had qualified for his Master's papers. He married and had a daughter, then his wife died. Remarried in 1877 he began another family. From 1871 to 1892 he worked in the Maritimes; but as time passed he became increasingly concerned about the loss of steamboat business to the railways. Finally, in 1892, he closed his home, sent his wife and children to stay with relatives, and set off by train to the West Coast where, it was said, the shipping season was twice as long and the wages twice as large as in the Maritimes.

In those days, going by train across Canada meant travelling on the Canadian Pacific Railway. This brought him to the Columbia, whose lakes and rivers he would sail for the rest of his career.

The story of his "recruitment" is best told in the words of his son, Otto, as reported by E.L. Affleck in his book **Sternwheelers, Sandbars and Switchbacks**.

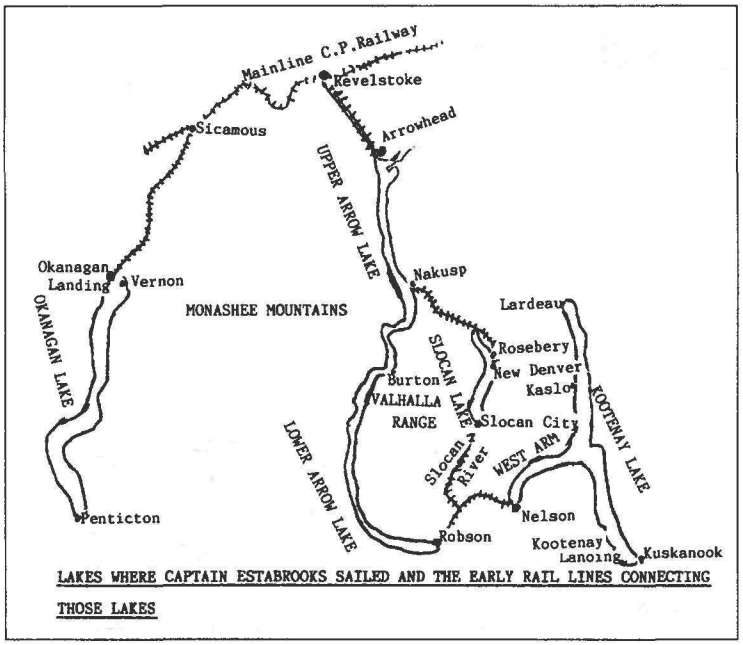


Captain Estabrooks in the wheelhouse of the S.S. MINTO in 1951.

Photo courtesy of Milton Parent, Nakusp.

"A representative of the Columbia and Kootenay Steam Navigation Company, which operated a fleet of sternwheelers from Revelstoke down the Arrow Lakes and Columbia River to Northport Washington mounted the train at Revelstoke and strode down the aisles of the passenger coaches calling out to see if there was anyone with a mate's ticket on board. Once having admitted that he did indeed hold a master's ticket, my father found himself hustled off the train, bag and baggage, on to a C.K.S.N. sternwheeler which was languishing at the Revelstoke smelter wharf awaiting a crew to get underway downstream. My father remained with the C.K.S.N. until November, 1892 when low water in the Columbia River tied up the boats for the season."[1]

Meanwhile, on Slocan Lake, the mines to the east of the new settlements soon to be known as New Denver and Silverton had attracted a large number of people to the area. Miners needed supplies and clothing, and everyone



LAKES WHERE CAPTAIN ESTABROOKS SAILED AND THE EARLY RAIL LINES CONNECTING THOSE LAKES

Captain George Estabrooks.

needed food. The easiest way to get these things in 1892 was from Nelson, by poling a small boat up the Slocan River and then rowing the boat down the lake to the area around Carpenter Creek where it was unloaded. This route, while both difficult and time consuming, was better than overland pack train from Kaslo or the new settlement of Nakusp.

Enter William Hunter, who decided, with partners J. Fred Hume and Bill McKinnon to start a store and a settlement at Four Mile Creek. The store was such a success that Hunter quickly saw the need for an increased supply and carrying capacity. Why not, he reasoned, build a BOAT? A boat that could carry ore from the mines, either up Slocan Lake to a point where it could be carried overland, or down Slocan Lake to the mouth of the Slocan River where it could be stockpiled and later shipped south. On its return trip a boat could carry to his settlement (and store) more food, supplies etc. from the world beyond the Silvery Slocan, shipped from his partner's business in Nelson.

Thus were created the plans for the small twin screw steamboat to be called the **SS William Hunter**. She was built in 1892 on the beach near the store whose nearby settlement was to take the name New Denver.

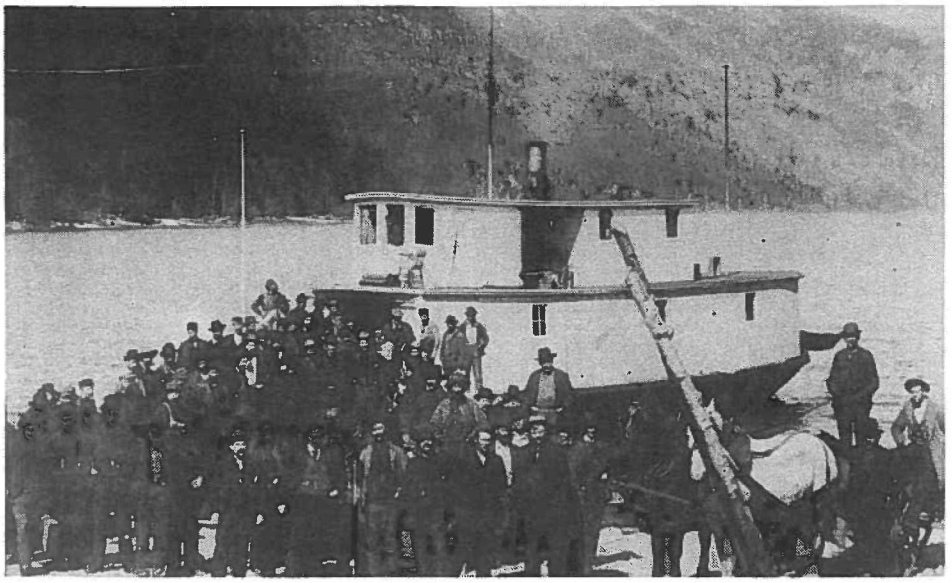
George Estabrooks was approached to be her captain and he moved his family to New Denver in 1893 to take up his duties. The population of the infant town was then increased by five - George, his wife Sarah and children - Otto, then aged four, of whom we are to hear more later, Richard and Willa.

From 1893 to 1897 George continued as captain of the **Wm. Hunter**, an occupation which proved to be a busy one if not always one with a regular pay cheque. His boat was a regular caller at New Denver and the newly established Slocan City at the lower end of the lake. She was often at the upper end also where she served the Hills Brothers' sawmill and the settlement at the mouth of Bonanza Creek. The mines behind her home port of Silverton had proved very rich and business was flourishing for her owners. The one problem appeared to be the sometimes shortage of available cash due to the remoteness of the area and the frequent fluctuation of the price of silver. However, by 1897 the trade in the Slocan was so prosperous that the C.P.R. had decided to buy up all the available shipping in the area in order to control the traffic routes. The **Wm. Hunter** was purchased and was to run only one more year under its present captain.

In 1898 the Klondike Gold Rush brought many changes, including a career move for the Estabrooks family which took them out of the area. George had joined the C.P.R. and had continued with the **Wm. Hunter** as master, but she was soon to be laid up (taken out of service). By 1898 the C.P.R. had a serious shortage of competent men because of a vast increase in the service to the goldfields. George was posted, in October, 1898 to Okanagan Landing to be the master of the sternwheeler **Aberdeen**. He remained in the Okanagan for the rest of his service and retired in Penticton in 1915.

George Estabrooks' contribution to the Slocan region was considerable. As master of the first and, for a few years only, means of water transport to the Slocan area he helped provide a dependable way to get supplies in and the produce of the area out. While he didn't own the **Wm. Hunter** Estabrooks did guide her with

considerable skill and efficiency to her many shoreline rendezvous with the mine owners, homesteaders and packers who needed her services. But his boat was equally at home moored to the landings at the head of pack trails and rail lines. Because he was a reliable carrier he had considerable effect on the importance and early growth of the communities along the shore of Slocan Lake. As a dependable link in the chain of supply to the area he helped stimulate the need for the two C.P. rail lines which were subsequently built into the area from the north and south. He also indirectly added much business to the fledgling port of Nakusp.



S.S. Wm. HUNTER at Slocan City - 1895.

Photo courtesy of the Silverton Museum.

In 1898, when the Estabrooks family left New Denver for the Okanagan, it is unlikely that any ever planned to return. Young Otto, who was then nine years old had been living in the town since the age of four. He had begun school there and had friends among the children of the miners, merchants and others who were flocking into the bustling town with their families. Travelling to their father's new posting must have been an interesting experience when compared to their first trip into Slocan area some five years before.

Their route took them on the Nakusp & Slocan Railway from New Denver to the port of Nakusp where they boarded a sternwheeler for Arrowhead. There they made connections with the train to take them to Revelstoke and the C.P.R. main line. A short ride west on the train took them to Sicamous and the Shuswap and Okanagan rail line to their new home at Okanagan Landing, near Vernon.

George Estabrooks began his appointment as master of the sternwheeler **Aberdeen** on the tri-weekly express run down Okanagan Lake to Penticton and the family settled into their surroundings. Young Otto started school again, made friends and began to enjoy life in the new place.

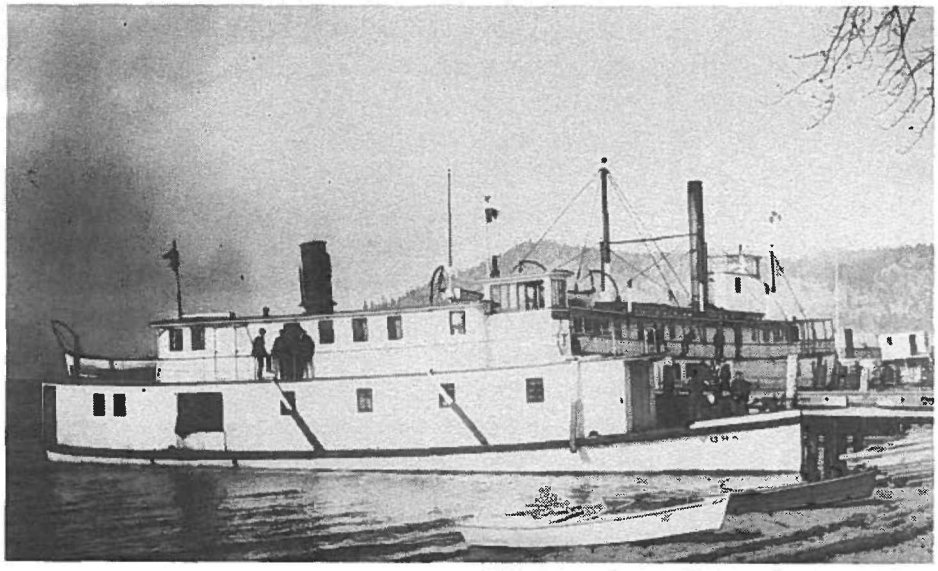
Five years later, at age fourteen, Otto was to begin his career on the C.P.R. steamboats as a relief watchman on the steamer **York**. When a boat was laid up for any length of time it was necessary to have someone on board to make sure there were no leaks and to do routine maintenance tasks. Otto Estabrooks, having grown up around steamboats was an ideal choice. For the next few years he was to combine school attendance with short periods on board the **York** at what was to become his lifetime career. In this he seems not unlike many teens today who combine school with summer jobs and part time work.

In March, 1909 at age twenty Otto passed the exam for his mate's certificate which meant he qualified for permanent employment on the C.P.R. boats. He had been working part time as a deckhand and watchman on both the **Aberdeen** (his father's boat) and the **York**. As a mate, but with low seniority, he had to take the less desirable postings for a while. He served as relieving mate on the **Aberdeen** for three months then was posted to Kootenay Lake, first to the **Nelson** then to the **Moyie**, then returned to the Okanagan area for the next year or so.

In June of 1911 Otto Estabrooks returned to the Arrow Lakes for the first time since leaving the area as a child. This time he was to be the mate on the **Rossland** and he would spend the next summer also on the **Rossland** as she made her scheduled runs between Robson West, on the Columbia River, and Arrowhead on upper Arrow Lake. At this time traffic was so heavy that the **Bonnington** was also used. To the settlers of the area the boats were more than just a source of transport. Their pursers' offices acted as banks in some ways, and the boats also served as travelling post offices, restaurants and even unofficial links in the local "grapevine". In the winter, when the **Rossland** was laid up for her annual refit and servicing her place would be taken by the shallower draft **Minto.**

Otto returned to Okanagan Lake each winter for work on various boats there, with occasional stints back on the Arrow Lakes on either the **Minto** or the tug **Whatshan.** July of 1914 saw him back on the **Rossland**, then he was returned to the Okanagan where he was privileged to serve, first as mate on the **Naramata's** inaugural run, then to help his father close out his distinguished career on the **Sicamous**. Upon the retirement of George L. Estabrooks early in 1915 Otto returned once more to the Arrow Lakes, this time as mate on the **Minto**. In May, as was usual in those times, he transferred to the **Rossland** for the summer season. But in the Fall, instead of going back to the Okanagan he volunteered for active service in World War I, and was not to return until April, 1919.

Kootenay Lake once again, and the sternwheeler **Kokanee** was to be Otto's next command as they relieved the **Moyie** for the next three months. Then it was to the **Bonnington** for the summer and (mostly) the **Minto** for the win-



S.S. YORK & S.S. ABERDEEN

Photo courtesy of the Kelowna Museum.

ter of 1919-1920. However, in the spring of 1920 he was to be given his first major long term appointment, as master of the venerable **York** - the boat on which he had first acted as watchman back when he was only fourteen. Under the careful guidance of her new master the **York** was taken down the Okanagan River to Skaha Lake where she was to serve out her last days towing barges till 1931.

Captain Estabrooks, as he was known by then, remained in the Okanagan after 1931 as master of the **Naramata**. He had married in 1924 and lived in Penticton with his wife and two children.

In 1941 a World War had once again caused a shortage of skilled sailors for the vessels of the Canadian Pacific and Otto Estabrooks was posted as master of the **Columbia** on lower Arrow Lake. As a captain, with thirty-two years of service he likely could have opted to remain in his more comfortable surrounding in the Okanagan with his family. It speaks well of his character and dedication that he chose instead to uproot himself once again to return to the area he knew so well.

In 1943 he was appointed master of the new tug **Rosebery II** on Slocan Lake. The next four years were spent, on the lake of his early youth, towing barges of rail cars between Slocan City and Rosebery. It was an ideal position in which to spend the last few years before retirement; but it was not to be.

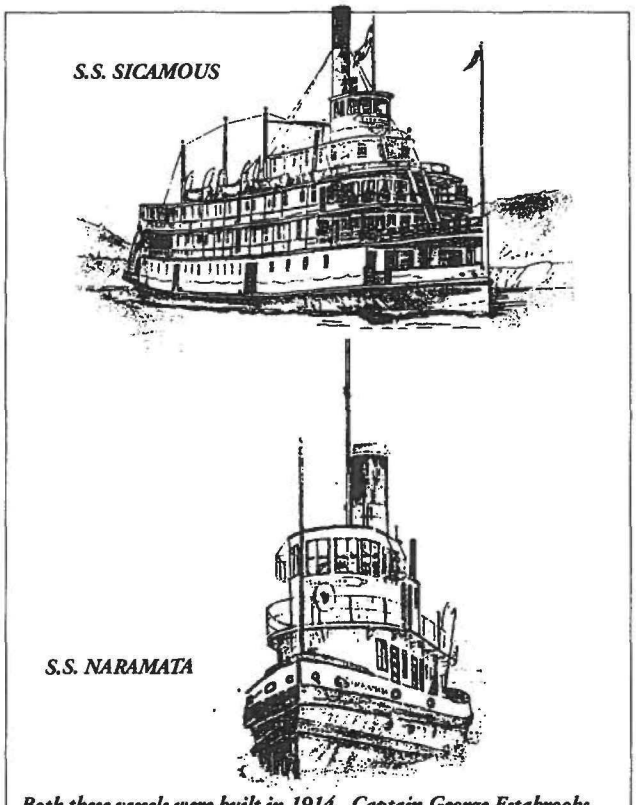
By 1947 the number of vessels still operating on the Arrow Lakes was much less than before and, as business decreased, so did the number of trips. The **Minto** had become the summer boat; but in the winter remained in the upper lake. Business on the lower lake had been handled by boats such as the **Columbia** - a small passenger tug that could handle the reduced winter volume. Then the **Columbia** was retired and the replacement vessel proved inadequate. The decision was made to try the **Minto** on a full run during the low water period. In order to navigate such a large vessel through the narrows between Upper and Lower Arrow Lakes a master with extraordinary skills was required. Accordingly, in 1947, Otto was appointed as master of the **Minto** - a position he held until 1951 when he retired at age sixty-two.

Of his years on the Arrow Lakes, Captain Estabrooks has stated, "... years have passed since I have felt the throbbing of the **Minto's** pitmans under my feet, but in my mind's eye I see her yet, and also the shoreline of the Arrow Lakes, constantly changing with the rise and fall of the water level. Who can forget the ever changing colour of the water on Lower Arrow Lake as the shadows deepen in the long summer twilight, or the chill light of a winter sunrise illuminating the snowy peak of Mount Thor? What steamboat man, having read the water in the Columbia River channel above or below Revelstoke, in the narrows between the Arrow Lakes or in the West Arm of Kootenay Lake can ever forget the lessons learned. A thousand and one do's and don'ts make up the lore of successful navigation. A hundred and one memories linger of the happy times and rough times working with members of C.P.R. crews."[2]

* * * * *

FOOTNOTES

1. **Sternwheelers and Sandbars and Switchbacks**, Affleck, E.A., Nichols, c 1973, p. 105
2. Ibid, p. 119.



Both these vessels were built in 1914. Captain George Estabrooks sailed the SICAMOUS on her maiden voyage and for several years thereafter. These two are now beached at Penticton as heritage sites.

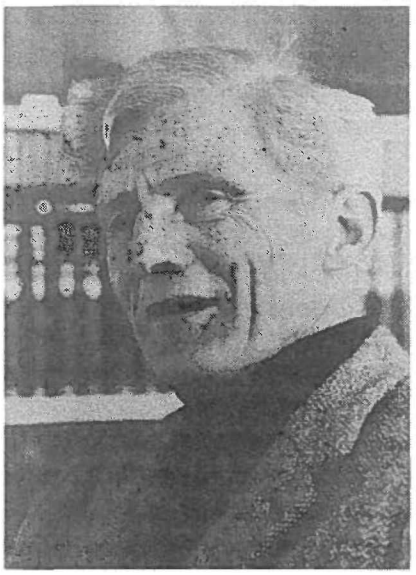
Pictures courtesy of the Artist Randy Manuel.

Donald Waterfield – Author, Patriot, Prophet

by Ronald A. Ansell

There is a saying, "a prophet is not without honour save in his own land." This, if true, may explain why there are no statues or plaques to honour Donald Waterfield in any communities along the Arrow Lakes. For this former resident of Nakusp was truly a prophet with a clear idea of what would be involved in the flooding of the Arrow Lakes and Columbia Valley. He had stated, early in the 1960's that water would become an increasingly precious commodity – a resource not to be wasted or too lightly bargained away. He recognized the negative effects of the Columbia Treaty and tried to persuade the governments of the day to cancel or amend the terms which he felt were not in Canada's or the West Kootenays' best interests. The correctness of his stand, while still in some dispute, has become increasingly apparent.

Donald Waterfield first came to the area with his parents as a child of four. His father was from a distinguished English family and had previously served as secretary to the Governor General of New Zealand. In 1912 the decision was made to join the influx of English settlers coming to Canada. The father came to Nakusp, on Upper Arrow Lake, purchased land in the Crescent Bay area and planted twenty acres of apple trees which, according to the popular wisdom and advertising of the day, would soon assure their fortune. Then he began the building of their house which he named "the Assart," and when it was complete, sent for the family. Donald, his mother and his two sisters soon arrived and commenced life and hard work on their land in the area of the Crescent Bay Orchards development some three miles (four-five km.) from Nakusp. While somewhat isolated, they had as neighbours others of similar circumstance and breeding. Thus



Donald Waterfield (Book jacket photo).

pleasant afternoons could sometimes be spent in the company of fellow would-be orchardists and relatives at their homes, also named, and but a short walk away – albeit an often muddy and strenuous walk on narrow trails through the seemingly endless forest.

Young Donald spent the next five years with his family in this setting until there occurred what he was later to describe as the worst day of his life.

War had been declared by Britain in 1914 and this had meant that Canada was automatically at war also. Horace Waterfield, Donald's father, along with many others from the area, had joined the army in 1915 to form the famous Fighting 54th Kootenay Battalion, and had gone to France to fight in World War I. Then, in 1917 came word that he had been killed at Passchendaele. Donald's mother was left a widow, with three young children and an orchard to run that was just beginning to come into production.

Suddenly, at age eight, Donald became the 'man of the house' and was forced to accept the fact that the father he had last seen going off to war some three years before would never be returning.

Fortunately for Donald there were others to whom he was able to turn for guidance and advice in his growing years – his mother, Elspeth and his uncle, Captain Clifton Carver . . .

Nonetheless it is obvious that Donald profited from his misfortune, that he became a more decisive, better organized and analytical person with a strong sense of what he felt was just and right and a sympathy for those less fortunate.

Donald Waterfield's teenage years were marked by at least two major events. One was the accidental drowning of a relative which once again visited the spectre of unexpected sudden death. Seventeen year old Donald was to act as a pall bearer at the funeral. Another unfortunate accident occurred when a team of horses bolted and severely injured Donald's leg. This resulted in a painful injury which led to surgery, eventual amputation of the leg and what could have been a severe disability. Instead, his life took a new turn. Donald found a wife.

Freda Brown was the daughter of neighbours down by the lake and she and Donald had many things in common. Both their families had come from England and were growing fruit on land in the Crescent Bay Orchards. They shared a common dislike for war and its horrors, and a common liking of good books and art as well as an appreciation of the natural scenery and life in the area. They had both been good athletes but at the time were both on crutches – Donald because of his leg and Freda because of polio. From this beginning there developed a romance which led to their marriage in 1932.

The couple built their house down the

hill from the Assart and began raising a family – eventually a son and a daughter. Donald invested considerable time and money in developing the orchard; but found that fruit farming was not a profitable venture in competition with the Okanagan growers. He then switched to mixed farming.

By 1961 the Waterfield holdings had increased through the purchase of some additional land over the years and Donald had formed a partnership with his son, Nigel. However the signing of the Columbia Treaty and the flooding of the Arrow Lakes, if such was to occur, would not materially affect their living. A small strip of lakefront would be lost; but this was not being farmed and there was a chance of a just settlement. Donald's sister and brother-in-law, the Spicers, stood to lose much of their very productive vegetable farm; but again, there was the chance of getting a fair price for it. Donald was, at the time, president of the Nakusp Chamber of Commerce. He formed a Water Resources Committee and served as its chairman. The committee got outside expert help and tried to alert others in the area to the impending proposed changes. But why? Why stand in the way of progress? Why oppose the Columbia Treaty and all its supposed benefits to the area and to the rest of Canada? And why go to such lengths as to write not one book, but two, to travel literally thousands of miles to attend meetings, hearings and trials, to present briefs and explain a point of view to officials who seemed to have already made a decision anyway? In the valley, many people saw the Columbia Treaty project as a chance to sell out and finally be able to leave. Others saw it as a chance to find work, and some seriously resented the imposition of forced change.

The answer to Donald Waterfield's opposition seems to lie in the mental and emotional makeup of the man. He felt a responsibility to explain the bad parts to his fellow citizens. No matter that he would personally not suffer a loss; he felt the Treaty was wrong. It would destroy a belt of rich soils which were even in those days relatively rare. It would forever alter the ecosystem by destroying the then existing riparian zone, thus changing the climate, animal and plant life. It would destroy the beauty of the valley he had come to call his home. Many people would be seriously affected. The treaty was not as good a deal for Canada as it was made out to be. Moreover, it was but a part of a master plan known as the North American Water and Power Alliance, which would utilize much of the water resources of the entire continent. The plan would provide water for the American Southwest; but result in part in the flooding of most of B.C.'s valleys including the Okanagan, Columbia and upper Fraser valleys and the Rocky Mountain Trench. It would divert most of B.C.'s northward flowing rivers south, and see the creation of giant dams to generate electric power to pump south the flow of several more northerly rivers of the Pacific watershed – an idea so far-fetched as to seem ridiculous in the 1960's.[1]

Now it is almost the beginning of the twenty-first century, and now when we examine the objections raised those many years ago they seem to have new importance. The electric power potential of the Columbia, while still present, has seemingly decreased in value to the U.S. power corporations. This has resulted in a reneging on some of the Treaty terms. Thus, as predicted, the deal was not as financially beneficial as planned. Having lost the control of our water level to the U.S. Army Corps of Engineers we Canadians have lost some of the sovereignty over our own resources. No matter that area beaches can vary from year to year in size from a few hundred feet in width to close to a kilometre. The level has become important or rather has remained important, as Donald Waterfield said it would. And our control was signed away.

The far fetched master plan that seemed so ridiculous in the 1960's seems much more relevant and ominous today when we hear of proposals to divert part of the flow of the Fraser River into the Columbia, to divert more of the Nechako River into the Kemano Completion system, and to dam and reverse the flow of some rivers of the Arctic watershed.

The flooding of the Arrow Lakes and the creation of the Arrow Reservoir did eliminate the farmland strip and the many subsistence farms and small holdings, but at present there does not seem to be a shortage of agricultural products on area store shelves. There is, however, a shortage of locally produced foods, and as a result there is almost total dependence on outside areas for supply. Most cities need the produce from somewhere else in order to eat. But the Arrow Valley is not a city, and having lost the ability to raise at least some of its own food it has become dependent on the whims and market trends of others. In tough economic times some may also do without.

Once there were the small farms, each with a few chickens, a cow or two and a large garden. The residents produced much of their own food. It was more a way of life than a living. But it was also a means for independence. Donald Waterfield foresaw the demise of these small holdings. We are now living with the results.

That the physical appearance of the land would change is inevitable. The land is ever changing and the beauty of today is soon replaced, hopefully by the beauty of tomorrow. Having never seen the Arrow Valley with its lakes, winding river joining, small farms and tiny settlements, the viewer of today may instead be struck by the magnificent mountain and lake scenery only somewhat diminished by the sight at low water. This is not Donald's land any more. But it is what he predicted.

* * * * *

Ansell is a retired teacher, latterly of Prince George, who now makes his home in Nakusp on the Arrow Lakes.

FOOTNOTE

1. See Appendix A, **Continental Water Boy**, Waterfield, D., Clarke, Irwin and Col, c 1970, p. 241.

The Ides of March: The Rowell-Sirois Commission in Victoria

by Ralf Schemmann

Federal-provincial relations seem to have been a contentious issue in British Columbia since 1871 when the province joined Confederation. The materialistic attitude of the Province's political elite towards Canada at that time manifested itself in statements like J.S. Helmcken's: "The people (of B.C.) must be better off under Confederation than alone, or they will not put up with it."[1] This attitude is often seen as running through the relations between Victoria and Ottawa right through the present time.[2] Issues like the federal government's failure to build the promised transcontinental railway in time, the fight for "better terms" around the turn of the century, financial "justice", freight rates and high development costs in B.C. can be construed as expressions of a fundamentally materialistic attitude of the province towards its position within the Canadian state.

The Royal Commission on Dominion-Provincial Relations, commonly known as the Rowell-Sirois Commission, was established in 1937. Its hearing in Victoria in March 1938 and the following federal-provincial conference of 1941 highlight the tensions that existed and still exist between the two levels of government. In consequence of the surrounding debate and the Commission's report and recommendations B.C.'s premier T.D. Pattullo walked out of the 1941 conference together with the premiers of Alberta and Ontario.[3] But while premier Richard McBride had used the same tactic in 1906 and had experienced widespread acclaim for his actions in his home province, Pattullo was heavily criticized for his behavior. This lack of support is often attributed to the fact that Canada was at war at the time - and at a low point of that war - and that provincialism was simply not looked upon kindly by the majority of the population.[4] As Donald E. Blake puts it: ". . . Pattullo's problem was mainly one of timing."[5]

But the briefs presented to the Rowell-Sirois Commission by several political, economic and social interest groups of B.C. and the newspaper accounts of the hearings in Victoria show that Pattullo's and his government's position was already fairly isolated in 1938. The numerous submissions reveal a wide variety of agendas and suggest not only that there was more general acceptance of the federal government than one might suspect, but also that diverse interest groups tried to use the federal connection to further their agendas by opposing or circumventing the provincial government.

Therefore a detailed look at the briefs presented to the Royal Commission might be helpful to draw a differentiated picture of the political attitudes in B.C. towards federalism. The following essay attempts to make a beginning by looking at some of these submissions and the corresponding reports in the provincial newspapers.

In February 1937 Prime Minister Mackenzie King announced the formation of the Royal Commission on Dominion-Provincial Relations. It was supposed to examine the history of Canadian federalism, report on the nature of federal-provincial relations and recommend policies and reforms to ensure the functioning of the system for the future. Due to the financial situation at all levels of government after the Great Depression, its focus was not surprisingly largely economic in nature. Revenue sources, taxation, public expenditure, debts and Dominion subsidies and grants to the provinces were the main issues it was concerned with.[6]

The Commission was finally appointed on August 14, 1937 and began a tour of hearings through the provinces of Canada in November, where it accepted and publicly discussed briefs and memoranda from the governments and other public and private institutions. These submissions, but not necessarily the submitting institutions' intentions, formed the basis for the Commission's report, which was presented to the Prime Minister of Canada on May 3, 1940.[7] The federal government used the report to form an agenda for a federal-provincial conference which was called for January of 1941.

The Rowell-Sirois Commission arrived in Victoria, B.C. on March 15, 1938, duly heralded by the provincial newspapers,[8] and began its hearing the following day. For ten days, until March 25, the Commission sat in British Columbia's capital and heard and debated a variety of submissions.[9] It began with the presentation of the provincial government's brief by premier Pattullo and his chief counsel, Senator J.W. de B. Farris . During the next days submissions by other institutions and organizations followed: the Municipalities of B.C., the City of Vancouver, the B.C. School Trustees' Association, the B.C. Chamber of Agriculture, the Greater Vancouver and New Westminster Youth Council, the Provincial Council of Women, the Native Sons of B.C., the Catholic Minority of B.C., the Vancouver Young Liberal Association, the CCF (B.C. section), the B.C. Library Association, the Primary Products Publishing Company Ltd., The B.C. Mainland Branch of the Canadian Association of Social Workers, the Corporation of the City of Revelstoke and the Langley Farmers' Institute.[10]

Although events in Europe, like the Anschluss of Austria to Nazi Germany or the Spanish Civil War, occasionally overshadowed local events, the provin-

cial, regional and local press took a lively interest in the proceedings at Victoria.

B.C.'s Brief

The government of British Columbia presented a carefully researched and prepared document of 366 pages to the Rowell-Sirois Commission.[11] It contained a detailed account of the province's economic and financial situation and generally presented the "traditional" grievances of British Columbia towards the federal government: the "problem" of Oriental immigration, the special condition of B.C. because of high costs of government; economic disadvantages caused by tariffs protecting the eastern manufacturing industries and unfair freight rates, the situation of the Pacific Great Eastern Railway; the inadequacy of federal funding in B.C.; and the issue of taxation powers.

In effect B.C.'s brief made a list of demands of the federal government that included the takeover of several social services by the Dominion – from unemployment relief and insurance to old age pensions and mother's allowances[12] – and a substantial increase of taxation powers and benefits for the province. The ultimate goal was the financial autonomy of the province regarding its responsibilities. Pattullo expressed this aim in the introduction to the government brief:

"It should be the desire of the Province and the Dominion that in the final analysis the Provinces shall be placed in a position that they shall be able to function within the measure of their jurisdictions, without recourse to the Dominion government for financial assistance, other than in such measures as may be agreed upon."[13]

It could be argued that these demands were unreasonable, because it would have been extremely difficult, perhaps impossible, for the federal government to finance the scheme. It should be noted however that Pattullo approached the Commission as a pro-federal institution, which it probably was, [14] and might have seen these demands as a negotiable statement of the province's position. In his view the final recommendation of the Commission might have been a compromise between the government's centralist and his provincialist position.

This attitude is seen in an editorial of the **Province** as an indication for conflicting assumptions between the provincial government and the Rowell-Sirois Commission over the role of the latter.

"The Rowell Commission feels that its job is to propose a new basis for Confederation. . . . [The Pattullo government] expects the new basis of Confederation to be settled by bargaining between the Dominion and the provinces. . ."[15]

While these conflicting views might not have been there in reality, they certainly were portrayed as existent in the press, explaining part of the criticism directed by newspapers at the government.

Overall B.C.'s brief seems to reflect a basically materialistic attitude of the provincial government towards Confederation, because it focuses so strongly on economic and financial issues. On the other hand this impression comes as no surprise, given the nature of the questions addressed by the Royal Commission. The debates do not seem to have been very different in the other provinces,[16] suggesting that this preoccupation was a result of the time frame and basic agenda of the Commission and not a singular phenomenon of B.C. The individual problems addressed by the brief, like the PGE or the freight rates, were specific to B.C. though.

The Municipalities

The financial situation was a major issue not only to the provincial government of B.C. but also to the municipalities of the province. The Municipalities of British Columbia, the City of Vancouver, the Okanagan Municipal Association and the Corporation of the City of Revelstoke presented briefs to the Rowell-Sirois Commission addressing this issue.[17] The text of the Vancouver submission makes the central problem clear:

". . . the situation has become more serious during the last five or six years, by reason of the continually increasing cost of unemployment relief, hospitalization and other social services on the one hand, whilst on the other hand [Vancouver's] one important source of revenue, the tax on real estate has continued to decline . . ."[18]

To remedy the shortage of funds – essentially caused by the effects of the Great Depression on the city – the brief suggested among other things that the provincial and federal governments should pay taxes on their properties within municipalities and that all or a substantial part of payments for social services should be taken over by them.[19]

The municipalities' concerns illustrate the effects of the Depression on the economy and on the financial situation of all levels of government. With the increased social responsibilities expenditures rose substantially. Consequently the different levels began to argue about who could and should carry the costs of services. The **Province's** political caricature illustrates the result:

The only connection to the Rowell-Sirois Commission's topic – Dominion-Provincial Relations – was the question of who would take up the financial responsibility for social services eventually, a question that the Vancouver brief attempted to avoid. It tried to remain neutral towards either party and it certainly was not completely on the side of the

(The Province, March 18, 1938.)

provincial government, as illustrated by the fact that it mentions the province's record revenue of 1937.[20]

Obviously the Rowell-Sirois Commission presented an opportunity for the municipalities to give their financial grievances a public hearing in front of an important body. The issue of federal-provincial relations took a back seat to their own problems. The nature of the problems put them somewhat at odds with both higher levels of government, since financial responsibilities were at stake and therefore it is no surprise that Pattullo was criticized from this side when the 1941 conference produced no immediate results.

Economic Interest - The Boards of Trade

The most unusual proposition to the Commission during the hearing in Victoria came from the Associated Boards of Trade of British Columbia, Speaking for them and several other boards of trade, Vancouver business man H. R. MacMillan advocated a plebiscite to abolish the provincial legislatures. Although he was expressively supported on this topic by the Eastern Boards of Trade of B.C., it seems highly questionable whether this proposition was taken seriously by a significant number of people. As the chairman of the Commission, Chief Justice Newton Rowell remarked, some issues of the brief appeared "rather impractical."[21]

But with or without this rather presumptuous proposition, the combined statement of the Boards of Trade was another example of a particular interest expressed on the occasion of the Royal Commission's hearing. Although superficially advocating radical centralization at the expense of the provincial government, the brief contained in essence nineteenth century liberal ideas of less government and "free" enterprise. It stated that "... British Columbia is overtaxed and overgoverned."[22] To encourage economic growth taxation was to be reduced by eliminating the double income tax paid to federal and provincial governments, and public expenditures of the provinces were to be cut drastically. The brief's demands for commissions to examine "the rising costs of civil service" and that "the present wasteful method of administering unemployment should be stopped"[23] were examples of the Boards' of Trade distrustful attitude towards the growing state bureaucracy.

The Prince George Board of Trade had the same goal of economic growth in mind, when it presented its brief to the Commission, but due to Prince George's different geographic and demographic situation, the proposed way to reach this goal was different. Immigration – namely British immigration – was portrayed as the way to unlock Canada's untapped wealth of resources and to encourage economic development.[24] Obviously the northern business men had the situation of their city in mind, which had suffered from the drastically reduced immigration after World War I. Again the Board's agenda was only marginally connected to the issue of federal-provincial relations. It used the hearing to voice its economic concerns before the federal and provincial governments.

The Vancouver Junior Board of Trade's brief summed up the central demands of the business interests of British Columbia: an increase in centralization at the expense of the provincial government, regulation of public finances, federal responsibility for social services, increased immigration and most importantly the balancing of budgets on all levels of government.[25]

Social Groups

A variety of interest groups not directly linked to political or economic institutions submitted briefs to the Rowell-Sirois Commission. Organizations like the Greater Vancouver and New Westminster Youth Council, the Provincial Council of Women, the Native Sons of B.C. and the Catholic Minority of B.C. could be classified as social interest groups, while the B.C. Branch of the Canadian Association of Social Workers and the B.C. School Trustees' Association represented even more particular interests.

Nationalism seems to have been strong in the arguments of these groups. They generally argued for stronger federal powers to increase Canadian unity,[26] apart from arguing their own agenda. For instance the Youth Council's brief contained a vocal argument for greater centralization:

"Canada has existed as a political entity for seventy-one years. It is high time that she cast off the cloak of disunity and became a nation in fact as well as in name."[27]

At the same time the particular interests of the groups were also strongly put forward, with the Youth Council advocating a youth employment service,[28] the Catholic Minority arguing for separate schools[29] and the School Trustees clamoring for the transference of school funding from the municipalities to the province.[30]

While the general nationalistic attitude of the late thirties may account for the national sentiment in the briefs of these groups, there is another common thread running through them. Most of them seemed to be committed in one way or another to social reforms. For example a central issue on the agenda of the Provincial Council of Women was the "elimination of differences in the standards of living, labor and social legislation and cultural conditions in all parts of Canada,"[31] and the Youth Council advocated a "greater measure of protection for various minority groups, especially in the matter of discrimination which is practiced against those persons of certain races now living in Canada."[32]

Significantly these groups placed their trust for enacting measures of reform in the federal, not the provincial government. The state was seen as an important vehicle for enacting social reforms, but it was the federal level which got the benefit of this growing reliance on government and bureaucracy.

It might be argued that these organizations showed the greatest influence of the international situation and the strongest emphasis on national unity. But still they did not simply argue for centralized government, rather they put forward their own agendas and connected these with the issue of federal-provincial relations.

Political Groups - The Parties

Only one party and one party organization presented briefs to the Royal Commission, the socialist Co-operative Commonwealth Federation (CCF) and the Vancouver Young Liberal Association. The absence of statements from the main party organizations of Liberals and Conservatives might be explained by the conflict of interests between their provincial and federal levels, but that is hard to tell.

The CCF brief argued strongly for a strengthened central government, including complete federal sovereignty over income tax, social legislation and marketing.[33] This is hardly a surprise considering that the CCF still based its policies on socialist theories, which generally favor centralized systems of government over federal ones. Especially obvious was this theoretical background in the brief's statements on economic issues:

"Provincial economies should be controlled to confirm to national economies. Industry cannot be separated into production units, interested in local, provincial, national and export consumption. Large scale and social production necessitates national control."[34]

Additionally the socialist movement has traditionally held an international view, away from regional politics.

Federal legislation was seen as a means to ensure minimum standards of social services in the provinces:

". . . we suggest that the federal government have power to establish minimum standards of codes, and provinces have concurrent powers to establish higher standards . . ."[35]

Clearly a reorganization of provincial-federal powers was seen as a chance to achieve better social legislation.

More surprising than the position of the CCF was the fact that the Vancouver youth organization of Pattullo's own Liberals also presented a brief arguing for more federal control.[36] Although it agreed with the government brief on many of the issues, it contended some of the central demands of Pattullo's case. The Young Liberals proposed that the right to income taxation, which the government brief saw basically lying with the province, belonged to the Dominion. They also argued for larger concentration of powers in Ottawa as opposed to Pattullo's wished for more provincial autonomy.

It is difficult to tell whether this attitude of the party youth organization came from a strong connection to the federal party or out of municipal concerns (since it was the Vancouver organization). It shows, however, that even within the Liberal party no complete consensus existed on the reorganization of the Canadian federal system.

Press Reactions

Aside from local or special interest newspapers, like the **Prince George Citizen** and the **Federationist**, the main coverage of the Victoria hearing appeared in the **Province**, the **Vancouver Sun**, the **Victoria Times** and the **Colonist**.

Generally Pattullo's proposition to the Rowell-Sirois Commission did not generate a positive echo in the provincial press. While radical positions like MacMillan's call for the abolition of the provincial legislature did not get a very sympathetic press either – most papers mentioned Rowell's classification of the matter as "impractical" – a sense that national unity was necessary and that Pattullo threatened this unity with his position permeated all accounts of the proceedings.

The **Province** was the most vocal critic of Pattullo, exhibiting strong sympathies for the members of the Commission as in the following description of the chairman:

"Chief Justice Newton Rowell is a mild-mannered old gentleman, soft of voice, beautifully precise of diction. But his questions from the head table of his royal commission here are as sharp as rapier thrusts."[37]

But also the **Sun** and the **Times** reported generally favorably on the briefs arguing for national unity and more centralized government. The newspapers assumed that Pattullo saw the Commission as an adversarial representative of the federal government and that he wanted to bargain over provincial-federal powers, while they themselves saw the Commission as a neutral party with the objective to create a newly balanced federal system. It is hard to tell how far this perceived clash of assumptions was shared by the general public, but it foreshadowed the general negative reaction towards Pattullo's performance at the 1941 federal-provincial conference.

The Conference

When the federal-provincial conference based on the Rowell-Sirois report was held in Ottawa in January of 1941, World War II was in its second year and prospects were grim for Britain and its allies. The situation intensified the calls for national unity, making demands for more provincial autonomy seem anachronistic.

Whether the failure of the Conference to produce results must be attributed to the stubborn position of the three dissenting premiers Aberhart, Mitchell and Pattullo[38] or to the questionable agenda of the Mackenzie King administration,[39]

(The Province, March 26th, 1938.)

is impossible to decide in the context of this essay. But whatever the cause, the public response in B.C. to Pattullo's walkout was overwhelmingly negative and certainly contributed to the Liberals' loss of the absolute majority of seats in the elections of the same year and to Pattullo's subsequent replacement by John Hart.

Conclusion

The B.C. government's attitude towards the Rowell-Sirois Commission is generally seen as having been in keeping with the province's history of antagonism towards the Dominion government.[40] The failure of Pattullo's policy to pay off in terms of public support or provincial votes contrasts with the success of other "fed-bashing" premiers like Richard McBride or W.A.C. Bennett, but is easily explained by the critical international situation and the resulting emphasis on national unity and on the importance of the federal government. There is certainly a lot of truth to this interpretation of events surrounding the Rowell-Sirois Commission and of the reactions to it, but it seems possible to find other themes and additional explanations.

One is the financial situation of the time. The Great Depression left a legacy of increased government responsibilities and public debt. It is no surprise then that the Royal Commission and its hearing became a forum for the ensuing fight between the federal, provincial and municipal levels of government over who was responsible for the new burdens and who would pay for them. Obviously this created opposition to the provincial government of Pattullo on the municipal level, which came to a peak with the failure of the 1941 conference to address the issue.

At the same time many interest groups saw the expanding regulatory powers of the government as providing chances to further their own agendas. Perhaps due to the nationalistic mood of the time they turned largely to the federal government to make it the vehicle for their intentions.

Ironically business interests which resented the growing taxation and regulatory powers of government attacked the provincial level in their quest to achieve less government, perhaps because Pattullo had attempted to address the problems of the Depression by establishing a form of social capitalism in British Columbia – his "little new deal".[41]

Together all of these interests produced the rift between the provincial government's view on the future of federal-provincial relations and the general tenor of the non-government proposals. Pattullo seemed to be bereft of public support, with traitors on all sides as the cartoonist of the province illustrates: (page 18)

Overall the Rowell-Sirois Commission seems to have been a forum not only for provincialist or nationalist views of government but also for a plethora of hopes, agendas and propositions put forward by an equally diverse group of institutions and organizations. Common to all participants was the expectation that the Royal Commission on Dominion-Provincial Relations, its report and the following conference would address their concerns. The failure of the conference to deliver on these expectations and Pattullo's apparent responsibility for this failure logically led to the hostility and discontent that produced the immensely negative reaction in his home province.

* * * * *

Ralf Schemmann wrote this while he was an exchange student at the University of British Columbia. His home is in Siegen, Germany.

FOOTNOTES

1. J.S. Helmcken, during the 1870 Confederation debate.
2. See Norman J. Ruff, "British Columbia and Canadian Federalism", in J. Terence Morley et.al. (eds.), **Reins of Power** (Vancouver 1983), pp. 271-304; Donald E. Blake, "Managing the Periphery: British Columbia and National Political Community," in R. Kenneth Carty and W. Peter Ward (eds.) **National Politics and Community in Canada** (Vancouver 1986), pp. 169-183 and Martin Robin, **Pillars of Profit: The Company Province 1934-1972** (Toronto 1973).
3. Robin Fisher, **Duff Pattullo of British Columbia** (Toronto 1991), pp. 330-333.
4. Ruff, p. 296; Blake, p. 172.
5. Blake, p. 172
6. Donald V. Smiley, Introduction to **The Rowell/Sirois Report**, Book I, edited by Donald V. Smiley (Toronto 1963), p. 2.
7. Ibid., p.1.
8. The **Vancouver Sun**, the **Province**, the **Victoria Times** and the **Colonist**, all March 15, 1938.
9. **Report of the Royal Commission on Dominion-Provincial Relations,** Book III, Documentation (Ottawa 1938), p. 211.
10. Ibid., pp. 211-212.
11. **British Columbia in the Canadian Confederation:** A Submission Presented to the Royal Commission on Dominion-Provincial Relations by the Government of the Province of British Columbia (Victoria 1938).
12. Ibid., pp. 351-354.
13. **B.C. in the Canadian Confederation**, p. iii.
14. Fisher, pp. 318-319.
15. The **Province**, March 26, 1938, p.?.
16. **Report of the Royal Commission on Dominion-Provincial Relations.** Digest of briefs and reports (Ottawa 1938).
17. Digest of briefs and reports, ex. 181, 182, 203 and 215.
18. Brief of the City of Vancouver, as printed in the **Vancouver Sun,** March 21, 1938, p. 2.
19. Brief of the City of Vancouver, as printed in the **Vancouver Sun,** March 21, 1938, p.3.
20. Brief of the City of Vancouver, as quoted in the **Vancouver Sun,** March 21, 1938, p. 3.
21. The **Province**, March 22, 1938, pp.1+2; The **Victoria Times,** March 22, 1938, pp. 1+2.
22. Brief of Associated Boards of Trade of B.C., as quoted in **Victoria Times,** March 22, 1938, p.2.
23. Ibid., p.1.
24. The **Prince George Citizen**, March 24, 1938, pp. 1+4.
25. The **Vancouver Sun**, March 24, 1938, p.?
26. Digest of briefs and reports, ex. 183, 205, 206, 207, 208 and 214.
27. Brief of Greater Vancouver and New Westminster Youth Council, as quoted in the **Province,** March 24, 1938, p. 9.
28. The **Province**, March 24, 1938, p. 7.
29. The **Province**, March 24, 1938, p. 9.
30. The **Vancouver Sun**, March 22, 1938, p. 2.
31. Brief of the Provincial Council of Women, as quoted in the **Province,** March 24, 1938, p. 7.
32. Brief of Youth Council, as quoted in the **Province**, March 24, 1938, p. 7.
33. Digest of briefs and reports, ex 210.
34. Brief of the CCF (B.C. section), **as resuméd** in the **Federationist**, March 17, 1938, p.3.
35. Ibid.
36. Digest of brief and reports, ex. 209.
37. The **Province**, March 18, 1938, p.?
38. Robin, pp. 45-47.
39. Fisher, pp. 245-249.
40. See Ruff, pp. 271-304; Blake, pp. 169-183 and Robin, pp. 38-62.
41. Fisher, pp. 245-249.

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David Ricardo Williams, **Mayor Gerry: The Remarkable Gerald Grattan McGeer** (Vancouver 1986).

The Daily Colonist

The Federationist

The Prince George Citizen

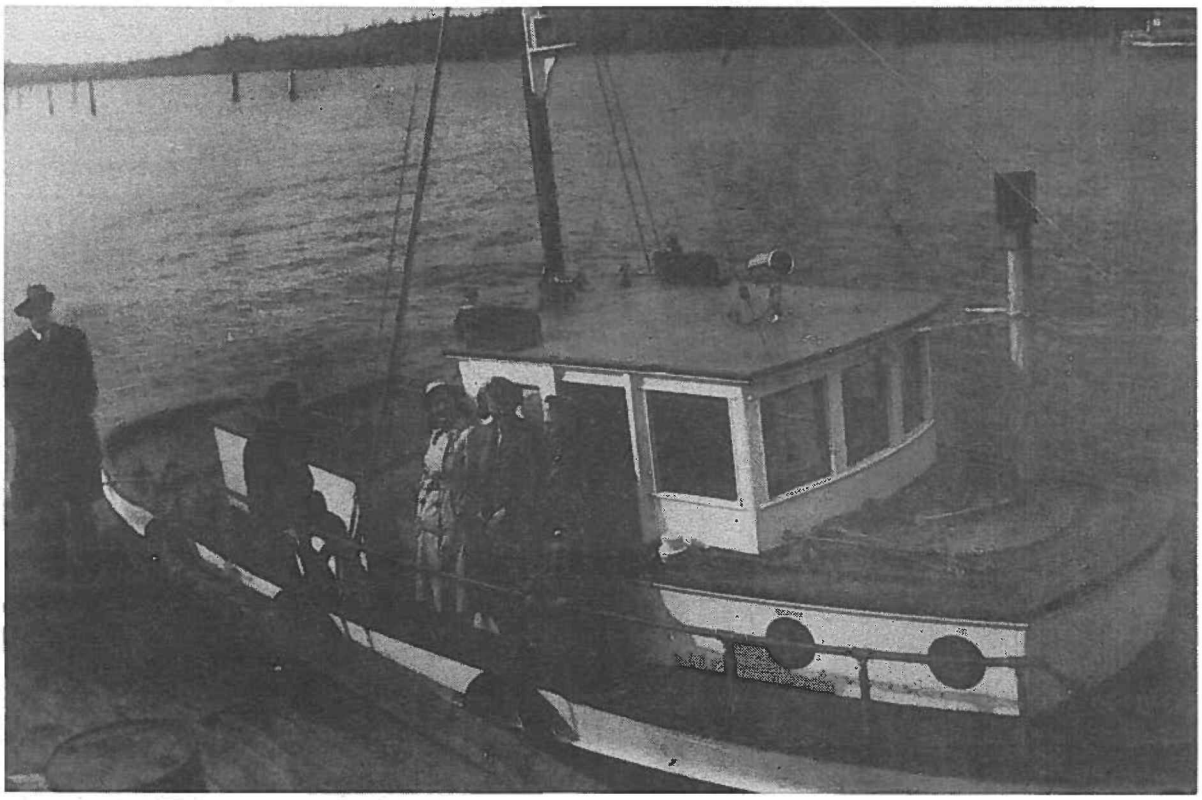
The Vancouver Province

The Vancouver Sun

The Victoria Daily Times

War in the Woods – Yesterday and Today

by Dolly Sinclair Kennedy



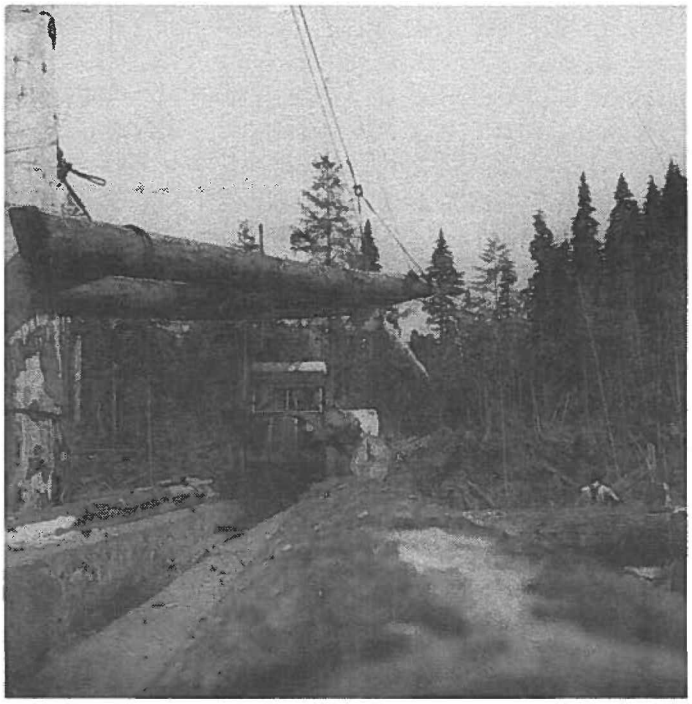
Port McNeill Company Limited - 1940. The Company Boat the PITCO, Captain Lorrie Vereken; Ed McKierakan - teacher; Dolly Kennedy; Kay Shelly; Mrs. Shelly Sr.; and David Kennedy, age 4 years.

Port McNeill, Forest Capital of British Columbia, has grown from a small logging camp – Pioneer Timber Company Limited – to a major logging centre on North Vancouver Island. No longer inhibited by geographic isolation, Port McNeill can be reached by highway, water, or air. A number of major logging companies have their regional headquarters there. Named in honor of Captain W.H. McNeill, who brought his vessel to trade in the north Island in 1852, Port NcNeill now has a population of nearly 3,000 with a hospital, library, and all the amenities needed to make life comfortable.

The logging camp at Port McNeill came into existence in 1937, when Pioneer Timber Company Limited, signed an agreement with Broughton Timber Company and Powell River Company to log the area. Pioneer gave up its logging operation near Sointula on Malcolm Island, and moved its bunkhouses over to Port McNeill. After the initial growing pains of 1937 and 1938, Pioneer settled down to a production of 50 million feet per year, for the duration of the war.

In the 1930's and early 40's, logging was done by a hi-lead system called *skidder skyline* logging. The lines on the skidder went to the top of a spar tree and were called Northbend and Southbend. The lines could go 2000 feet into the bush and pull the trees to the road, to be loaded onto hard-tire logging trucks. The logs were then driven to the booming grounds, where by the use of a donkey and an A-frame, they were lifted from the truck and skidded into the water. The logs were then sorted by a boom man, using a pike pole, and put into a flat boom to be towed away.

When war broke out in September 1939, the logging industry became immensely important to the war effort. Spruce was needed in the manufacture of warplanes, shipyards were working day and night, and it was said that 80% of Canada's lumber production was geared to defence work.



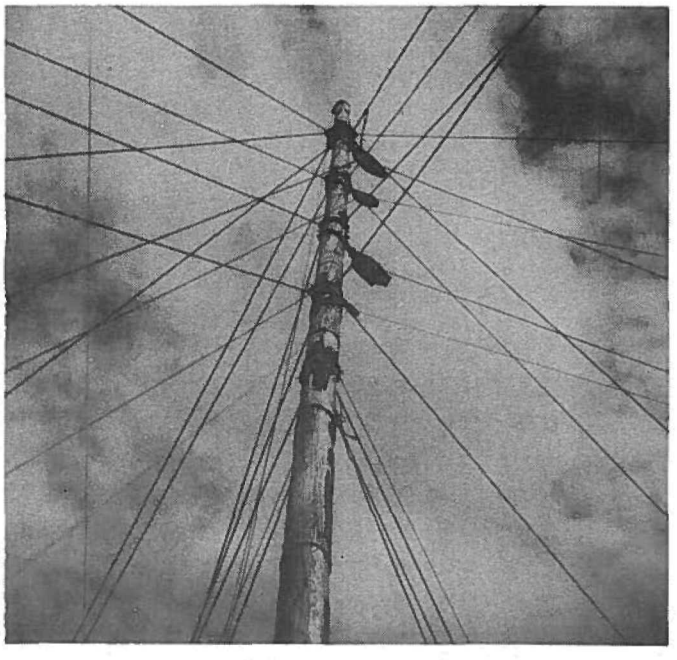
Loading a truck - 1940

Tommy Takki - High Rigger - 1941.

In wartime high riggers were the aristocrats of the camps, and were highly paid. They had to be in excellent shape, physically and mentally and most were careful men. High riggers used climbing irons and a rope which they looped around a spar tree, then tied to their thick belts to steady themselves. The most dangerous time for a high rigger was the moment he cut off with his axe, the top of a hundred and fifty foot tree. As the top fell, the tree would whip back and forth in an arc. To steady himself the man would drive in his spurs and his axe and hang on.

Power skidding by overhead cables consisted of a 1 1/4 inch cable rigged like a clothesline from a head spar, a standing tree, which had been trimmed and topped, 125 feet or more, to a tail spar, guyed to a stump. When it came to rigging spar trees, the rigger was the supervisor. The second time up, after topping, the high rigger carried a pass rope to rig the guy lines and the high lead block.

Trees are felled by faller using eight-foot long handsaws and a springboard. The faller cut a notch well above the base of the tree, which was not considered worth the extra labour to harvest. Iron tipped, five-foot long springboards were wedged into the cuts in the tree, and on these precarious perches, two men swung their axes until the tree began to lean. With a stand-clear cry of "Tim-berrr" they would fling their axes into the bush and dive off the boards.



Rigging a spar tree - 1941.

Once the tree was down, two buckers sawed a 200 foot tree into logs of 40 feet or more.

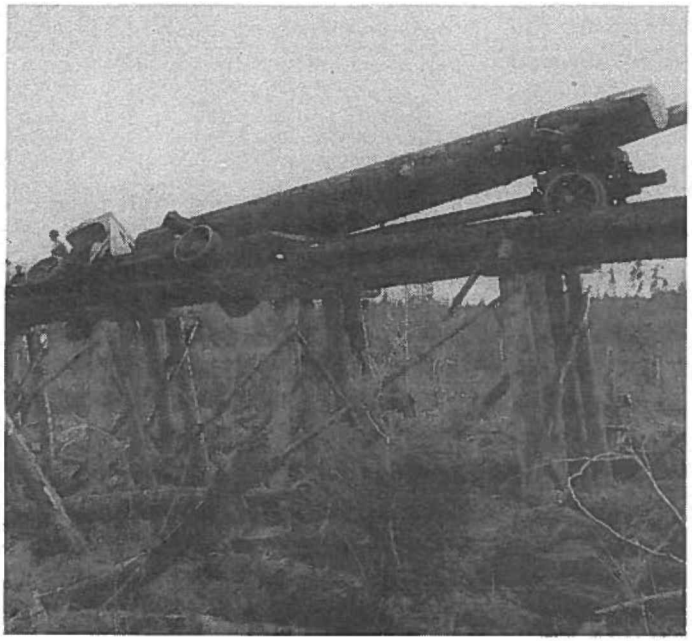
Engineers did the layout, roadbuilding and bridge construction. The loggers yarded and loaded the logs onto big trucks. The donkey puncher ran the donkey and the hooktenders had to choke the logs in the pile. Then the logs were fastened by the hook-tender, picked up, and danced through the air under the carriage on the skyline, into a pile for loading.

Our family arrived in Port McNeill before our house did. Harry McQuillan, logging superintendent, was faced with the dilemma of where to put us. His problem was solved by Ed McKierahan, teacher for the school which had been built in 1940. Ed, a bachelor, was only too glad to move out of his quarters behind the school and into the bunkhouses with the men. Here he would share the camaraderie of the loggers and eat in the cookhouse.

Topping a spar tree.

We moved into the teacher's quarters and our piano was stored in the classroom, much to the delight of the school children. Our evening meal in the cookhouse, was a real luxury in those days of rationing. The cook enjoyed our company and filled the pocket of my four-year-old son David, with an apple or an orange.

Our prefabricated house arrived eventually by barge. On skids, the house was no problem to shift to a spot in the woods, east of the government dock. Beyond us, along the beach, were the



A spill - 1941.

quarters of a Japanese logging camp. Before Pioneer's move to Port McNeill, a Japanese firm had bought a large block of Crown-granted lands in the name of N.S. McNeill Trading Company Limited, or Nipon Soda of Port McNeill.

There were no cars, no pleasure boats, nor telephones, freezers, dishwashers, nor electric clothes dryers for the use of women living in camp. At Christmas, when the Union Steamship made its once-weekly visit, all the single men would board the ship to travel to Vancouver, and spend their hard-earned money. We ladies waved them off and turned back to a strangely empty camp. The men left behind to look after the safety of the place were always invited by us for Christmas dinner.

Pioneer Timber had a forty foot boat, the **Pitco**, used for ferrying people between Port McNeill, Alert Bay and Sointula. Once a week the **Pitco** would take the ladies shopping to Alert Bay, which had its roots in the fishing industry. As you walked along the shoreline, you would pass St. Michael's Residential School, the B.C. Packers cannery, store, and wharves; the Nimpkish Hotel, an Indian graveyard with its totems, and St. George's Hospital.

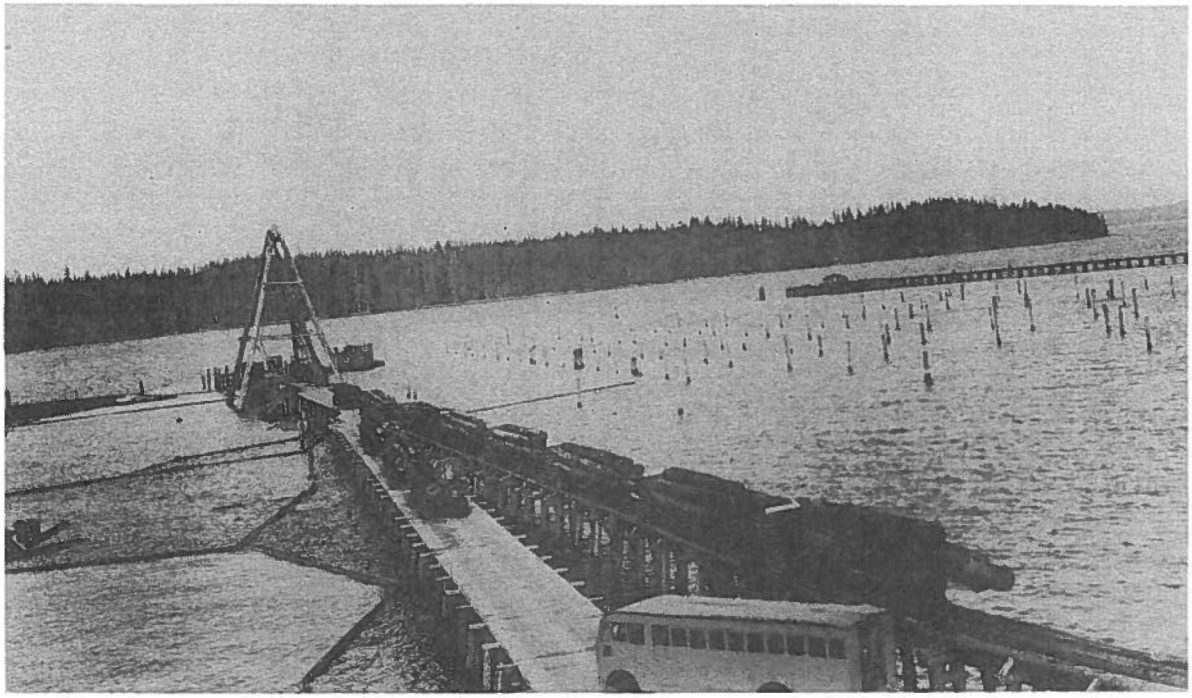
Most of us sent a mail-order to Woodwards for our canned goods. But our favourite place to shop was with a friendly Chinese, Dong Chong from whom we bought fresh food stuff and a variety of goods. If the ladies were short of cash, Dong Chong was always willing to extend credit.

On a few occasions in a summer, Lorie Vireken, Captain of the **Pitco**, could be persuaded to take us over to Sointula for their dance. Sointula means *harmony*, and it was the name given to the little settlement on Malcolm Island, by the Finns, who came at the beginning of this century, dreaming of a utopian society where the colony could live and work together in peace and harmony. The colony failed in a collectivised form, but many stayed on, built their own homes, and are there today. The women ran the dances and did a very good job of it.

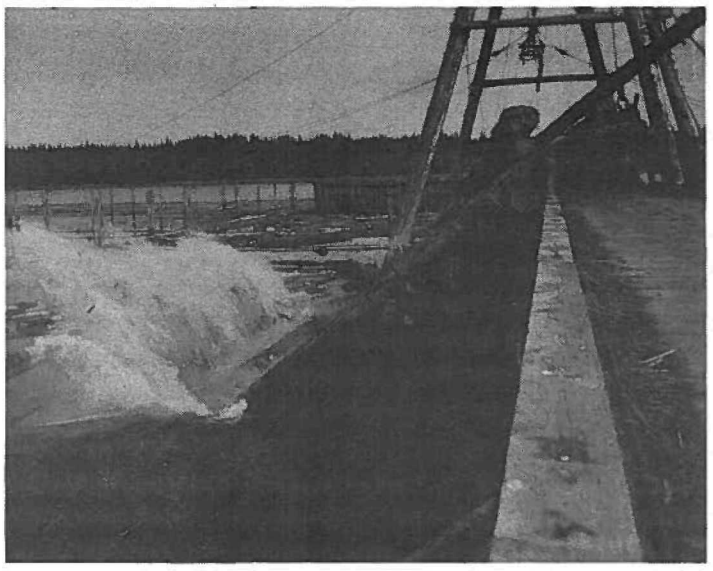
Entertainment in a logging camp is organized by the people themselves. We had a community hall large enough to have dances, whenever we could get an orchestra from Alert Bay. On Saturday nights we had a movie, with Reg Shelly running the projector. Reg Shelly's father, W.C. Shelly, came often to visit our camp. Mr. Shelly was a proprietor of the Fourex Bakery, and had been involved in building the Grouse Mountain Highway and Chalet in Vancouver. In 1928 he had served as Minister of Finance in the Tolmie government.

W.C. Shelly's hobby was magic. His performance of magical tricks in our community hall thrilled not only the children, but all those tough independent loggers. And we had a good friend, Aurel Chanady, who was adept in the art of fencing and offered to teach a few of us, if we were so inclined. Accordingly, we sent to Vancouver for masks and foils.

When Japan entered the war by attack-



The crummy returning with the crew. Pioneer dock and log dump. The government dock in the distance.



Logs lifted from truck by use of A-frame and donkey and skidded into the booming ground - 1941.

ing Pearl Harbor in December 1941, the threat of a surprise attack on Canada's west coast became real. Approximately 22,000 Japanese Canadians were branded as enemy aliens by the Federal Government. The Japanese fishing fleet was docked, the shipyard at Alert Bay was closed, my truck gardener, who rowed over from the Hyde Creek area, with milk and vegetables came no more. And I awoke one morning to find that the Japanese men who lived near me were gone. Never again would I hear the sound of their gong calling them for dinner.

During the war, all the key men such as the donkey punchers, hookers, high riggers, head loaders, were frozen to their jobs. With so many men gone off to war, logging crews were short staffed. In the summer, students came to the camp during their school holiday. When he was sixteen, and going to college, my brother Rob Sinclair came to camp to act as whistle punk for a skidder crew. He pulled a line which rang a signal whistle on the skidder, exactly as he was ordered. It could cause an accident or death of a logger if the whistles were wrong. Six blasts on the whistle meant there had been an accident.

Logging was dangerous, hard and lonely but satisfying to most of the logging crew.

The Japanese invasion of the Aleutian Islands in 1942, threatened Alaska and B.C. In Victoria, people were convinced that they were going to be bombed at any moment. On June 20th 1942, a Japanese submarine, I-26, was sighted off Estevan. Plans were made to evacuate Prince Rupert, and checkpoints were set up along the coast to monitor small boat traffic.

Reg Shelly was sent into the woods to discover if there was any place the women and children could be evacuated if it became necessary. Reg came back three days later to report there was no way women and children could walk through the tough underbrush, and in truth there was no place for them to go.

George Smith - a record load of cedar, 17,000 B.F.

The Pacific had now become an active theatre of war. The armed forces under Pacific Command took necessary defensive measures; and units of the army, navy, and airforce, were deployed at strategic locations.

E.A. Harris in his article, "Ranger Remembrance", stated that "because British Columbia's coastline is long, irregular, and sparsely settled, a volunteer home guard composed of residents . . . could with their knowledge of local conditions, render a valuable auxiliary service. Thus in March 1942, the Pacific Coast Militia – the PCMR – came into being".

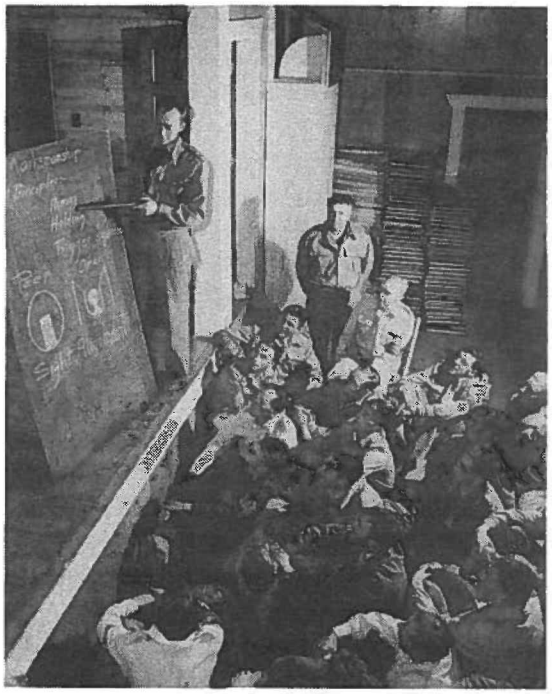
John Field 1943, making a boom with a pike pole.

Meetings of the Militia were held in the community hall.

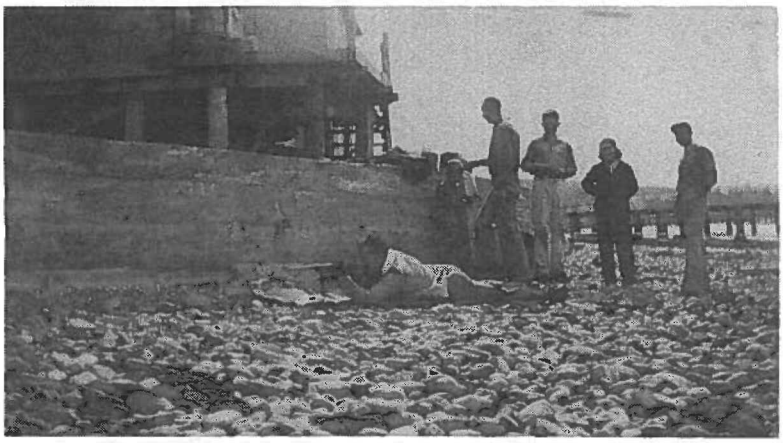
Ironically, on a Sunday afternoon, we would walk beyond the former Japanese camp, have a picnic on the beach, followed by target practice.

The women in camp took up First Aid, and practiced their skill at bandaging on their children, who served as models. Sometimes the results were hilarious.

To fill in a gap in my day, I decided to take an Extension Course from the University of British Columbia. What an exciting day when a large parcel of books would arrive from their library. I could



Ken Huddart and the Pacific Coast Militia Ranger PCMR - meet in the community hall of Pioneer Lumber Company Limited - 1943.

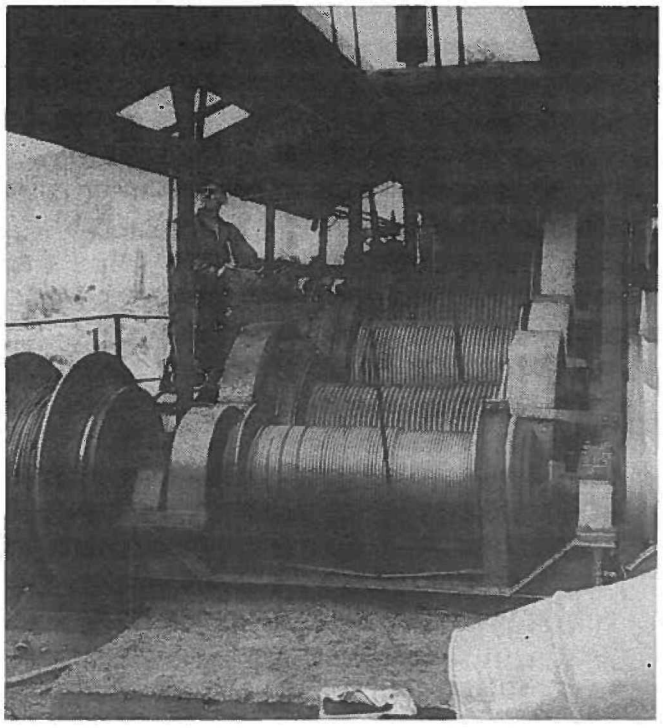


Target practice at former Japanese camp site - 1942. Dr. McNeill, Aurel, Ken, Doll, Alex & David.

Photo courtesy of Ken Huddart

never have planned it so well, but my daughter, Robin, was born in April, 1944, just in time for me to rise from my bed at the Vancouver General Hospital and travel out to the University to write my exam. This was necessary if I wished the course to count on my degree.

John Antle, a Newfoundlander, a good seaman, a pragmatic man, set up loggers' hospitals at Alert Bay, Rock Bay, Vananda, and Pender Harbour. His ship, the **Columbia**, visited 84 small communities. St. George's Hospital in Alert Bay was of great importance to the safety of the loggers at our camp and to the families as well. John set up a small hospital on his ship which allowed him to deliver social, religious and medical help to isolated communities. The Reverend Alan Greene was master of the **Columbia** when it came time to have my daughter Robin baptized. A cheerful and obliging man, he came ashore for the baptism. We had tea and cake and Aurel Chanady acted as godfather. This was probably the first baptism in Port McNeill.



Jimmy Wilson - engineer on the skidder - 1942.

War in the woods continues today, though not against Germany and Japan. Loggers today feel that their livelihood and their communities are in danger for other reasons. The environmentalists believe that the destruction of forest land will ruin life as we now enjoy it in B.C.

The Royal Commission on the Forest Resources began sittings in 1945 under Chief Justice Gordon Sloan. The basic question was: "Were we to continue to follow a system of unrestrained and unregulated forest exploitation . . or were we to continue to move to a system based on the concept of sustained yield, wherein the forest was to be considered as a perpetually renewable asset . . . these lands once logged need to be treated as permanent tree-farms producing continuous crops."

In November 1993, Greenpeace brought global attention to forestry practice in B.C. The issue was the logging of old forest timber in Clayoquot Sound. Greenpeace made the news read like dispatches from Dieppe.

In March of 1994, afraid of lost jobs, forest-industry workers organized a rally to be held outside the legislative building in Victoria. About 300 vehicles set out from Port McNeill with ANTI-CORE banners. The convoy grew as it passed through each logging community: Woss, Campbell River, Courtenay, Nanaimo, Duncan. The rally was peaceful and passed without incident. At the rally, Port McNeill Mayor, Gerry Furney was quoted as saying, "I've had it with anybody threatening to spike a tree or blockade a worker going to work . . . loggers, farmers, miners . . carry this country on their backs."

The Forest Practices Code of British Columbia Act – CORE – was introduced in the B.C. Legislature on May 16, 1994. The intention was to make better forest practices the law – backed up by tough enforcement and heavy penalties.

Saturday, December 14, 1996, Gordon Hamilton reported in the **Sun**, "B.C.'s

cost burdened forest industry will find 1996 losing money, and there's little prospect 1997 will be any better. The new president of IWA Canada hails from Port Alberni, and he believes that the environmentalists are set to shut logging down in B.C. He promises active opposition to the endless regulations that have resulted in the continual erosion of our members' jobs."

I like to quote from **Green Timber**, "Them Blommin Trees! they are causing a scandal in the woods!"

* * * * *

The author has described her years in Port McNeill. She returned to the community with her son David, for a visit in 1996. She now makes her home in Vancouver.

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* Photos courtesy of the author.

Dolly Kennedy holding daughter Robin, first baptism in Port NcNeill, 1943.

The author, Dolly Kennedy is shown here standing in front of her former home on Shelly Crescent, Port McNeill on her visit in 1996. This house is now a child-care centre.

Photo courtesy of David Kennedy.

History, although sometimes made up of the few acts of the great, is more often shaped by the many acts of the small.

Mark Yost - in the Wall Street Journal

British Gentlewomen at Monte Creek

by Eleanor Witton Hancock

Lizzie Bostock and her family were pioneers who spent much of their time near Kamloops and left sufficient record that the story of their lives can be told. In 1888, while a student travelling around the world, Hewitt Bostock purchased a ranch of 3380 acres from Jacob Duck. However he did not immigrate from Britain until 1893. Hewitt and Lizzie arrived in Victoria where they built a home near Government House. They visited the Monte Creek ranch with their older children, dividing their time between Victoria and Monte Creek.

The ranch, located 18 miles from Kamloops had a big house for the owner, a store, a post office, residences for ranch hands, and after 1893, a one-room schoolhouse. The Kamloops – Vernon wagon road passed through the property as did the Canadian Pacific Railway as it paralleled the South Thompson River.

Lizzie Bostock

Photo courtesy of H. Fallis.

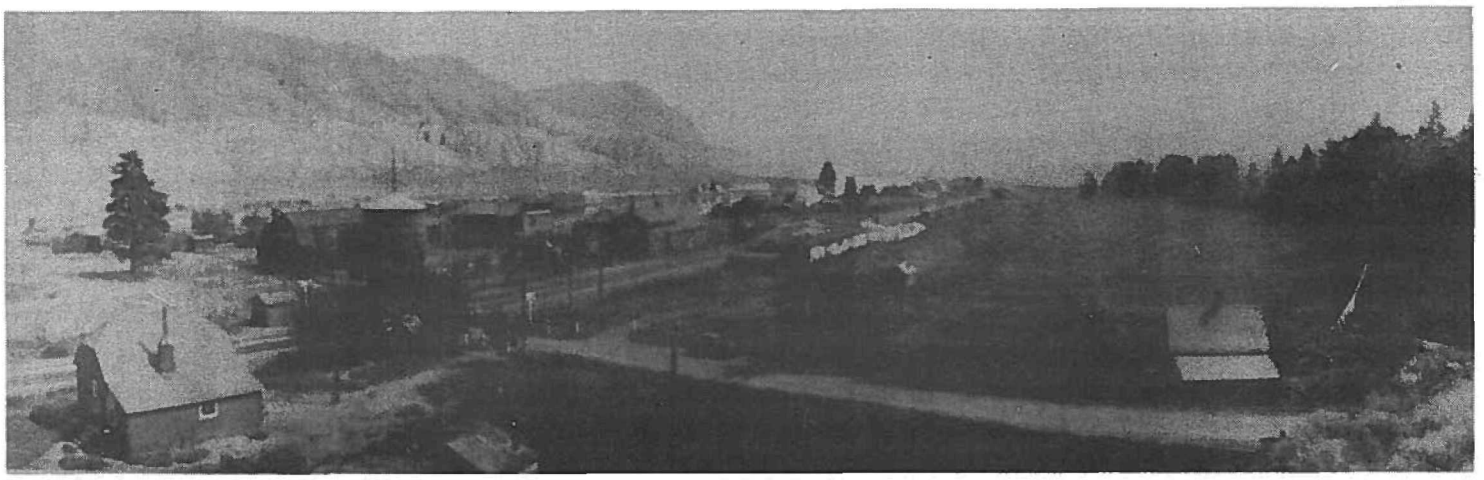
A new, larger house was built at the ranch in 1906. This was designed with high ceilings for coolness in summer, and a front and back verandah. It formed the centre of an oasis of lawns and flower gardens, fruit trees and a tennis court. Even in the blistering heat of summer Monte Creek could be heard trickling nearby. In 1926, the Bostocks built a small church, St. Peter's Anglican, in their townsite.

Hewitt Bostock started a lumber company, a printing business and founded the **Province** newspaper. In 1896 he ran as federal Liberal candidate for the vast Yale-Cariboo riding. When campaigning he travelled when possible by train, holding meetings at stops across the hinterland. He used a team and wagon to access voters from Fernie to Soda Creek and was victorious on election day. He served four years as MP but declined to stand again. However, in 1904 he was appointed to the Senate permitting his family to maintain a residence in Ottawa.

Lizzie Bostock bore eight children, each with the assistance of a midwife. Alex was the eldest, Marian next, followed by Jean in 1894, Nan in 1896, Hugh 1901, Norman 1903, Jessie 1905 and Ruth, her youngest in 1910. The seventh child Jessie Septima died of pneumonia shortly before her first birthday; her little grave was the first in the cemetery at the ranch. Lizzie read widely, played the piano and was a prolific letter writer. Pastimes at Monte Creek included tennis, reading and riding. Among her children she promoted leisure activities such as sketching, handiwork and the enjoyment of music. Cricket was also played with the ranch hands and two of her sons sometimes travelled to Kamloops to play polo.

The Bostock daughters, Marian, Jean, Nan and Ruth attended Monte Creek School with their brothers. The girls, however, subsequently attended private schools in Victoria or Ottawa and then in England. Lizzie Bostock believed that British schools were the best; she also wished to acquaint the children with their relatives, their British heritage and to encourage independence. Marian and Jean, for example, went to Priorsfield School at Godalming in Surrey, England, a prestigious school for girls run by Mrs. Thomas Huxley.

There were many visitors to the ranch in summer – Englishmen with letters of introduction to the Senator, politicians from Vancouver coming up on the train for the day, clergymen and old friends. Over the years Mrs. Bostock would welcome such notables as Prime Minister William Lyon Mackenzie King, Governor-General Viscount Byng and Lady Byng (a personal friend of Lizzie's school days). One day she entertained Princess Alice while her husband (Governor-General Earl of Athlone) was occupied in Kamloops. Perhaps the visitors joined a family riding party, dashing across the



Monte Creek Townsite, c 1919.

Photo cortesy of R. Fallis.

grasslands with Alex on his favorite horse "Pepper" in the lead. English saddles were used and, until WWI, the girls rode side-saddle in skirts. Lizzie was horrified when her daughter wished to ride astride. She continued to ride side-saddle for the rest of her life. Clearly some of the English social proprieties were difficult to sustain at Monte Creek.

In Ottawa, where the Senator was obligated to maintain a second residence, there was always one daughter "Lady-in-waiting" to assist Lizzie as hostess. The daughters participated in many social activities with other Ottawa young people while Lizzie was, for several years, president of the Mothers' Union, an Anglican Church organization. Lizzie's extensive reading kept her abreast of current literature as well as pursuing her studies of classical books. She also learned wood carving and created fender stools, tables and lettered altar panels for their Anglican church at Monte Creek.

In a family where daughters were encouraged to believe that anything sons could do they could do better, the "Womens' Movement" was regarded at first with indifference. In the second decade of the century British suffragists began visiting Canada. Helena Gutteridge arrived in 1911 and helped to organize laundry and garment workers in Vancouver. Gutteridge campaigned for a minimum wage for women, and for pensions for mothers who were without support. In 1912 Canadian born Helen MacGill brought out a booklet describing the inequities women faced before the law. Also in 1912, a labour convention in Kamloops drew up a resolution demanding women's suffrage, a resolution endorsed by the British Columbia Federation of Labour.

Ironically, it would take a world war to clinch the vote for women. But home from Ottawa in 1912, holidaying and tenting at Duck Meadow during hay making, war for Lizzie Bostock and her family seemed almost an impossibility. Marian was going to be a doctor. Alex was to take over management of the ranch.

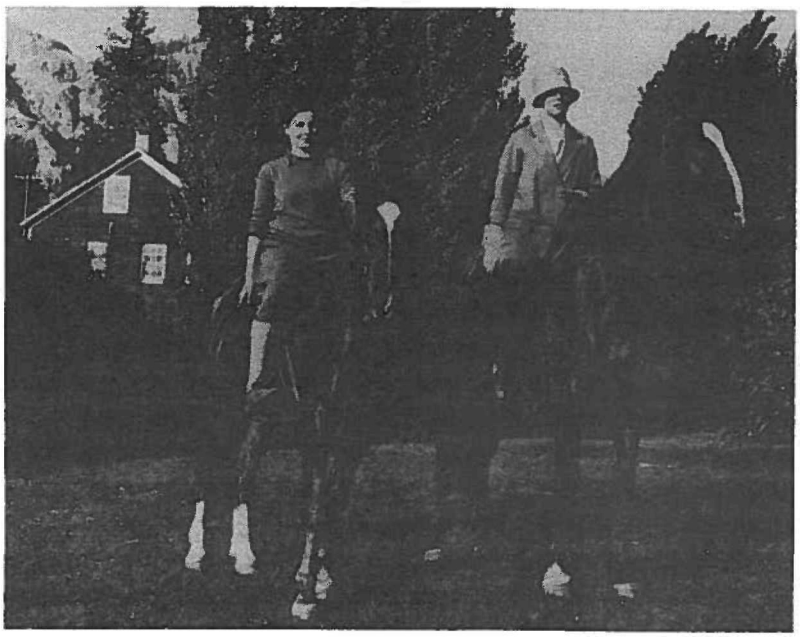
The war, however, would change many plans. Jean, who had been in the habit of returning to Monte Creek each spring with Nan, worked in Ottawa as a volunteer to the armed services. Then, in England she joined the Women's Auxiliary Corps as a chauffeur for army officers. (She was already a good driver from chauffeuring her father about; Hewitt Bostock disliked driving.) Part of Jean's training in England included a course in mechanics. During the war, Alex was killed in France. Killed also were a number of their friends; others died in the influenza epidemic which followed.

It became obvious that Nan and Jean would remain unmarried. Nan continued to garden each summer at the ranch and to work in the apple orchards. She began raising bees in 1921, pursuing this for the rest of her life. The gentle Nan was gifted both musically and artistically. She sang, played the piano and drew and painted. In 1920, at the age of twenty-four, she went to Paris to study art at the Sorbonne. In 1922, Jean, twenty-eight, entered Reading University in England, graduating in 1924 with a degree in horticultural science.

Dr. Marian Bostock, with eighteen letters after her name, representing five degrees went to India in 1922, with the Zenana Bible and Medical Society. Marian was the tenth woman in the British Empire to receive her FRCS (Eng.) In Patna, she was one of only two surgeons at the Duchess of Teck Hospital, an institution for women in purdah (that is, women who wore face veils).

In 1924, Ruth, at age fourteen, was sent to Godolphin School in Salisbury for three years. In 1925 she joined her parents on a trip to Geneva, where the senator was a delegate to the Assembly of the League of Nations. (Senator Bostock had become Speaker of the Senate in 1922, a position he would hold until his death in 1930.) Lizzie, in Geneva, acted as hostess for the Canadian representative, Senator Raoul Dandurand, who was elected president of the ten-day assembly and who was a widower.

Marian, in 1928, under the auspices of the Canadian Club, gave a lecture in Kamloops, describing her work in India. She illustrated her talk with lantern slides. She was married that year in Ottawa to Victor Sherman, manager of the Imperial Bank of India in Patna. Sherman was a widower with a daughter. Marian was thirty-six. She did not practice medicine after her marriage, nor did she have children of her own.



Ruth Sherman and Jean Bostock at the ranch c 1930.

Courtesy R. Lindsay

Life changed dramatically for Lizzie, Jean and Nan after the crash of the stock market in October 1929 and the death of the senator, six months later. The women assumed management of the ranch. They were guided by foreman E.P. Coles, and later by Fred Nichol. Women ranchers were almost unheard of, the consensus being that they would necessarily fail by virtue of being female. Nan, after a course in accountancy, became bookkeeper. The sisters began to assist with jobs such as mending fences and tarring flumes. Jean's war-time training in automobile mechanics was put to good use when the ranch vehicles needed repair.

At the onset of the Great Depression, Bostock livestock amounted to 150 head of commercial cattle and 500 ewes. In summer the ranch staff numbered twelve, including two cooks; wages for the men were one dollar per day. By 1931, dry cows and female stock were fetching about two and a half cents a pound, steers were three and a half to four cents. Hay sold for $12 per ton. The cattle were gradually culled, a herd of 500 Herefords built up, and horse-breeding was begun.

With a large orchard, the Bostocks were able to give away fruit during the Depression. They drove about the country-side in the 1928 Chev pickup truck "Flippety", distributing fruit to needy families. Lizzie Bostock's generosity reached her tenant families in a number of other ways as well.

During the Depression, the ranch was the scene of Red Cross garden parties. In 1935 some 300 people attended from Kamloops and the rural area. In winter, sleigh rides were often held. The three women continued to holiday at Duck Meadow during hay making; Nan and Lizzie would drive to the meadow in the 1918 Dodge, car top down and Lizzie's parasol up, and Jean would ride her horse. They would stay for ten days at the "Red Cottage".

Ruth alternately studied and travelled. She studied at the University of British Columbia, the University of Toronto, and in England and became an occupational therapist. Her marriage in 1938 to Dr. Murray Fallis, a parasitologist, took place at St. Peter's Anglican Church which had been built on the ranch in 1926 by her father. The couple then settled in Toronto. Ruth did not work after her marriage. She had three children. Summer holidays sometimes found her bringing her offspring to Monte Creek.

Lizzie Bostock died in Victoria in 1942 at the age of seventy-four. Jean and Nan arranged for her body to be returned to Monte Creek and interred in their cemetery, then devoted their energy to ranch and community projects. Their prime concern was the well-being of the livestock industry and their fellow ranchers. Jean is remembered for spearheading an attempt to control the spread of diffuse knapweed. She and Nan and the children of Monte Creek pulled knapweed ceaselessly. They educated others about the threat of knapweed and they petitioned for government intervention. One of their successes was obtaining better terms from B.C. Hydro for rights-of-way across various ranch lands.

Jean continued her interest in horticulture, experimenting at the ranch until her death in 1960. She was a School Trustee for many years. In 1936 she accompanied a group of children from England to a Fairbridge Farm in Australia. The previous year she had helped to establish the Fairbridge Farm School at Duncan for underprivileged British children. Jean Bostock also spent many volunteer hours despatching Sunday-School-by-Post lessons to rural children in the Anglican Diocese of the Cariboo.

Nan, too, was busy as a community leader. She was associated with the Canadian Red Cross, the SPCA, Girl Guides, Canadian Club, the B.C. Beef Cattle Growers Association and the Livestock Cooperative. She sold the ranch

Nan & Jean Bostock, 1956.
Photo courtesy of R. Lindsay.

in 1962, but with Fred Nichol continued to raise cattle on land near the mouth of Monte Creek. She also continued to draw and paint. A watercolour of the ranch stable won a prize at the Vancouver Art Gallery. (This stable still stands at Monte Creek today.) Nan died in 1970 at the age of seventy-four.

Marian Bostock Sherman and her husband retired early to Victoria. Marian, a profound thinker, was involved with the Anglican Church in the 1940s, but left the church to become a humanist. She lectured extensively in western Canada. In 1975, at a ceremony in Ottawa, she was named Canadian Humanist of the Year. She passed away shortly after that ceremony and is buried beside her parents and her sisters in the cemetery at Monte Creek.

The records left by Lizzie Bostock and her daughters are more complete than most references available to a student of womens' history. These ladies exemplify the lives of the affluent with "connections" and social stature. The experience of the "average woman" in Kamloops or elsewhere is scantily recorded and poorly preserved. Local historians who have access to a detailed recounting of the role of women in their community are fortunate indeed. We gratefully acknowledge the cooperation of Ruth Bostock Fallis, her children and Fred Nichol.

* * * * *

Eleanor Witton Hancock is a Kamloops teacher, education director of the Kamloops Wildlife Park Society, and former editor of the Kamloops Museum newsletter.

This article first appeared in KAMLOOPS: ONE HUNDRED YEARS OF COMMUNITY, 1893-1993. Sonoteck Publishing Ltd. and is reprinted here with permission by the publisher.

SOURCES

Kamloops Museum and Archives: Bostock Files and Newspaper files

Private interview and correspondence with Ruth Bostock Fallis and Fred Nichol. Other contributors of information: Murray Fallis, Hugh Fallis, Violet Nichol, Phyllis Flatt Churchill, Audrey Earl, Ruth Lindsay, Dr. Andrew Yarmie, Elizabeth Duckworth and Wayne Norton.

P.S. Brother Norman Bostock ranched at Pritchard. Hugh Bostock was a senior geologist with the Geological Survey of Canada. Hugh wrote a book on his years of surveying entitled - PACK HORSE TRACKS.

Surrey BCHF Workshop & Conference 1998

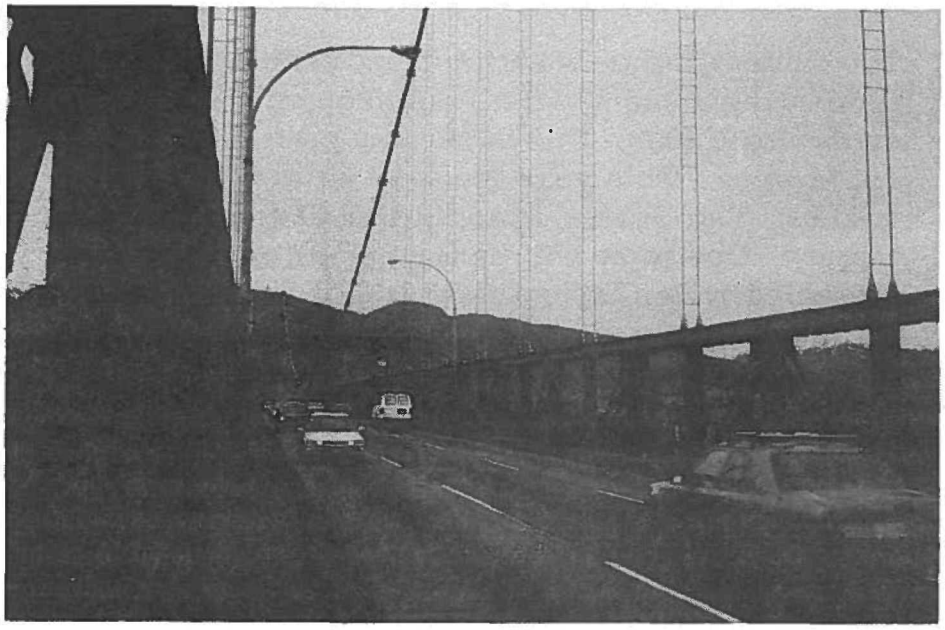
The British Columbia Historical Federation will be sponsoring a one day free workshop on GENEALOGY on April 30, 1998. This is one day prior to the annual conference. This year the workshop will have two venues: The Surrey Inn and the Cloverdale Public Library. One topic will be Genealogy on the Internet presented by Ron Taylor, Mission, B.C. The other session will concentrate on several Genealogical topics with other speakers. Full details about the program and registration will be available in the early spring from Melva J. Dwyer and your local society.

Conference Headquarters will be the Surrey Inn, 9850 King George Highway in Surrey (This is opposite a Sky Train Station.) The general conference starts on the Thursday evening with a Wine and Cheese party. At that time greetings from the Mayor of Surrey will be extended and Irish Dancers will perform.
The theme of the conference is "Transportation." Speakers Jackie Gresko, on the Fraser River, Victoria Sharmen on the Inter-Urban, and Jim Folkes on the Telegraph Trail appear in Friday's program. Saturday visitors are offered a ride on a paddlewheeler or a conducted bus tour. More details next issue., but mark these days on those 1998 calendars. We hope to see you there.

Our 1997 BCHF Scholarship Winner - Carol Grant Powell with her family - left to right. Daughter Heather, husband James, Carol and son Matthew Powell.

Two Cable Bridges of Vancouver

by Tom W. Parkin



Lions Gate Bridge. Entire deck is suspended from two overhead cables.

Probably the majority of commuters who enter the City of Vancouver do so by either of two spans; the Lions Gate or Alex Fraser Bridges. Though separated by location and nearly half a century in their construction, they are nevertheless linked by common purpose, similarities in design and the thread of history.

The impetus to build both was growth and mobility of population, as it is for the current proposed third crossing of Burrard Inlet. Land development preceded construction of each, and public pressure grew for easier access by those separated by a water crossing. Matters of space below, aesthetics, environmental impact and other concerns also influenced the cable designs.

Lions Gate Bridge

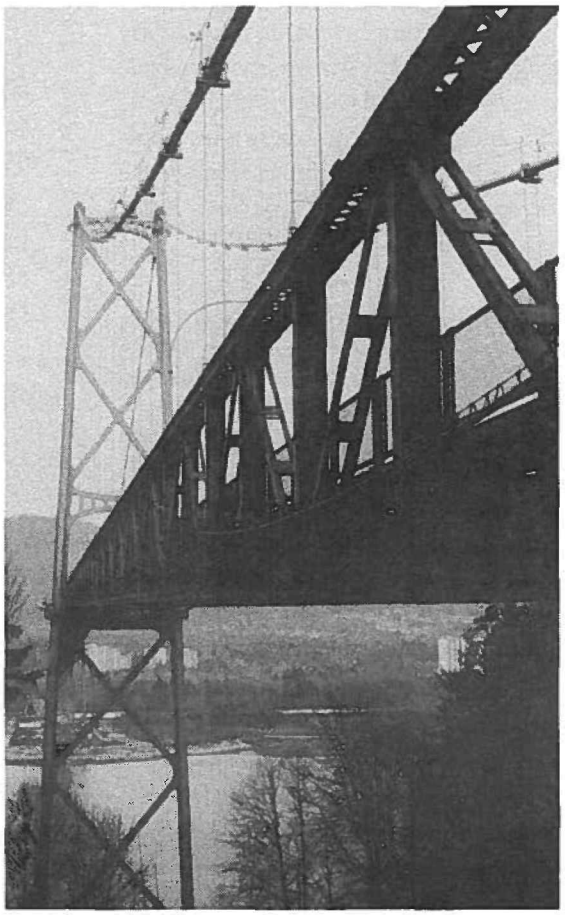
Two hundred and fifty years ago, **H.M.S. Chatham** and **Discovery**, under the command of Capt. Vancouver, were the first European vessels to enter Burrard Inlet. They anchored on the edge of a forest where now stands the city which bears the captain's name. Towering trees have been supplanted by buildings of even greater height; rocky, shelving beaches by piers, wharves and jetties of a modern seaport; canoes of the Coast Salish by busy marine traffic.

The idea of bridging the first narrowing of what became the city's harbour was first proposed in 1890. Vancouver was then only four years old, and unready for such dreams. Ferry service at First Narrows and a small bridge at Second Narrows sufficed.

By 1926, two companies were seeking franchises to build a bridge at First Narrows. Nature lovers protested that Stanley Park would be desecrated, and shipping interests thought the span might menace navigation. A 1927 plebiscite by the citizens defeated the idea. But neither the need, nor the proposal, went away. The competitors merged and, in 1933, citizens endorsed a bridge by an overwhelming majority. All concerns were subsequently satisfied by a suspension design which gave navigational clearance of 61 vertical metres and a span of 472m. It was to be the largest suspended bridge in the British Empire, and it was to be built and maintained by private enterprise. North Shore land developers British Pacific Properties Ltd. were the financiers.

In January, 60 years ago, contracts for the steel work were let. Most materials were delivered to the site by barge. Even concrete for the Prospect Point anchorage and abutment came by sea. It was taken up the cliff by conveyor belt, passing through a small tunnel near the edge of the precipice. Massive concrete anchorages for the cables were also poured.

The mouth of the Capilano River was diverted to reduce risk of flooding



Lions Gate, now nearly 60 years old, is now scheduled for replacement.

footings of the viaduct 'legs', or bents. They, and the north anchor pier, are secured in the river's former delta. The revised river channel continues to support a salmon run.

Erection of the North Shore viaduct was accomplished in less than a year. Erecting the superstructure of the bridge itself began February 1938. Three months later, the main towers were up. Catwalks were suspended between them and drawn tight to the approaches on either side. Across them, workers pulled 61 strands of wire rope each side, attached the ends, and lifted them into saddles on top of the towers. This idea of putting long pre-stressed cables on 'whole' was fairly new. Previous practice was to 'spin' cables in place, wire by wire.

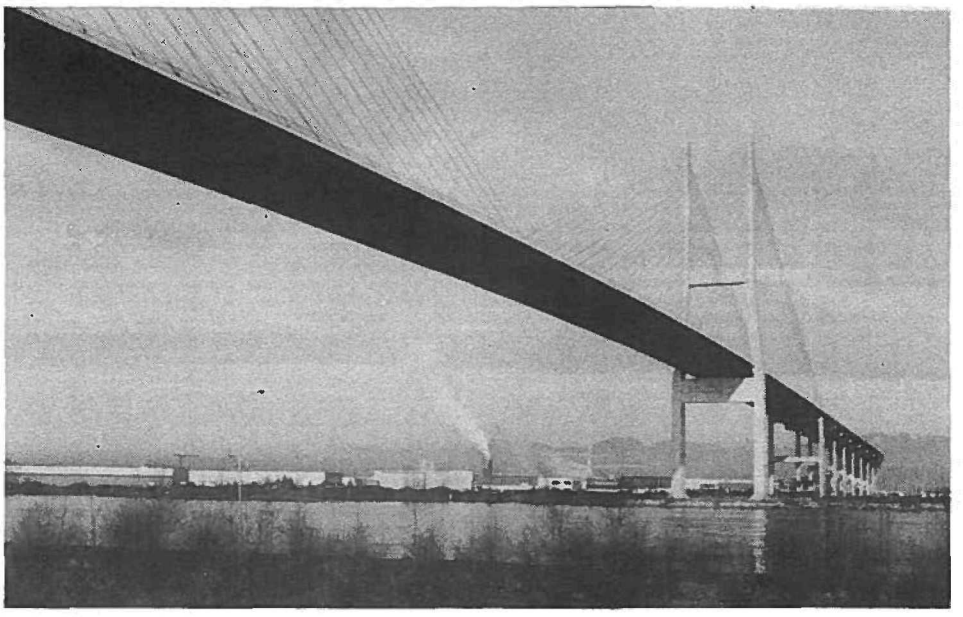
Vertical suspender cables, trusses and deck assembly were quickly hung. The pouring of concrete to fill the steel deck grid was comparatively simple, done simultaneously from either end of the span so unequal stress was not placed on the towers or cables. After that, the main cables were given protective wrappings and everything was given several coats of paint – 5,000 gallons of it.

The structure opened to two lanes of toll traffic on 12 November 1938. The Provincial Government purchased it in 1955. Toll gates were removed in 1963. Today, 80% of the West Vancouver labour force commutes across this bridge each day. But this beautiful bridge is scheduled for replacement as it is now nearly 60 years old.

Alex Fraser Bridge

Alex Fraser Bridge spans B.C.'s longest river, the Fraser, but the similarity of name is coincidental. The Fraser is the province's most important river, economically. Its upper reaches are critical spawning grounds for salmon; its lower length is a navigable corridor into B.C.'s industrialized heart. It was named for Simon Fraser, who descended the stream in 1808. Alex Fraser was a Socred highways minister whose riding spanned the river in the Cariboo. He opened the bridge on 23 September 1986.

B.C. Government committed to construct a bridge in 1980, at Annacis Island, a mid-river island about seven kilometres downstream from New Westminster. Along with Richmond, Surrey and Delta, this region was experiencing a population explosion, becoming not only commuter communities for greater Vancouver, but centres in their own right. Since 1964, traffic had more than doubled in the region. It was predicted that 50% of the growth in households in the 1990s would be south of the river, with many people working on the opposite side.

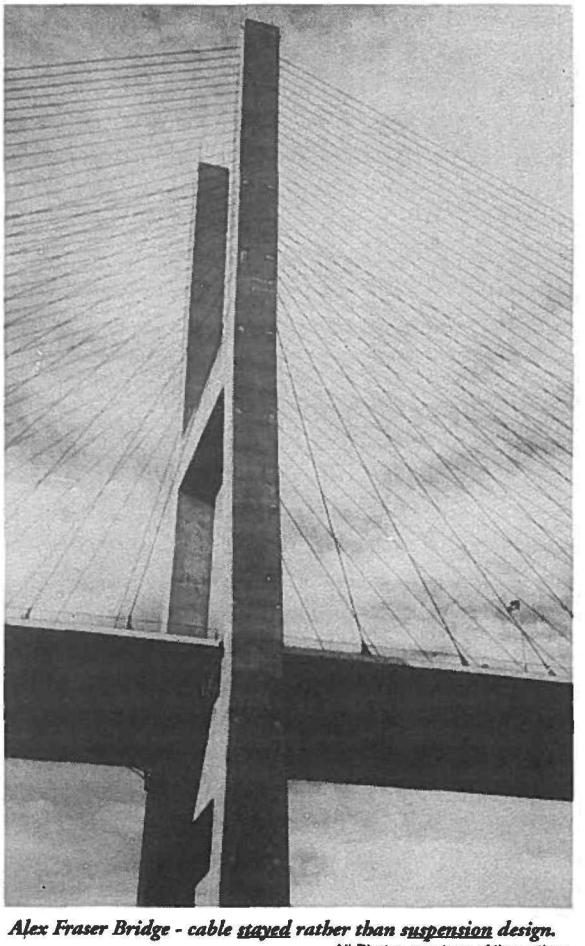


Alex Fraser Bridge - located within spectacular scenery and heart of industrial corridor.

The Ministry of Transportation and Highways requested bridge designs in both steel and concrete. Based on cost, a design in steel was the winner. CBA Engineering Ltd., with Buckland and Taylor Ltd. of Vancouver, proposed what, at the time, would be the world's longest cable-stayed span – 465 m between twin 50-storey towers, with an overall length of 930 m! The multiple splay of cables and the 56-m clearance above the river combined beauty of form with futuristic appearance.

None of this would be achieved easily. The structure had to withstand heavy loads, high winds and a possible earthquake. Its piers had to be capable of withstanding the impact of an out-of-control freighter which might hit at a speed of 12 knots. Plus the bridge couldn't interfere with migrating salmon.

In this regard, the most comprehensive environmental study ever done for a



Alex Fraser Bridge - cable stayed rather than suspension design.

All Photos courtesy of the author.

B.C. bridge took three years to complete. This research resulted in addition of breakwaters to force the current away from the shore, creating quiet water where salmon can rest. As well, a new fish-rearing area built on Annacis Island ensures no loss of habitat.

In 1983, preparations began on the foundations. The towers were in place by mid-1985. They are hollow, constructed from concrete using a slipform which was walked up, section by section, as the concrete hardened. The deck was cantilevered out from each tower, alternating sections on each side to balance the strain. Each was 'tied' in place by steel cables, separately tensioned. Computers monitored the load as sections were added, allowing the contractors to react immediately with changes should strain go beyond acceptable limits. This ability to instantaneously see effect was a significant advance in such erections.

To the uninitiated, the design looks like a suspension bridge, but close comparison with Lions Gate Bridge shows the Alex Fraser does not hang in suspension; its deck is stayed directly by the cables – hence the name. This is the only cable-stayed highway bridge in B.C., and for a while, it was the longest in the world. Today the record is held by the Normandy Bridge near Le Havre, France (opened January 1995).

Still, both of our structures have inspired and continue to inspire British Columbians and their visitors. Even within a spectacular landscape, they themselves have become symbols of the province's beauty. They have come to symbolize the resources, enterprise and transportation systems which are protected, sustained or supported by them. Vancouver's cable bridges have a goodly heritage.

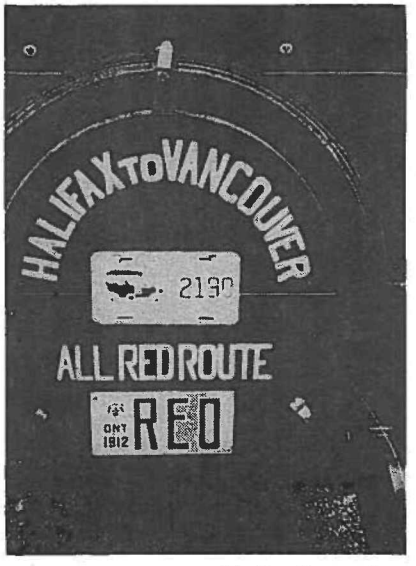
In September 1995, Canada Post Corporation commemorated the World Road Congress, held in Montreal that month. Four stamps were issued, depicting eras of bridge building in Canada; one was of B.C.'s Alex Fraser Bridge.

* * * * *

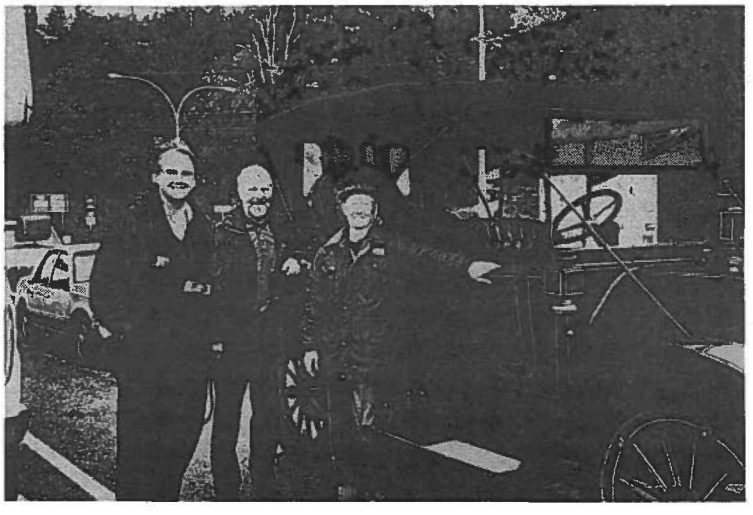
The author worked for many years as an Information Officer for the Ministry of Transportation and Highways. He enjoys writing and has contributed articles to this magazine several times in the past.

Thelma Lower is shown here presenting a new award, to Douglas Shellard, for Triathalon Racquets Champions. This trophy was donated by the Lower family in memory of J. Authur Lower - Nov. '97. See the VLTB article in the News, Summer 1997, p. 20-23.

Photo courtesy of Stuart Lower.



Rio Car licence plate.



Red Rio car with drivers plus Ron and Frances Welwood. L to R: John Nicol, Welwoods, Lorne Findlay and Rio at Kootenay Bay (waiting for the Kootenay ferry) "Rio Rides Again" see page 36.

Some Notes on Whonnock, B.C.

by Edward L. Affleck

In 1985 the Whonnock Community Association received a grant which enabled two students to be hired for the summer to work on a compilation of historical material about the Fraser Valley settlement of Whonnock. When the grant ran out, the project came to a halt, leaving a vast miscellany of tapes, notes etc. to be stored, transcribed and compiled. For a decade the materials rested in seclusion, then in 1995 interest in a possible historical publication was revived and the materials were turned over to Whonnock pioneer Brian Byrnes for a review.

In November, 1995 Fred Braches, who with his wife Helmie had sought refuge in Whonnock from life in the big city a decade before, retired from a career in international travel. Fred already had a plethora of projects on his retirement agenda, but when he learned of the wealth of uncatalogued historical material on Whonnock crying for some tender loving care, he immediately designated action on the history project as his agenda item 1. As Brian Byrnes proceeded to cast an editorial eye over the material, Braches embarked on the monumental task of transcribing, compiling and indexing the Association's material. Many hours spent at his word processor over the spring of 1996 enabled him to publish a massive source book entitled **Whonnock Community Association Historical Project** - Summer, 1985. Copies of this source book have been donated to the archives in Mission and Maple Ridge as well as to other appropriate depositories. Any one wishing to acquire a copy at cost + postage = $27.50, may do so by contacting Mr. Fred Braches, P.O. Box 130 Whonnock, B.C. V0M 1S0 (604) 426-8942.

As indicated, Braches received much editorial support from Brian Byrnes, who has resided in Whonnock since 1919. Byrnes' automobile repair service was a landmark on the Lougheed Highway for decades. I spent an afternoon this past August with Mr. Byrnes, who is now 82. Our discussion centred on the transportation changes wrought in Whonnock over the past seventy-five years:

E.L.A.: "How did your parents come to settle in Whonnock?"

B.B.: "My father came west from Ontario early in this century to work in the mines around Sandon. He met my mother, who was teaching in New Denver, and they were married in 1906. The financial panic of 1907 caused many mines to close, so my father took up farming on part of the old H.B.C. farm site on Glover Road in Langley Prairie. When my father went overseas in World War I the family moved to New Westminster, but on his return he acquired a chicken ranch on what is now 269th Street in Whonnock."

E.L.A.: "Given the massive changes which have converted much of Maple Ridge to the west and Mission to the east into bedroom suburbs for the Greater Vancouver area, how is it that relatively little change has taken place on the Whonnock riverfront?"

B.B.: "Much of the eastern and western frontage of Whonnock lies within Indian Reserves. Furthermore, the potable water supply here is skimpy, shallow wells being the chief source. Until a massive monetary outlay is made to secure large-scale water and sewer service, Whonnock is likely to retain much of its rural aspect."

E.L.A.: "Despite its bucolic aspect, I suspect that life in Whonnock in 1996 differs considerably from what you encountered in 1919."

B.B.: "I cannot emphasize enough the degree of isolation which existed in Whonnock and other north side Fraser Valley settlements seventy-five years ago. Settlers did not use the railway casually. Passenger, express and freight rates on the C.P.R. were relatively expensive. My family might purchase a rail excursion ticket to the New Westminster agricultural exhibition once a year, but I was a teenager before I first saw the circus at Mission City, a few miles upstream. Our isolation was mitigated, however, by the availability of electric power from the Stave Falls project, and a public magneto-powered telephone was located at the nearby post-office should some exigency arise."

"Around 1902, a start had been made on the Dewdney Trunk Road. A strip was constructed from the railway junction at Coquitlam to a ferry landing on the Pitt River. The first Pitt River ferry was a primitive man-powered affair, i.e. one or more men pulled on a rope which was secured to each shore and attached to the ferry. Various ferry improvements were effected before the first Pitt River bridge was opened on March 2, 1915."

"East of the Pitt River ferry landing, the Dewdney Trunk Road was built in meandering bits and pieces as far as Webster's Corners. Closer to the Fraser River, more bits and pieces were gradually joined up to form what was called the "River Road." As late as 1919, however, relatively few passenger or delivery vehicles ventured on these roads. When the frost went out in the spring, the unimproved surface was a mass of treacherous mud holes and for the rest of the year these roads continued to challenge the axles, springs and tires of the hapless vehicles driven over them. We had a neighbour in Whonnock, a fervent Conservative, who actually owned a car. He would frequently pick up his children at the elementary school which was located then as now about a mile north on 272nd Street, but no ride was ever offered to one of the Byrnes kids, so my childhood experience with the internal combustion vehicle was strictly limited."

E.L.A.: "Was transportation then chiefly a horse and buggy situation?"

B.B.: "No, our lifeline was mostly the steamboat. Long after the completion of the C.P.R. through the Fraser Valley, the riverside settlements continued to depend on the steamboat. Each settlement had its wharf, eventually funded by the Federal Government, and close to the wharf one would encounter the general store, storage shed etc. The steamboats carried passengers but it was the provision of less-than-carload freighting that was so important. Hay, livestock, small shipments from New Westminster wholesalers and retailers were vital elements for the welfare of riverside settlers. By 1919, one sole sternwheeler, the **Skeena**, was still providing this type of way service, making two round trips weekly between New Westminster and up-river points."

"The **Skeena** was a modest sternwheeler which had been built in 1908 for service during the construction of the Grand Trunk Pacific Railway along the Skeena River. She lay idle for a few years, but was purchased in 1914 by my mother's distant relative, Capt. Charles E. Seymour, who worked her on the Lower Fraser after the C.P.R. pulled its steamboat off the run. Meals were served on the **Skeena** as I well know, since frequently on hearing the steamer's departing whistle at Albion, my mother would send me scurrying down to the Whonnock Wharf with a lard-pail of her buttermilk, for which Capt. Seymour had an insatiable craving. I would be dispatched up to the wheelhouse with my cargo, then sent to the galley to receive a large slice of the cook's succulent pie."

"I suspect that Capt. Seymour, who was a generous, good-natured soul, barely made expenses on the **Skeena**, and certainly after he died in 1925 no one clamoured to take over the trade. We were then left to the vagaries of the highway system, and the cry soon arose for a straight-line expressway which would run from the Pitt River bridge east to Dewdney. Such a highway, named after M.L.A. Nelson Lougheed, Minister of Public Works in Doc. Tolmie's Conservative regime, was built during 1928-30, affording much local employment, particularly for those favoured by the local political bagman. The Lougheed Highway opened in 1930-31, but motoring still did not offer smooth sailing, as the round gravel surface of the road presented a grim challenge to windshields and headlights. By this time I was attending high school in Haney, courtesy of a retired milk truck which had been furnished with wooden benches and dubbed a school bus. The driver played his mouth organ continuously, thus drowning out yelps from pupils bruised by the rough trip."

"Shortly after the Lougheed Highway was completed, it was blocked at the west end of Whonnock by a massive landslide. Local help was mustered to clear off the part of the old River Road which had also been blocked by the slide and for many months a detour was made via the River Road until funds were forthcoming to rehabilitate the Lougheed. Some time before the beginning of World War II the Lougheed was blacktopped and it was then that the rubber-tired army of buses, delivery vans etc. fanning out of the Greater Vancouver metropolitan area began to multiply."

E.L.A.: "I expect the days of steamboating will never return."

B.B.: "Steamboating has never quite died out. The **Swan**, a 103-year old tug formerly powered by steam now diesel-powered still calls in occasionally at the Whonnock Wharf, which is kept in repair chiefly to serve fish boats. I wouldn't predict what the next transportation development will be. When the C.P.R. cut its express trains some years ago, who would have predicted that the Pacific Express commuter trains to Vancouver would be offering rail competition to the clogged Loughheed Highway. Perhaps some form of express riverboat service will be the next development. If so, some adequate replacement for the old steam-powered snagboat **Samson V** will have to be found, as the Fraser remains a relentlessly snag-prone river."

E.L.A.: "Mr. Byrnes, many thanks for a most interesting afternoon."

The B.C. Supreme Court Registry Scandal of 1895

The judicial system in British Columbia still retains vestiges of the days when the Province existed as the two separate Crown Colonies of Vancouver Island and British Columbia. A century ago, one such vestige involved the existence of two Supreme Court administrative centres, one located in Victoria having jurisdiction over Vancouver Island, Kootenay and Cassiar, and one in New Westminster having jurisdiction over the remainder of the Province. There were thus two Supreme Court Registrars, each carrying out a highly responsible administrative and fiduciary function. Had there been but one headquarters and one Registrar in 1895, the events which comprised the great Supreme Court Registry scandal of that year would not likely have seemed so compelling to newspaper publishers and subscribers of that day.

Prior to August, 1895, references to the "Registrar of the Supreme Court" could generally be found in the dry legal notices published in B.C. newspapers. Beginning with the August 28, 1895 issue of the Victoria Colonist, however, B.C.'s two Supreme Court Registrars suddenly became front page news. "J.C. PREVOST, REGISTRAR OF THE SUPREME COURT IS MISSING" was the first headline of a sleuthing adventure which became a ten-day wonder for the populace of B.C.

James Charles Prevost, born in England in 1845, was one of Victoria's fa-

voured residents. The son of Sir James Prevost, Admiral of the British Navy at Esquimalt during B.C.'s colonial days, Prevost's birthright naturally included entry into the B.C. Establishment. After naval service as a midshipman he married Anna Jane Fry, daughter of Henry Fry, Sr., a respected pioneer of the Cowichan District, and later secured a coveted appointment as Registrar of the Supreme Court in Victoria. An inveterate sailor, Prevost was a familiar figure on the coastline between Esquimalt and Maple Bay. His sudden disappearance over the August 25, 1895 weekend, however, marked the culmination of a growing dissatisfaction in the community over the way he had been dealing with trust monies as a court receiver. The climax had come in the week of August 19, when an irate Mr. Justice Drake, on failing to receive from Prevost an accounting of monies held for a disputed estate, ordered Prevost's accounting records to be sent to Provincial Auditor W.J. Goepel for examination.

As Prevost had not been seen since the morning of Friday August 23, the rumour quickly spread that he must have boarded the **S.S. Warrimoo**, of the Canadian Australasian Line which had left Victoria at 4 p.m. on Friday bound for Honolulu, T.H. and Sydney, Australia. In those days before wireless telegraphy, there was little hope of intercepting Prevost on board the vessel.

At the same time as the Prevost affair captured the front page of the **Victoria Colonist**, wide-eyed subscribers to the New Westminster **Columbian** were reading that a warrant had been issued for the arrest on a charge of embezzlement of William Henry Falding, Registrar of the Supreme Court in New Westminster. Falding had left New Westminster on August 23, bound for Victoria, but had not turned up in the Capital City.

Falding, like Prevost, was a favoured member of the B.C. Establishment. Born in England in 1858 to the wife of the Rector of Rotherham, he had emigrated to New Westminster in 1878 and in 1880 had married Georgina Charlotte Homer, eldest daughter of Joshua Reynolds Homer, a man prominent in the public life of New Westminster since colonial days.

The simultaneous disappearance of both Registrars stoked the fires of conjecture on both sides of the Gulf of Georgia. A detailed examination of the boarding list for the **Warrimoo** established that Prevost was not Australia bound. There were reports, however, that he had been sighted on the Puget Sound steamer **City of Kingston.** At the same time it was rumoured that Falding had been seen in St. Paul, Minnesota. Both newspapers carried breathless daily accounts of the manhunts for the two fugitives.

On September 3, 1895 the **Columbian** was able to report that Falding had been nabbed on a westbound Northern Pacific Railroad train when it stopped at Spokane. Apparently Falding had sobered up at the home of a relative in St. Paul and was on the way back to the Pacific Coast to face the music. Provincial Constable W. Bullock-Webster was dispatched to Spokane to pick up Falding, who waived extradition and arrived back in New Westminster in Bullock-Webster's custody on September 7.

The **Colonist** in turn was able to report on September 6 that Prevost had been captured the previous day in Roche Harbour on San Juan Island. It transpired that he had borrowed a small sloop from a friend and had been dodging about the entrance to Puget Sound. Prevost also waived sanctuary in the U.S.A. and crossed the next day to Victoria.

On October 23, Falding pled guilty in Supreme Court to misappropriation of funds and was sentenced to 18 months in gaol, cognizance being taken of a drinking problem which had besmirched a hitherto spotless record. He did not serve the full sentence, however for by 1896 he, his wife and their three young children were already starting a new life in the burgeoning mining town of Rossland, where Mrs. Falding's brother-in-law was conducting a thriving legal practice. Falding secured employment in Rossland first as accountant for P. Burns & Co., then as comptroller for the Le Roi mine. Later he established a public accounting practice in Rossland and in 1921 secured membership in the Institute of Chartered Accountants of B.C. when the **Chartered Accountants Act** was amended to admit certain public accountants on the basis of their long-term practical experience. For several years Falding served as auditor for the City of Rossland. In 1931 he died, leaving a creditable record of public service. His was a happy story of rehabilitation.

James C. Prevost pled guilty to three charges of embezzlement aggregating about $5,400 when his trial came up on November 15. It appeared that he had recently lost considerable money in speculative ventures. After he was sentenced to four years imprisonment in the Provincial Penitentiary his wife and their five children moved to a farm in the Cowichan area. The two boys secured employment in the Mt. Sicker mining works. On his release from prison, J.C. Prevost worked in the office of one of the remoter sawmills in the Cowichan District. In time the Prevost family became well respected members of the Cowichan community, the eldest son, H. Fairfax Prevost serving for some years as mayor of Duncan.

The newspapers accounts of the time made much of the simultaneous disappearance of the two Supreme Court registrars. The parallels were intriguing. Both fugitives were family men of irreproachable British descent who held high office in the Province. A calm retrospective view a century later, however, finds the coincidence much less remarkable. It is highly doubtful that any conspiracy existed between Falding and Prevost, but it is quite plausible that when Falding heard that an audit of Prevost's accounts had been ordered, he panicked and elected to disappear before a similar audit might be ordered of his own accounts.

* * * * *

E.L. "Ted" Affleck is a very active senior living in Vancouver. Besides researching and writing history he plays in a Seniors' Orchestra, volunteers at Brock House, and has been a judge for the B.C. Historical Federation Writing Competition.

NEWS & NOTES

Harbour Details Sought

Gordon Miller has been commissioned to create paintings depicting the early years (1850-1920 in the harbours at Victoria and Vancouver. He seeks pictures, accounts of events happening on these waterfronts or written descriptions of wharves or buildings. If you can help in any way please contact Gordon at 2636 West Third Avenue, Vancouver, B.C. V6K 1M3 or phone (604) 731-8492.

Pixie M. Seeks a Successor

The Chair of the B.C. Historical Federation Writing Competition has thoroughly enjoyed her role which entailed receiving new books, dispensing them to the judges, convening a judges' meeting and announcing the prize winners. Do you wish to volunteer for this position? Duties to start May 1st, 1998. Please talk to Pixie McGeachie at (604) 522-2062 or Naomi Miller at (250) 422-3594.

Women's History Network

This group held a conference in Mission on September 26 and 27. The weekend featured good meals, a visit to Hatzic Rock (Xa:ytem Longhouse), and guest speakers Gordon Mohs, Valerie Billesberger, and John Lutz. Organizers were Suzanne Matheson, Cyndie Bartos and Lynda Maeve Orr. Readers wishing more information on this organization can write to WHN/BC at #109-1755 Salton Road, Abbotsford, B.C. V2S 7C5 or contact Lunda Maeve Orr c/o the Burnaby Village Museum or her home (604) 584-4887.

St. Ann's Academy Restored

A beautiful old building has been restored and reopened to the public. Four Sisters of St. Ann arrived in Victoria in 1858 to serve as teachers for the children of newly arrived settlers. The first Academy was a mere cabin, followed by larger space on View Street. The building of the present complex began in 1871, with expansion in 1886 and again in 1910. The B.C. Building Corporation has been using part of the complex for office space, and will continue this area of management while the Provincial Capital Commission will control the chapel and interpretive centre. The Academy Gardens will be upgraded and opened as a public green space - effectively extending Beacon Hill Park and connecting it with downtown. The official reopening was conducted on July 12, 1997.

Vancouver Historical Society Web Site - http://www.vcn.bc.ca/vhs

The VHS Home Page is now being updated on a regular basis and new features will be added during the coming months. Among these will be Links to other historical societies, museums, archives and similarly related organizations. Please send John Spittle (jds@vcn.bc.ca) your URL of you wish to be included and feel free to reciprocate by using ours.

Theatre History

Jim Hoffman, an instructor in theatre at the University College of the Cariboo, recently did extensive research in England. He discovered that a play "Nootka Sound" was performed at Covent Garden several times between 1790 and 1796. There is also the possibility that the song **Rule Britannia** was written to be performed with that show.

Freeman of the City of Nanaimo

Former BCHF secretary, Don Sale, was honored by the mayor of Nanaimo on October 1st, when in a private ceremony at Dover House, a medal declaring Don is now a freeman of the city, was presented.

Historical Researchers Available

The Vancouver Historical Society has inaugurated a new service designed to connect researchers and clients seeking assistance with historical research. This service meets a long-felt need among members of the historical community. The general public has not always known how to find historical researchers. Even historians may not know who is available to do research. Too often, librarians, archivists and others have met with a plaintive cry "where can I find someone to help me?" Sometimes they are able to make a recommendation, but often they have had to reply, "I don't know." Now with the establishment of the Historical Referral Service, HRRS for short, a client merely has to get in touch with the Vancouver Historical Society via the web-site at http// www.vcn.bc.ca/vhs or at the Vancouver Informational Line at 878-9140 and make a detailed request. Or a letter can be sent to Box 3071, Vancouver, V6B 3X6. The home phone of committee chair, H. Shore, is (604) 731-9588.

A list of researchers with their areas of expertise and references is kept by the Vancouver Historical Society enabling a quick response to someone looking for expert assistance in researching historical topics. Once the client and the researcher are connected they make their own arrangements as to terms and conditions of work.

Requests may come from an individual outside of the lower mainland looking for someone to do a search on her ancestors in Vancouver, or from someone outside the province looking for background information on roads linking Montreal and Vancouver in the 1920's. Since the service began in September the list of researchers is growing and so are the numbers of requests for assistance.

Author's Excitement

On November 3 a truck bearing boxes and boxes from Wayside Press unloaded at the Nelson Museum. Author Art Joyce and Curator Shawn Lamb did a little war dance. Your editor was allowed a peek at the fresh off-the-press book **A Perfect Childhood: 100 Years of Heritage Homes in Nelson.** Booklaunch was November 15th and sales start at $23.95.

Reo Rides Again

In 1912, Thomas W. Wilby and Chauffeur/ mechanic, Fonce Val (Jack) Haney crossed Canada from Atlantic to Pacific in a Reo 5 passenger touring car on what was dubbed the "All Red Route". The Kootenay leg of this intriguing journey was recorded in two articles which appeared in the **British Columbia Historical News** (Fall 1987), Winter 1990 and combined for a current web site: http://www.netidea.com/~observer/ features/heritage/redroute.htm)

This historic trip has been re-enacted eighty-five years later by Lorne Findlay, followed in a motorhome by his wife, Irene, and son, Peter. The daily events of the 1997 trip appear on a web page: http://stargate.vsb.bc.ca/autotour/ newsdays.htm) John Nicol, author of a short monograph about this epic trip (**Jack Haney**, 1989), is going along for the ride in order to gain first-hand experience for a lengthier book comparing the 1912 and 1997 motoring tours.

BCHF President, Ron Welwood, was fortunate to be able to ride in the front seat of this "air conditioned" automobile from Balfour to Nelson, B.C. (35 km); and Past President, Alice Glanville, had the opportunity to entertain the modern day Reoists in Grand Forks.

Hedley Success

This winter the Museum, Gift Shop and Tea Room will be open five days a week 10am - 5 pm (closed Monday & Tuesday) Chuck Schmidt pays rent for the Wild Goat Gift Shop.

This helps pay for upkeep of the building - like the new roof recently applied. This is the first time for a winter program.

BOOKSHELF

Books for review and book reviews should be sent directly to the Book Review Editor:
Anne Yandle, 3450 West 20th Avenue, Vancouver, B.C. V6S 1E4

HR. A Biography of H.R. MacMillan. Ken Drushka. Madeira Park, B.C., Harbour Publishing, 1995. 416 p., illus. $39.95, hard cover.

This biography is an illuminating chronicle of an extraordinary life. It may surprise many to find that it is a rags to riches story. Harvey Reginald MacMillan was "born and raised in obscure poverty on a small farm north of Toronto." His father died when he was two and he and his mother were forced to live apart with relatives. Deliverance came at the age of 15; he was hoeing potatoes one day when a man driving by stopped and told him that scholarships were available at the Ontario Agricultural College (now the University of Guelph). MacMillan hated agriculture, but the scholarship took him off the land, and summer jobs kept him safely away from it.

It was at Guelph that he first encountered forestry, and in particular the ideas brought to North America some years before by Bernard Fernow, a German forester. The objective was a permanent industry based on sustained yield, instead of the smash-and-grab tactics that brought quick profits but left the forests devastated. A Forestry Branch had been established in Ottawa, and MacMillan secured summer employment with the survey parties it sent to the West.

After graduating from OAC, MacMillian decided to pursue graduate studies at Yale's forestry school. It was a two-year course and in the intervening summer MacMillian joined a party that was to timber cruise in British Columbia - his first introduction to the province that was to make his name and fortune. When he graduated in 1908, all seemed set fair for a successful career, but disaster struck in the form of advanced tuberculosis - the disease that had killed his father.

To many it would have been a mortal blow, but H.R. faced it with the determination characteristic of him. The battle lasted thirty months, but he emerged cured and ready to resume his career. The Forestry Branch was again his employer until 1912, when the organization of a forest service in British Columbia offered a new opportunity. In May 1912 he was appointed its first Chief Forester.

MacMillan assembled a staff (no small task as trained foresters were still few in number) and launched a forestry management programme. All seemed set fair until 1914 and the outbreak of war. The impact on the British Columbia lumbering industry was severe. It had depended heavily on American brokers for orders and on sea transport; the war diverted the interests of one and disrupted the other. The B.C. Government decided that some first-hand knowledge of world markets was essential and sent MacMillan on a tour that took him to Britain, South Africa, India and Australia.

Home again, H.R. was restless. He felt that the B.C. Forest Service was "in for some lean years" and he had no lack of opportunities for alternative employment. Four universities wanted him to head their forestry schools; one invitation came from Bernard Fernow, who had become Dean of the school at Toronto, and wanted MacMillan to succeed him. But H.R. decided to enter business instead and became assistant manager of a lumber company based at Chemainus.

His experience there was not happy, and only a year later he moved to a new and much more exciting assignment. British airplane losses in the war were mounting; one of the vital needs for building replacements was Sitka spruce, the largest available supply of which was in British Columbia, much of it in the Queen Charlottes. The British Imperial Munitions Board set up a subsidiary in Vancouver to tackle the spruce supply problem, and late in 1917 MacMillan became its assistant director. His task was to secure vast quantities of airplane quality spruce as quickly as possible, and to do this he had to "organize from scratch" what Drushka describes as "the biggest logging show anyone ever attempted to put together." A tentative objective of three million board feet per month was reached in July 1918, and this had been tripled by the end of the war.

MacMillan was to perform a comparable feat in the Second World War. He had been called to Ottawa by the redoubtable C.D. Howe to serve as Timber Controller, but within months the heavy toll being taken by U-boats made it clear that an emergency shipbuilding programme to produce replacement ships was essential. Late in March 1941 MacMillan became head of a new agency, Wartime Merchant Shipping, with headquarters in Montreal. He tackled the assignment with his usual speed and efficiency. By early April he had placed orders for a hundred standard cargo ships with Canadian yards; the first of them was launched in October and went to sea on her first voyage on December 7 -- Pearl Harbor Day. As Eastern yards were heavily engaged in repairing damaged ships, the bulk of the orders were placed with western yards, with the Burrard yard in North Vancouver at the top of the list.

MacMillan had vastly increased his activities in the inter-war years. He had acquired sawmills and had become one of the major lumber producers in the province. He had experienced first-hand the difficulties of securing orders for lumber from distant customers and of securing space in cargo ships to fill them. In 1919, in association with Montague Meyer of London, who had been British timber controller during the war, he organized the H.R. MacMillan Export Company: Meyer would secure orders in Europe; MacMillan would fill them. Except for the odd lean year, the Export Company expanded rapidly. Securing space in cargo ships continued to be a problem, and in 1921 MacMillan founded the Canadian Transport Company to solve it. At times it had as many as forty or fifty ships on long-term charters.

In 1930 he had become involved in another industry - fisheries. B.C. Packers, "the largest fish processing company on the West Coast" was in financial difficulties. H.R. was invited to join a new board of directors, whose first task was to avoid bankruptcy. MacMillan was new to the industry, but Drushka remarks upon his "capacity for taking on a diverse variety of tasks, without losing track of the details in any one of them." The fishing industry intrigued him; he visited canneries strung along the West Coast to become familiar with details. In 1933 he became President of B.C. Packers; three years later, despite the depression, it returned a small dividend; and, within a few years, through the Export Company, he had gained control of it.

In 1958 MacMillan decided to resign as Chairman of MacMillan & Bloedel, as his company had become. As a successor he chose J.V. Clyne, a justice of the Supreme Court of British Columbia. Drushka remarks that why he did so "is one of the great mysteries of Canadian business" as Clyne had had no business experience. Certainly the consequences were not what MacMillan had anticipated. He had always endeavoured to raise capital within Canada; Clyne looked to other markets, notably the United States. MacMillan had kept the operations of his companies largely confined to Canada; under Clyne they became involved in operations in such diverse locations as the Netherlands, Alabama and Australia. All this was accompanied by a steady effort to push MacMillan into the background.

Drushka throws considerable light on MacMillan's philanthropic activities. He gave many millions to causes that interested him, with UBC at the top of the list. The Vancouver Foundation, the Vancouver Aquarium and the MacMillan Planetarium were all supported liberally. In 1965 he gave the UBC Library $3,000,000 for the purchase of books - the largest grant of the kind ever given to a Canadian library. Conditions were often attached to his gifts; in this instance he specified that the money was to be spent on books and on books only - UBC was to meet the very substantial cost of cataloguing them. Every gift or grant was followed promptly by a letter or telegram confirming the gift and recalling any conditions that had been attached to it.

The book is rich in detail, but one wishes that a little more had been said about MacMillan's close associates, notably W.J. VanDusen. Fernow introduced him to MacMillan at a meeting in Montreal as early as 1908 and H.R. recruited him for the B.C. Forest Service in 1913. A decade later he persuaded him to leave the Service and join the Export Company. They were close associates thereafter, and he prospered with the company. As a philanthropist he rivalled MacMillan; he was virtual founder of the Vancouver Foundation; and to it and the related Van Dusen Foundation he gave in all more than a hundred million dollars.

W. Kaye Lamb,
Dr. Lamb is former Dominion Archivist and Librarian, and former Honorary President of

the B.C. Historical Association.

Great Canadian Political Cartoons, 1820 to 1914. Charles and Cynthia Hou. Vancouver: Moody's Lookout Press, 1997. 232 p. $39.95, paperback.

Consider, for a moment, the following image. It shows a stern looking Sir John A. Macdonald, dressed as a police officer, facing outward from a precipice high above the Pacific Ocean at the Western edge of Canada. Behind him stand a throng of European men and women, shovels and suitcases in hand. They have just disembarked from a railway train, above which floats the word "civilization." On the horizon the glow of a setting sun shouts "Westward Ho!", as if enticing settlers to a land of dreams. But not all is sunny in this visual story, for in front of the Prime Minister, cowering against the continent's edge, huddle four First Nations people, apprehensive, scared, and clearly on the defensive. The police officer, his baton hovering menacingly above them, barks out a stern and authoritative warning: "Here you copper colored gentlemen, no loafing allowed, you must either work or jump." What European concepts like "loafing" could have meant to Native people who were after all, just "living" here, much as they had done for centuries, is open to speculation. But what is clear is that the cartoon, published on 20 June 1885 in the **Toronto Evening News**, offers a classic statement of the "conquest" that lies at the heart of nation-building in nineteenth-century Canada. Native peoples had two choices, according to the Prime Minister: either join "civilization" or face extinction.

This cartoon is one of 336 carefully selected and sharply reproduced by Charles and Cynthia Hou in their privately-published volume, **Great Canadian Political Cartoons**. The images reflect widely on Canadian political life from the 1840s to the First World War, with one lone cartoon dating from an earlier period, in 1820. The visual commentary that emerges is as diverse as the complex history of Canada itself. Politicians such as Sir John A. Macdonald, Sir Wilfrid Laurier, and Henri Bourassa figure prominently, as do such predictable themes as Confederation, the National Policy, anxiety about the power and influence of our southern neighbour, the naval question, Canada's ties to Britain, and French-English relations. But even for those of us who teach Canadian history the cartoons constantly delight the reader with new insights on familiar topics. One of my favourites is a simple sketch showing three images of a civil servant "at work"; published in Quebec City journal called **"La Scie"** in April 1866, the portrayal of the man named Pacot lounging, snoozing, and yawning while on the job was clearly controversial, and resulted in the arrest of the cartoonist. Two caricatures of the Senate as a home for aged politicians have contemporary relevance, as does a striking image from 1882 asking if Macdonald intends to abolish provincial autonomy by centralizing power in Ottawa. Unlike the Senate cartoons, however, the latter stands out for its contrast to the present day, rather than its parallel.

I found particularly fascinating the visual commentaries on social and cultural aspects of Canada's political culture. The image of Macdonald telling Native people to "get civilized or else" is an obvious example, but there are many others throughout the book. Prostitution, the growing tension between capital and labour, the power of the Roman Catholic Church, anxiety among the country's dominant French and English-speaking groups over the ethnically diverse character of immigrants in the early 1900s, and the place of women in society are commented on, sometimes in ways that appear to be quite outrageous and controversial. Take, for example, the cartoon published by Bob Edwards of **The Eye Opener** in Calgary on the occasion of a visit to Canada in 1910 by British feminist Emmeline Pankhurst. Entitled "Mrs. Pankhurst, at Toronto: the day will come when women will sit in your Canadian Parliament," it portrays women MPs in what by today's standards would be considered a blatantly sexist manner. One woman asks a male colleague, "Is my hat on straight," while another suggests, "Let's have a cup of tea." A third woman MP is sitting on the knee of MP Frederick Borden. What are we to make of this? Is the cartoonist satirizing the cause of suffrage for women, or is he intending to be ironic, and critical of male attitudes?

The cartoons can be read at two levels, as a straight-up presentation of contrasting views of Canadian life, which Charles and Cynthia Hou have done much to emphasize by choosing cartoons that offer conflicting points of view; or as visual metaphors that can be "read" for "meaning." The visual presentation of countries as women, of French Canadians as happy farmers named "Baptiste", or of businessmen as bloated plutocrats comes to mind. At whatever level, the book is fun to read. It will appeal to both a general audience and to history teachers, for whom the cartoon images offer an exciting way to illustrate Canadian attitudes from times past. The House have chosen to present the cartoons without analytical comment, yet an interpretive essay on cartoons as a communication form might have added usefully to our appreciation of their political function. The credits, set off in a separate section at the end of the book, are also rather inaccessible. That said, the book is beautifully produced, and the cartoons selected original and provocative. **Great Canadian Political Cartoons** belongs in every Canadian history classroom in the country. It will have a prominent place in mine.

Robert McDonald,
Department of History - University of British Columbia.

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Clayoquot Soundings: A History of Clayoquot Sound, 1880s - 1980s. Guppy, Walter. Tofino, Grassroots Publication, 1997. $16.95, paperback. ISBN: 0-9697703-1-1-6

The authors of community histories vary considerably in their qualifications as historians. Walter Guppy lays claim to credentials as good as most: "Somebody had to write a history of Clayoquot Sound . . . (and) I have lived here for the better part of three-quarters of a century."

Beginning with the arrival of the first European missionary in 1875, and progressing through the coming of "the hippie element" about a century later, **Clayoquot Soundings** presents a strong theme that underlies the region's history: the movement of Clayoquot and Tofino from the era of simple focus on primary industries to its present period of conflict and change.

Guppy lays heavy emphasis on economic and industrial events in the region's history; a large portion of the book's sectional titles describe logging, fishing and mining developments, or make reference to specific industrial companies. Perhaps indicative of trends to come is the story of a legendary early pioneer, Frederick Tibbs, who occupied Tibbs Island and immediately "removed all the timber from the island, leaving only one tall tree . . ."

The author presents a highly significant list of Clayoquot-Tofino residents from the 1918 **British Columbia Directory**. The fifty-three residents were all male, and virtually all were connected with logging, fishing or mining. Commenting on the absence of female listings in the directory Guppy says, "by 1913 there were some second-generation sons of settlers, so there obviously had to be women here."

Also present were a large Native population and an important Japanese population. It is a creditable feature of this history that it gives reasonable acknowledgement of their roles in the community.

Early in the twentieth century the centre of activity moved from the settlement at Clayoquot on Stubbs Island to the growing new village of Tofino. Nevertheless, "Clayoquot (retained) the only beer parlour up-coast from Port Alberni."

Early logging in Clayoquot, driven by a demand for cedar in the eastern United States, was limited by the necessity of shipping the product around Cape Horn. Much of the Clayoquot's history centres on the evolution of improved contact with the rest of the world. Guppy identifies the critical moment in this development: in the 1950s B.C. Forest Products promised the residents of Tofino and Ucluelet that, in exchange for public support of the company's timber operations, the forest company would construct a road into the region from Port Alberni. In October 1964, when this road was opened to the public, Tofino and Clayoquot region entered the present era of tourism and residential development. The region also became the theatre of land use conflict that it tends to be nowadays.

Although **Clayoquot Soundings** is a fine industrial history of the district, it lacks a dimension that has given some recent community histories (a good example is **Time and Tide**, Pat Wastell Norris' 1995 history of Telegraph Cove) their spe-

cial depth. In Walter Guppy's narrative, individual persons emerge only as names that pop up briefly in the text. When the author mentions the names of persons who were the "characters" of the early Clayoquot region, the reader wishes for a few anecdotal paragraphs that might bring these personalities to life.

Among the best features of the history is its impressive album of Photographs of Clayoquot people, landscapes, boats and settlement from about 1900 to the present day. Browsing through this excellent collection of photos, one gains an intimate feeling for the homesteads, classrooms, fishermen and school-children that have comprised the Clayoquot communities.

A very thorough index makes **Clayoquot Soundings** useful as a reference source.

Phillip Teece,
Greater Victoria Public Library

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Henry & Self: The Private Life of Sarah Crease 1826-1922. Kathryn Bridge. Victoria, BC Sono Nis Press, 1996. 216.p., illus. $21.95

Kathryn Bridge used the diaries, letters, sketches, photographs and other records of the Crease Family Collection housed in the B.C. Archives to portray the world of a Victorian woman who was raised in England and emigrated to British Columbia in 1859. The eldest daughter of John Lindley, a noted botanist and horticulturist, Sarah's life was framed by relationships with her family, friends, and the social activities of the day. Her documented impressions provides a portrait of a charming and complex individual; and, as Bridge points out, Sarah's "contemporary observations about people and circumstances provide a unique insight into B.C. history, and in particular a long-needed female perspective. We can learn much about nineteenth century perspectives on class and race through Sarah's comments."

In 1849 Sarah was engaged to Henry Crease, whose family was involved in the mining industry. The financial difficulties that he experienced in England during their engagement and early years of their marriage caused Sarah and Henry to suffer lengthy separations. Sarah's frequent letters to Henry reveal much about her character, the details of every day life, and the mores of the period. Bridge notes that "Sarah learned patience of a sort which many others could never master. The long painful wait before marriage taught her that nothing in life comes easily and once achieved, should never be taken for granted."

Financially ruined in 1857, Henry travelled to Canada in the hopes of making enough money to pay off his debts. Sarah and their children were left behind not knowing what their futures held. Bridge notes that returning "to live with her parents marks a remarkable yet typical situation for women at this time."

After beginning work as a barrister in Fort Victoria, Henry writes Sarah that she and the children should emigrate. She replies, "Your proposition of Vancouvers' Island was a little startling at first - from its great distance away - but I am **quite ready** dearest to consider that as our future home if it pleases God to direct our steps thither." Bridge's attention to archival detail, as demonstrated in reporting the contents of the seven boxes Sarah packed for her new life in Canada, provides additional insights into Sarah's character. The boxes contained such necessities as featherbeds, house linens, wash tubs, a brown teapot, sketch books, and "1 doz. old Port - 5 bot. Champagne - 2 bot Gin." She explains to Henry that "If we can start with these comforts I shall be very thankful. . . . I will do my **best** to extract all the good I can out of them."

From the time of her arrival, Sarah's letters, sketches and paintings provide intriguing details of colonial life. According to Bridge, Sarah's sketches "document human aspects of the colony . . . the previous regime of the Hudson's Bay Company . . . objective information about the size, situation, and composition of the aboriginal settlement, . . . and subjectively reveal clues as to the attitudes and perspectives of the artist."

The book concludes with Sarah's 1880 journal of a three month trip she took to the Cariboo and Kamloops with Henry as he travelled on the assize court circuit as a puisne judge. Bridge also includes the letters Sarah wrote to and received from her children during the trip. Bridge's detailed annotations bring these documents to life, illustrating their richness as a historical resource.

Relying heavily on Sarah's own voice and those of her female relatives, Bridge provides readers with an intriguing biography that interweaves historical record with a female perspective. The result is a story that has multiple levels and which, in Bridge's words, gives "flesh, face, and personality" to facts and statistics.

Sarah Lindley's Family Letters to Henry Crease Part One - 1949; Part Two - 1850-1851; Part Three - 1852-1855. Robert M. Hamilton. 9211 Beckwith Road, Richmond, B.C. V6X 1V7 (604) 278-2566.

Anyone wanting to read more of Sarah Lindley Crease's letters will be thankful to Robert M. Hamilton who has "gathered, transcribed, indexed and issued provisionally in photocopy" (1996; 1997) three collections (*Part Four is forthcoming*). Each included a brief introduction, a list of sketches, and an index. While interesting and informative, the selected sketches and illustrations are not always as clear as one would like due to the photocopying process.

The correspondence is one-sided as there are only a few extant letters to Sarah from Henry. *Part Two* contains an account of a 100 mile boat race Henry participated in on Lake Superior in the summer of 1850. He described the race as one "in which the pure Red man was pitted against representatives of several of the great families of the White man." Henry's lively account sheds some light on his personality. As Hamilton points out, Henry's account also reflects "a slight degree of romantic or adversary racism regarding the natives that was common until modern times."

The topics and contents of Sarah's letters are sometimes repetitious, a reflection of the quiet cycle of her life in England and the frequency with which she wrote. What is compelling are the insights gained about her relationship with Henry. She becomes more and more candid about "very boldly" expressing her love. At the same time she is always deferential, emphasizing that while Henry is "as constant to me as my own shadow . . . you do not follow, but are always before me."

Both **Henry & Self** and **Sarah Lindley's Family Letters to Henry Crease** provide readers with an intimate peek at life in an earlier era.

Sheryl Salloum,
Sheryl Salloum is the author of ***Malcolm Lowry: Vancouver Days*** *(Harbor Publishing, 1987) and* ***Underlying Vibrations: The Photography and Life of John Vanderpant*** *(Horsdal & Schubart, 1995).*

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Cathedral Grove (MacMillan Park).
Jan Peterson. Lantzville, Oolichan Books, 1996. 133 p., illus., $19.95, paperback.

Cathedral Grove is a place where many people first experience the coastal forest as it was before European settlement. This tiny tract of giant cedars and Douglas firs, also known as MacMillan Park, inspires awe (hence its name), a fair bit of poetry, and enough photography to keep Kodak stocks healthy. Unlike many of the huge nature preserves being created today, Cathedral grove, situated on Vancouver Island near Port Alberni, is easily accessible; nearly a quarter of a million tourists visit it each year. But as Jan Peterson points out in **Cathedral Grove (MacMillan Park)** it is noteworthy not only for its mystical magnificence but also for being the focus of British Columbia's first fight for the preservation of old-growth forest.

This well-researched book provides a compact history of the coastal logging and tourist industries, of the evolution of the movement to save the Grove, and of the development of the provincial park as government and industry finally negotiated the land transfers and park titles necessary to protect the forest. It also gives an account of the continuing campaigns to keep Cathedral Grove viable as both a forest and a tourist attraction. Over the many decades it took to create the park, numerous individuals and groups played a part in having the forest preserved; Peterson includes biographies of the good, the bad, and the bureaucratic. These vignettes make some of the most interesting reading as they cast many of the familiar characters of B.C. logging history in conservationist roles that might surprise some readers. There is also a section on the trees and plants to be found in MacMillan Park, and a selection of the poetry and other writing inspired by this 31-acre refuge. The footnotes, bibliography, and index are thorough and useful springboards to more information should the reader

desire it.

It is a shame that the budget couldn't run to color illustrations, but what the graphics lack in glitz they make up for in generosity. There are over 45 pages of historical and present-day photos, editorial cartoons, and maps, informatively captioned.

All this background is packed into approximately 65 pages of reader-friendly text. It can be used as a textbook for successful park development. Or, if read before visiting the forest, it can serve as a resource that will help the reader appreciate what both nature and a community of dedicated and patient conservationists can achieve.

Susan Stacey,
Susan Stacey, a Richmond writer, is the co-author of ***Salmonopolis, the Steveston Story.***

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More Than a House. Janet Bingham. Vancouver, Roedde House Preservation Society, 1996. 109 p., illus. $14.95, paperback.

This book is a recollection of the life of Roedde House - from start to finish, beginning with the inspiration to preserve the West End house and proceeding to tell about the original Owners and their special place in Vancouver's early cultural landscape. It culminates with a first hand recollection of the strategies used by an early preservation society to raise public support and funds and carry out the work of renovating what had become a decrepit old house.

Architectural historian and heritage activist, Janet Bingham's prose flows logically and naturally from one section of the book to the next - no doubt a recollection of her close interest and involvement with the preservation process of the house up to its current status as a living museum. The personal approach is seamlessly supplemented by information acquired through interviews, newspaper articles, books, and archival documents.

The story begins with the history of the Roedde family, their early business. Built in 1893, the so-called Roedde House is attributed to the notorious architect Francis Mawson Rattenbury, who left Vancouver soon afterward to launch his career in Victoria. This, along with its reputation as an outstanding example of the Queen Anne revival style of architecture, and the pioneer bookbinding family who originally lived there made for a strong foundation upon which to build Vancouver's young heritage movement.

In the 1960's, the City of Vancouver did not have a policy regarding the demolition or preservation of old houses in the city. However, a few years later, under the auspices of the Community Arts Council of Vancouver, a group of interested historians, architects, and others began to lobby local politicians to preserve some of the old, and at one time, prestigious houses in the rapidly growing West End. At that time, owned by the City of Vancouver, it served as low-cost rental housing. By 1974, growing interest in heritage issues had precipitated the City to formulate the Heritage Advisory Committee. It came out with a list of 22 Vancouver buildings earmarked for preservation, but Roedde House was not among them. The house did, however, make it on to the Advisory Committee's "B" listing the following year, much to the chagrin of the Roedde House advocates. Under the "B" designation, the house was vulnerable to non-heritage renovations, demolition, or to moving. After much pressuring, Roedde House was rightfully placed on the "A" listing, ensuring it full heritage protection.

Heritage architect Peter Cotton from Victoria and architectural historian and planner Jacques Dalibard from Heritage Canada gave the preservationists detailed assessments on the condition of the house and ideas for use of the site. It was, in fact, Dalibard's vision that led to the creation of the Heritage Live-in Park that Roedde House eventually became. The group lobbied for full authentic restoration of the house and its surrounding grounds, with the goal of making it Vancouver's first house museum.

Then began a series of consultations, reports, and presentations that spanned nearly ten years. In the process of garnering public support, the Roedde House Preservation Society was formed, a body through which the preservationists could organize, lobby, and gain publicity. It found itself in an interesting situation vis-a-vis the then City Council, with the left-leaning aldermen being opposed to the eviction of the low-rent tenants and the right-leaning aldermen opposed to spending to renovate old houses. As public support for the project grew, however, it soon became apparent that it was merely a matter of time before the site would be granted special status and given a chance to regain its former glory.

Rounding out the historical, biographical, and political components of the Roedde House story is the nitty-gritty of the preservation process, what renovations to do first and why, and when to hire professionals or rely on the group's joint judgement and experience. Bingham talks about the moments of impasse when paint colours had to be determined, and decisions made about the spending of precious renovation funds. And the reader learns about installing modern plumbing and heating and about the attainment of work project grants to do some of the time-consuming and repetitive work like scraping off old wallpaper and removing cedar panellings and mouldings Four years after the exterior renovations began, the interior restoration work got underway. In May 1990, the Roedde House Museum was officially opened by then Mayor Gordon Campbell. It is now a house museum and also plays host to a number of special events throughout the year.

Anyone curious about the process of lobbying for heritage projects, renovation of old structures, or the history of Vancouver and its first prestigious neighbourhood, the West End, will enjoy the multi-faceted picture presented in this book by Janet Binghasm.

Donna Jean Mackinnon,
Donna Jean MacKinnon is President of the Vancouver Historical Society

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Grizzlies & White Guys; The Stories of Clayton Mack. Madeira Park, B.C., Harbour Publishing, 1993. 239 p., illus. $17.95, paperback.

Clayton Mack was bom in 1910 at Nieumianus Creek near Bella Coola, a member of the Nuxalk (Bella Coola) Nation. He died at Bella Coola in 1993. In his final years, he enjoyed telling stories of his life, and some of them were recorded by his physician, Harvey Thommasen.

Like many of his generation of First Nations people, Clayton Mack never received much formal education. His career followed whatever opportunities presented themselves, and he had experience as a cannery worker, agricultural labourer, fisher, rancher, trapper, logging company owner, rodeo cowboy, and movie actor. But he achieved greatness as a guide for wealthy grizzly bear hunters.

Intelligent and cool-headed, and intimately familiar with the Central Coast bear habitat, for over fifty years Mack attracted a steady clientele of wealthy patrons willing to pay big money to kill record size grizzly bears. He rarely disappointed them.

Though he was invited to hobnob with the elite of Los Angeles, including California Governor Brown, Mack found the experience bewildering, and returned to his home as soon as he could. As a guide, he was paid to suffer fools gladly. He had admiration for some of his clients, but disdain for others who wasted wildlife resources, failed to listen to instructions, or were inattentive to the dangers of the wilderness. He also had criticism for the actions of archaeologists and Fish and Wildlife officers.

He had much greater respect for sasquatches, which he encountered three times, and for grizzly bears, whose behaviour and habits he understood thoroughly.

Editor Harvey Thommasen is to be commended for not editing out Clayton Mack's economical but grammatically imperfect English usage. Grizzlies and White Guys offers a rare and delightful glimpse into the life of an exceptional British Columbian.

A sequel, More Stories from Clayton Mack has also been published by Harbour Publishing.

James E. Bowman.
Jim Bowman is a Calgary archivist

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Any book presenting any facet of B.C. history, published in 1998, is eligible. This may be a community history, biography, record of a project or an organization, or personal recollections giving a glimpse of the past. Names, dates and places, with relevant maps or pictures, turn a story into "history."

The judges are looking for quality presentations, especially if fresh material is included, with appropriate illustrations, careful proofreading, an adequate index, table of contents and bibliography, from first-time writers as well as established authors.

NOTE: Reprints or revisions of books are not eligible.

The Lieutenant Governor's Medal for Historical Writing will be awarded to an individual writer whose book contributes significantly to the recorded history of British Columbia. Other awards will be made as recommended by the judges to valuable books prepared by groups or individuals.

All entries receive considerable publicity. Winners will receive a Certificate of Merit, a monetary award and an invitation to the BCHF annual conference to be held in Merritt in May 1999.

SUBMISSION REQUIREMENTS: All books must have been published in 1998 and should be submitted as soon as possible after publication. **Two copies** of each book should be submitted. Books entered become property of the B.C. Historical Federation. Please state name, address and telephone number of sender, the selling price of all editions of the book, and the address from which it may be purchased, if the reader has to shop by mail. If by mail, please include shipping and handling costs if applicable.

SEND TO: B.C. Historical Writing Competition
c/o P. McGeachie
7953 Rosewood Street, Burnaby, B.C. V5E 2H4

DEADLINE: **December 31, 1998.**

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There is also an award for the Best Article published each year in the *B.C. Historical News* magazine. This is directed to amateur historians or students. Articles should be no more than 3,000 words, typed double spaced, accompanied by photographs if available, and substantiated with footnotes where applicable. (Photographs should be accompanied with information re: the source, permission to publish, archival number if applicable, and a brief caption. Photos will be returned to the writer.)

Please send articles directly to: The Editor, B.C. Historical News, P.O. Box 105, Wasa, B.C. V0B 2K0