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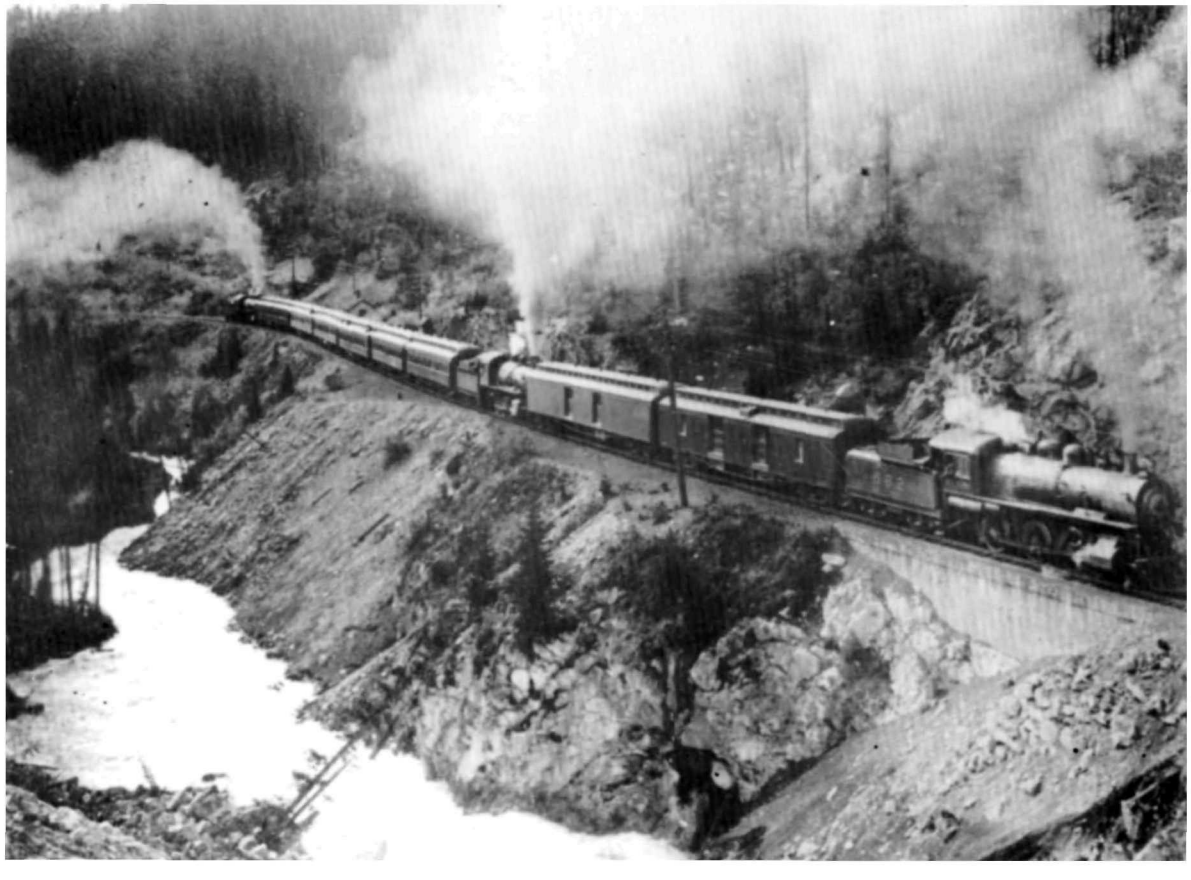
# British Columbia Historical News

Journal of the B.C. Historical Federation



## Conference '89

## Texada Island

# MEMBER SOCIETIES

★★★★★★★★★★★★★

Member Societies and their secretaries are responsible for seeing that the correct address for their society is up-to-date. Please send any change to both the Treasurer and the Editor at the addresses inside the back cover. The Annual Return as at October 31st should include telephone numbers for contact.

Members' dues for the year 1988/89 were paid by the following Members Societies:

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Atlin Historical Society, P.O. Box 111, Atlin, B.C. V0W 1A0
BCHF - Gulf Island Branch, c/o Marian Worrall, Mayne Island, V0N 2J0
BCHF - Victoria Section, c/o Charlene Rees, 2 - 224 Superior Street, Victoria, B.C. V8V 1T3
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British Columbia **Historical News** Volume 22, No. 3 • Summer, 1989

**Journal of the B.C. Historical Federation**

## Editorial

Summer '89 - a non-theme issue with many reports and requests tucked in. Your editor adds her request: Please keep those articles coming in. The Historical News is to be expanded to 36 pages which will give us space for one or two more articles per issue. Writers, have you a favorite piece of Okanagan history that can be incorporated into the "Okanagan Special" issue? Get it on paper and send it in. Deadline December 1, 1989.

The expansion to 36 pages is coming about thanks to the good management of Ann Johnston. Ann has been chairman of the New Publishing Committee for three years handling many behind-the-scenes problems, doing everything possible to keep the magazine in good health. This good lady has talked of resigning as committee head; so far no replacement has been found but, as so many hurdles have been over come, the future work of this committee should be far less stressful than before.

A big vote of thanks from us all to Ann Johnston.

We need your help to increase the number of subscribers. Buy a gift subscription (see p. 32). and suggest that your local public library has an Institutional Subscription - at $16.

Coming next -
"Memories of the 1930's"

Naomi Miller

### Cover Credit:

The illustration for **Twisted Track**. Climbing the 4.5 percent grade near no. 1 safety switch in 1909, prior to opening of Spiral Tunnels
*Photo courtesy of the Glenbow*

## Contents

**Features** **Page**

Table of Contents & Editorial 1

Bells of St. Martin's Anglican Church North Vancouver
by Roy J.V. Pallant 2

Road Mania
by Kelsey McLeod 3

Phyllis Munday: Achieving Great Heights
by Naomi Miller 7

Burgoyne United Church
by Mary Davidson 11

Twisted Track, North America's Spiral Railroad
by Tom W. Parkin 15

Texada Island Endures
by Tom H. Inkster 18

Fur Trade Trails: Princeton to Nicola Lake
by Ken Favrholdt and Bob Harris 21

Writing Competition 1989 24

**Book Shelf: Book Reviews**

Ties to Water
Review by Logan W. Hovis 25

Chinatowns: Towns within Cities in Canada
Saltwater City: An illustrated History of the Chinese in Vancouver
Review by Wing Chung NG 26

M.I. Rogers 1869-1965
Review by Richard Mackie 27

News & Notes 29

Writing Competition 1988 30

B.C. Historical Federation Conference 1989 31

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Correspondence regarding subscriptions are to be directed to the subscription secretary (see inside back cover)

# *The Bell of St. Martin's Anglican Church North Vancouver, B.C.*

## *by Roy J.V. Pallant*

After a long period of silence, since 1954, the Sunday morning ringing of the historic bell was resumed on January 11, 1987. Our bell is now 104 years old. As recorded in our book, *"The History of St. Martins, North Vancouver"*, the 100-pound bell, some 14 inches in diameter and 14 inches tall, was cast and engraved as the ship's bell of the steamship *"Zafiro"* which began a long and varied life when she was launched from the yards of Messrs. Hull, Russell and Company at Aberdeen, Scotland. She was an iron-hulled, schooner-rigged steamer of 1600 tons net register. The 1884 vintage vessel was operated by her owners, Shewan Tomes and Company of Hong Kong, for several years as a China Coast Trader Tramp and collier until purchased in Hong Kong in 1898 by the staff of Commodore Dewey who had taken over the United States Asiatic Squadron on January 3rd, 1898. The SS *"Zafiro"* was acquired for employment as a collier and supply transporter with the US fleet and used effectively against Spanish forces in the Battle of Manila Bay, and thereafter in the Spanish American War, Philippines battle zone.

Subsequently, in 1913, one of the two founder wardens of our church, Norman Day, a carpenter shipwright at the Wallace Shipyard, was involved in an out-of-yard scrap survey of the SS *"Zafiro"* when it was brought to North Vancouver for dismantling, and was given the ship's bell by Alfred Wallace, specifically for the church.

The small building materials storage hall, located on the north-west corner of Lonsdale and Queens, was rented by the congregation of St. Thomas, as the church was then known, and there was no place for the bell. So the Rev. F.E. Perrin, Norman Day and George M. Evens cut suitable trees from the surrounding bush and erected a rustic belfry. The bell was hung there and dedicated to its new use on St. Peter's Day, June 29, 1913. In the spring of 1920, between March 3rd and 31st, Messrs. M. Jones and Dyke, of the congregation, built a turret, now owned by the congregation, and rededicated it on November 11th, 1919, in honor of St. Martin of Tours. On the top of the turret they fixed a cross which we still retain in our archives.

In 1921 a hall was erected alongside Windsor at St. Georges, which became the new St. Martin's Church in 1923. The bell in its turret, complete with cross, was set in place on the roof and remained in place as the church, which constitutes the present 67-year-old Nave, was jacked up and turned ninety degrees to its present position. When, in the summer of 1950, the present bell tower was completed, with the efforts of Frank Corp and his crew of parishioners, the bell of the SS *"Zafiro"* was moved off the roof into the tower in its present fixed position. It was then rung regularly by a rope swinging a striker from the Narthex, one of the last ringers being Don Naylor, Barbara Batchelor's father, who called the faithful to 7:30 pm Evensong in 1954.

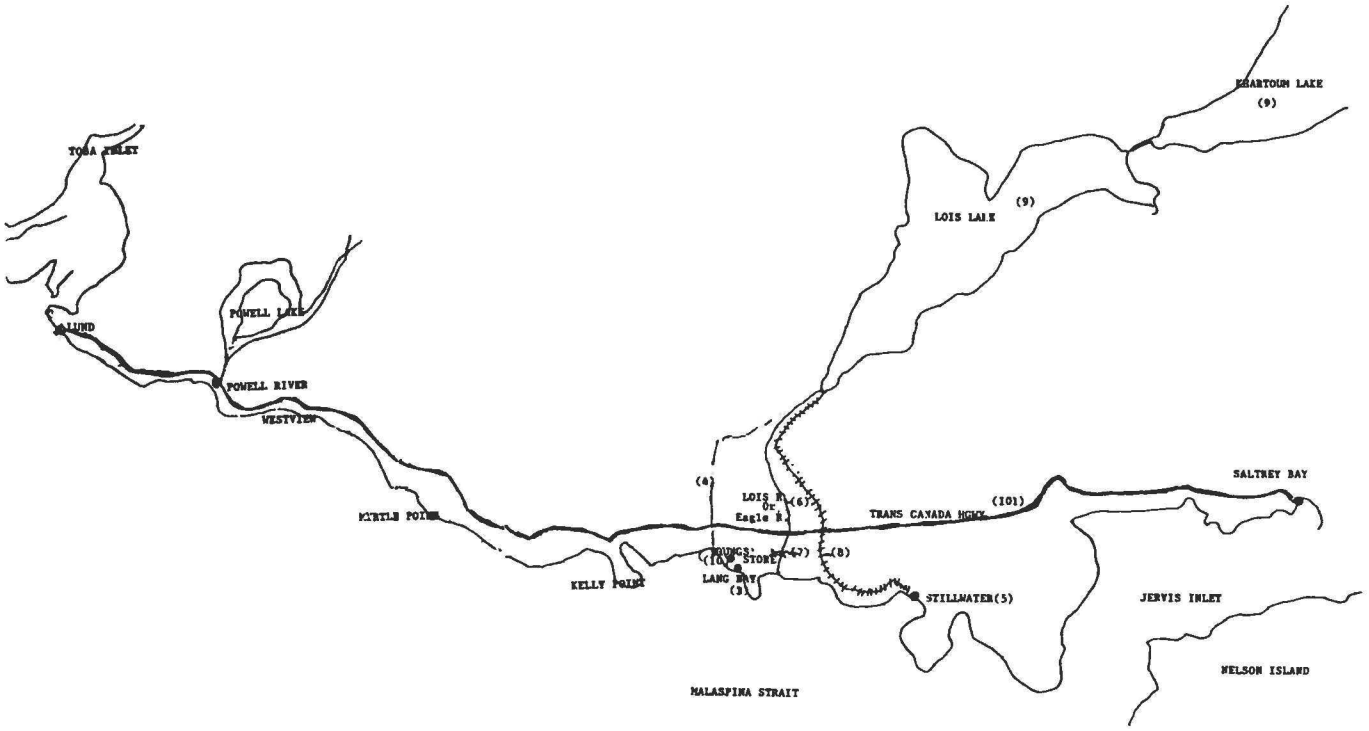
Not everyone liked the sound of a ship's bell and its size limits the sound volume desirable to effectively allow our parishioners to hear the call to worship. So, in 1952, Mr. and Mrs. P.H. Hall purchased and installed *"auto chimes"*, the 78 rpm disc recordings, which could be heard as far away as Shakespeare Avenue in Lynn Valley, until complaints of unnecessary noise silenced both the *"Bow Bells"* included in the auto chimes, and the historic bell.

We have now arranged a system in the bell tower to again permit the ringing of the bell from the Narthex every Sunday, for weddings and funerals, just as in years gone by.

Our bell is 104 years old and has been employed as our church bell for 75 of those years. Like St. Martin of Tours himself, the bell has been both within the sound of battle and the sound of prayer and praise. In the words of Archdeacon Thompson in May, 1959, we can say of our bell, *"It is of historic as well as sentimental value and should be treasured by the parish"*.

* * * * * * * * * * * * * * * * *

***Roy J.V. Pallant is President of the North Shore Historical Society; Co-chairman of the District of North Vancouver Heritage Advisory Committee, and Archivist of St. Martin's Anglican Church.***




# *Road Mania*

## *by Kelsey McLeod*

If residents of Lang Bay, a small community mid-way up the Malaspina Penninsula [1] on British Columbia's Mainland Coast, could be said to have had an obsession with anything in the 'Twenties, other than the basic problem of survival in the rain forest, ROADS would be that thing.

Viewed casually, this might seem unreasonable, but a short reflection on the difficulties faced by having access to a place only by boat, by having all supplies dependent on boats, of walking through, packing supplies through, a tangle of firs and cedars and dense underbrush, will bring the obsession into perspective.

Prior to the First World War, deer trails through the wilderness were the only openings in the forest. Even today it is possible to follow some of them. - They are mossy, narrow and winding, taking the easiest and most obvious way around boulders and bluffs, gullies and swamps.

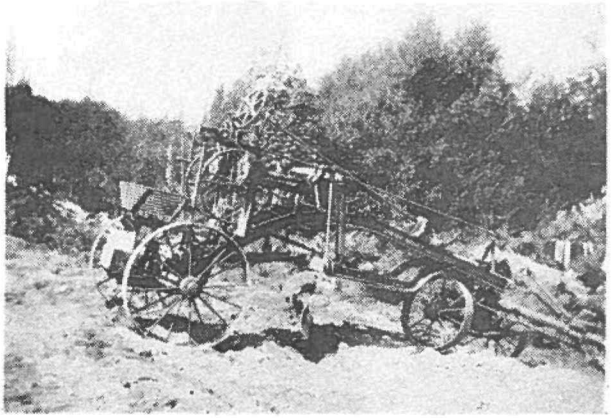
At first, the men going from one logging camp to another followed these trails. Then the logging companies, searching for the routes to market, swamped out right-of-ways that often took in the deer trails.

Settlers, when they arrived, first had to hack their way from beach to pre-emption, and they too, took advantage of the animal paths. Gradually, a network of trails linked and crossed each other, and one, used most often, took precedence. Over months and years it was widened, and when at last the Government was brought into the picture, it had only to improve and maintain the existing route, in the same manner it takes over the logging-camp roads once they are abandoned by the companies.

So, from deer trails to wider and straighter paths between camps, worn by the loggers' caulked [2] boots, to barely-swamped-out, muddy tunnels through the forest to a pre-emption, to a gradually widening path as more people arrived was the pattern.

In Lang Bay, [3] it was first a road from the head of the Government wharf, leading up toward the mountains. It was a narrow road, dusty in summer, muddy and rutted in wet weather, down which roared the one logging truck of Lang Bay's one logging company, and went in a north-south direction. [4]

Initially, a path led first close to the beach toward Stillwater [5] giving the only east-west route. It crossed Eagle River [6] by a single timber across the torrent, [7] and once over the river, the track vanished at the railway tracks. [8] Then, further inland, a narrow, single-laned road developed, leading east and west from the railway tracks toward Lang Bay. It was not much of a road by today's standards, but it crossed the river by a proper bridge, a wooden bridge, supported by log piling, at the narrow spot above the



***Road Grader used Lang Bay section early 30's***

***Cat and Grader used Lang Bay section Rd. Gordon Cornell in background.***

falls. Today's bridge crosses at the same spot.

Today this east-west road is part of the Trans Canada Highway that goes on to Lund, which is end-of-the-road for the Mainland Coast. The north-south road, once it crosses the Trans Canada, goes a few miles farther before it ends in a secondary road that leads to the reservoir the Powell River Company created when it dammed the Gordon Pasha Lakes. [9]

The wisest settlers were those who got land either along the east-west route, or not too far up the north-south one. Homesteads too isolated ended up abandoned; the main settlement still clings to the east-west alignment.

In the earliest days, it was the north-south road that was most vital. It was the one that led to the all-important dock, to the supply boats, eventually to the store and post office operated by John and Granny Young. [10] As time passed, the emphasis shifted to the possibility of the east-west one linking Lang Bay by road to Stillwater, and Thunder Bay on Jervis Inlet to the east, and to Powell River and its satellite communities of Westview, Cranberry Lake and Wildwood in the opposite direction.

Roads -- roads -- if talk would have built roads, Lang Bay residents would have had roads that overflowed the globe, and likely would have been crowding outer-space as well. And, almost from the beginning, much of the talk was about one particular road. It was a great and important one, and it became a vision and a crusade: It was a road that all but ignored the reality of Howe Sound and Jervis Inlet, and which would link with Vancouver, and make the Malaspina District part of the rest of British Columbia.

The vision and foresight of these pioneers is difficult to dwell on. But perhaps it was forced by the difficulty of isolation.--While the phrase 'linked by boat alone', seems harmless to those who have never lived in places that depend on boats, (there is even an element of romance to it) it is of vital significance to those on the Coast. In fact it means life or death, food and clothing, mail, all the requirements of the modern family.

Malaspina Strait, the narrow finger of ocean separating the Mainland from Texada island, was the green, rolling highway for the marine traffic that kept the Penninsula going. And it was an unpredictable highway. The coastal waters here are what is generally regarded as shallow, and in minutes can churn up into a maelstrom. Days pass when the rain-bringing southeasters roar up from Welcome Pass, the passage between the Mainland and Texada Island, or when the howling westerly is flung in from the Pacific, making tugs with tows take shelter.

Thus, winds, and tides, and fogs were of vital concern to Lang Bay residents, for they governed the landing of the Union Steamship boats, as well as any other freight boats, and the tugs and barges that brought provisions. The Union Boats were the most important, for they did operate to a schedule, changeable as it was to actual docking times.

The day, water trip to Powell River to Lang Bay, a distance of about fifteen miles, then took about two hours, for calls were often made at Myrtle Point and Texada Island on route. The seventy-two mile trip to Vancouver took a minimum of eight hours, usually much more, depending on volume of freight and number of ports visited. As Jack Larner, who had homesteaded in the Thunder Bay area not long after the turn of the century put it: "It was nearly as fast to row to Vancouver." Freight rates from Vancouver were necessarily high; the mode of transport for a lot of the freight was the cheaper tug-and barge, which was even slower than the Union boats.

All-in-all, residents felt it was a ridiculous situation, and one that could and should be remedied, regardless of fortress mountains and bottomless inlets.

(Once Powell River came into being in 1912, the C.P.R. boats did make a seven-hour night sailing from Powell River to Vancouver, but in the first days this benefited only the Papertowners. The fastest boats on the Coast, the C.N.R.'s Prince

George and Prince Rupert, called once a week at Powell River as well, southbound from Alaska and other northern ports and made the trip in six hours.)

At first, people were most interested in a road that connected Lang Bay with Powell River, with the stores, the dentist and hospital and doctors the town boasted.

Even here, progress was slow, and only determined and intrepid individuals would have kept hoping as the muddy, chuck-holed ruts wound through the forest, around stump and gully, reaching toward Powell River, and inevitably stopping, just when hopes were highest, still miles short of the goal, because the money allotted by the Government for road building in the Mackenzie riding had run out for the time being. (A factor that didn't help was that the riding had a gift for always managing to vote in a number of the legislative assembly of the party not in power.)

By the mid-twenties, a road of sorts, dusty and rough and narrow, needing almost a technical skill, and certainly an adventurous spirit to navigate, reached the thirty miles from Thunder Bay to Lund, fifteen miles above Powell River.

From that time on, residents, when not discussing and complaining about the existing road, were talking and dreaming of the road to Vancouver, with ferries crossing Howe Sound and Jervis Inlet. The ferries were the only concession to the magnitude of the task presented. Residents admitted one limit only: That it would be impractical to put roads all around the inlets, which boast some peaks of eight-thousand feet.

In 1928 the crusade was carried with vigour right to Victoria itself, when, with the backing of every resident of the Malaspina, a Powell River delegation interviewed the Public Works minister and prepared extensive briefs. The Depression of the nineteen-thirties, and the Second World War, doomed all this activity.

A passenger float-plane service had been instituted in the days shortly before the War, but was abandoned when it showed no profit.

When the war began, there was still no road, and dangerously ill people who could not be treated at Powell River hospital were still subjected to a harrowing trip to Vancouver by speedboat. Nevertheless, energies were turned to helping win the war, and the vital road link took a back seat for the first time.

But when victory came in 1945, interest quickly turned once more to the road, and men and women returning to their homes after war service gave new life to the drive. Across the deep, still waters of Jervis Inlet, the inhabitants of the Sechelt Penninsula were also agitating for a connection with Vancouver. They already had a road reaching from Gibsons on Howe Sound to Pender Harbour at the mouth of Jervis Inlet, and they had the advantage in that there was only one inlet, Howe Sound, to cross.

It was not too long till this waterway yielded to progress, but not to a Canadian company. Perhaps local shipping companies were too awed by geography, perhaps they simply weren't interested, but whatever the reason, it remained for an American company, the Black Ball Line, to span Howe Sound.

The original Black Ball Line began on the United States Atlantic seaboard in the nineteenth century, where it revolutionized shipping by making schedules and sticking to them. The early company went out of business, but the distinctive Black Ball flag reappeared in Washington State in 1894 with the forming of the Alaska Steamship Co., and its offshoot, the Puget Sound Navigation Co.. By 1929 this latter company was serving the entire Puget Sound area, with sailings also to Victoria and Sydney, B.C.

Then in 1951 Powell River District residents shared in the excitement of those on the Sechelt Peninnsula when the Black Ball ferries did actually span Howe Sound. One barrier was down in the struggle to reach Vancouver by road. Only twisting, mountain-kept Jervis Inlet now barred the way.

But days, weeks, months passed with the Government either preoccupied with other matters, or impervious to the road. The final blow came when it became clear that to reach suitable ferry slips on Jervis, many miles of new highway would have to be slashed from the wilderness. -- Many of these miles would literally have to be carved in the sides of mountains. It appeared that B.C.'s formidable geography would triumph over the hopes and puny struggles of Man in yet another instance.

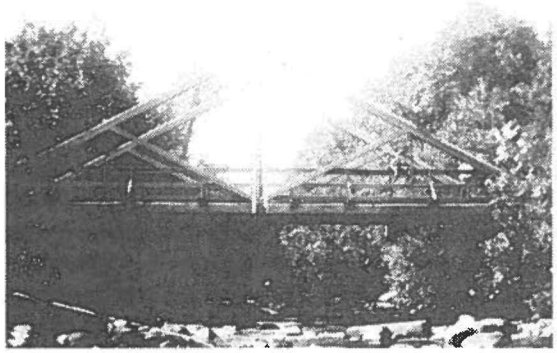
Finally, when the project came closer to abandonment than it had ever done, the Black Ball Line stepped in, just as it had in the bridging of Howe Sound. They lent the Government, interest free $500,000 so that the missing miles could be constructed, and a ferry put in operation across Jervis Inlet.

This brought about a case of immediate and mutual admiration between the Black Ball Line and Powell River District. The ferry company stated: "It's a pleasure to serve you, in the big-timber country with the big future." The District came back with: "...we salute the enterprise and pioneering spirit of Black Ball ferries..." [11]

The presence of the pioneering spirit was fortunate, for the road building proved a far more difficult

***George Barrett, first Road Foreman of Lang Bay section of highway. (approx. 1931)***

**B.C. Historical News**



***Bridge over Wolfson Creek Lang Bay.***

task than had been anticipated, and it is common knowledge that the company who did the work lost money on the contract. The new road wound tortuously along the margin of Jervis to Earls Cove, wide and scenic and black-topped, to be for some time the best part of the entire highway.

Saturday, August 21st, 1954, was a momentous day for the Malaspina Penninsula. On that day the stubby little car ferry Quillayute made its first run between Earls Cove on the Sechelt Penninsula, and Saltrey Bay on the Malaspina Penninsula. Fifty years of isolation was over, and a fifty-year dream had at last been realized.

Reported the Powell River News: "To the skirl of pipes and the beat of drums, echoing across Jervis Inlet, the flag-decked Black Ball ferry "Quillayute" snubbed her stern into Saltrey Bay ferry slip on her first regular crossing of the inlet, linking Powell River district with the Sechelt Penninsula and Vancouver, British Columbia, Canada.

"...Hundreds of Papertowners travelled the 20-mile long road to welcome the ferry which will make eight trips a day...

"...Overhead...planes dipped their wings in salute...a motorcade...led by B.C. Automobile patrolmen and red-coated Mounties travelled into Powell River, to mark the opening with a luncheon for 200 guests..."

It was a fitting celebration for such an event, affecting as it would, each and every one of the ten thousand individuals who made their homes on the Penninsula.

Naturally, it is difficult today to understand the jubilation that was part of this event. --In more than thirty years two generations have grown, and are growing up, with no knowledge of what it was like to depend on boats alone for survival, as their parents and grandparents did.

Today the Black Ball ferries have become B.C. Government ferries; the entire road has either been re-built or improved; vast sections of it have been re-located, shortening and taming the original rather hair-raising and stomach-upsetting miles.

Buses, freight trucks and passenger cars roar along, paying little attention to the ocean highway. Only the remnants of breakwaters, the stubs of wharf pilings, clusters of houses, mark the spots that flourished when boats were king. Even when it is known where those early, vital docks were, it is sometimes impossible to see any remains. --Where the Sechelt dock approaches were, for instance, there is now a housing project. Docks are still visible only where oil companies or logging companies remain, or where the ferries land. Developments of all kinds have moved from the waterfront to the highway. Boats have largely bowed out; wheels have taken over.

Yet, where the residents of the Malaspina Penninsula board the ferry, at Saltrey Bay and Earls Cove, it is still largely wilderness, stark, lovely and lonely. Waiting for the ferry, a traveller can yet become aware of a sense of unreality. --It intrudes, forcing the uneasy notion that perhaps, after all, wheeled access to the Malaspina Penninsula is still only a dream...

Then, the ferry whistle echoes and re-echoes through the snow-capped peaks, and the ship comes into sight, with its stubby silhouette looking something like the side or stern wheelers that once plied other waters in British Columbia. And to Malaspina residents who can remember Way-Back-When that ferry still seems much of a miracle.

She means that impossible and improbable dreams, and impractical visions, do come true, if people are willing to keep faith, keep striving and working. The goal that some thought impossible has been achieved: You can drive from Lund, or Powell River, or Lang Bay, to Vancouver. The Malaspina Penninsula has become a real part of the Lower Mainland.

***Kelsey McLeod grew up on the Malaspina Penninsula where her parents and grandparents were among the first settlers. She has lived in Vancouver since 1947 - She serves as a docent for the Vancouver Museum and is a member of the World Ship Society and Vancouver Maritime Museum.***

1. See Map
2. Up the B.C. Coast, These Boots are "cork" boots, or a logger's "corks".
3. The Bay was named for the three Lang Brother, Tom, Fred and Harry, who served Overseas in the First World War. Originally, the name was Wolfson.
4. See Map
5. This was the beach camp and booming ground for the Brooks, Scanlon and O'Brien Logging Co.
6. Eagle River was the Indian name for the river, and was used by the early settlers. On maps, it is Lois River. It is a salmon river, though is only a trickle now because of damming. George Barrett, one of Lang Bay's first residents, said "When I first came here, you could nearly walk across the river on the backs of fish at spawning time".
7. See Map for location.
8. This was the logging railway of Brooks, Scanlon, O'Brien, and it ran from the beach camp at Stillwater to the foot of the First Lake, where the loading works were. Today a road has replaced.. the railway.
9. Originally there were 3 separate lakes, but now there are 2, Lois and Khartoum.
10. See Map for location. Stillwater had a store, but Granny Young's store was the only one between Stillwater and Westview.
11. Powell River News item.

Photographs: K. McLeod

Sources: Talks with George Barrett and Jack Larner many years ago, and notes taken at that time. Powell River News.

# *Phyllis Munday: Achieving Great Heights*

## *by Naomi Miller*

PHYLLIS (James) Munday was born in Ceylon where her father, Frank James, was manager of a tea plantation. The family visited England then moved to Canada just before Phyl turned seven. Frank James worked in Manitoba, then near Nelson, B.C., and finally in Vancouver where they made a permanent home. Phyllis and her sister Betty attended schools in the Grandview district.

In 1910 Boy Scouts came to Vancouver. Phyllis James convinced her mother to start a troop of Girl Scouts at St. James Anglican Church in downtown Vancouver. These soon changed their name and affiliation to Girl Guides of Canada. The outdoor program advocated for Scouts and Guides suited Phyl. She described picnics at Lynn and Seymour Creeks, walking to the B.C. Mountaineering Club cabin on Grouse Mountain, then climbing the local mountains-Grouse, Dam, Crown, Hollyburn, and later, the Lions. In those days they took the ferry to North Vancouver, rode the streetcar to the top of Lonsdale Avenue, and walked the rest of the way. Girls had to wear skirts while travelling in public but preferred to don gym bloomer and puttees for climbing. They hid their skirts under a log and changed before catching the streetcar for the return trip.

***Phyllis Munday. On the trail. c. 1918.***

Thus began a lifelong love of climbing and Girl Guiding. Father Frank James wanted to make a tennis champion of his daughter but as much as Phyllis enjoyed tennis, she loved the mountains better.

Phyllis James worked as a V.A.D. at Shaughnessy Military Hospital during W.W.I.. At the latter part of the war this volunteer was moved to the New Westminster Military Annex. There she met a member of the 47th Battalion, invalided home from France. His name was Don Munday, a climber of note, and a member of the executive of the B.C. Mountaineering Club. These two became well acquainted on club climbs and projects.

They were married on February 4, 1920 at Christ Church Cathedral. After the 9 a.m. ceremony attended by parents and relatives they went home, changed clothes, grabbed their packs and caught the 11 a.m. ferry to North Vancouver. They pent their honeymoon in a cabin on the west ridge of Dam, *"A GLORIOUS week away above the fog in bright sunshine and a clear blue sky. We climbed every day.*

*There was so little snow that we had to cut steps up the last part of* Crown."

In the spring of 1921 a daughter, Edith, was born to Phyl and Don. When she was eight weeks old they began taking her to the cabin every weekend; at eleven weeks Edith was packed papoose style to the top of Crown Mountain. The Mundays joined the Alpine Club of Canada that year and attended the first of many summer camps. Don Munday received a contract to construct a new trail up Grouse Mountain, oversee the building of a cabin and eventually a chalet. The couple moved to Kings Road in North Vancouver but camped beside Grouse Lake during the heavy, tiring days of building the log cabin on the edge of the bluff of Grouse Plateau. Surveyors stayed in their camp while surveying the proposed Grouse Mountain Road. Phyl now had to cook for five men (and backpack groceries up from town.) Snow came early, making work more difficult. It snowed so hard that they set the alarm to wake up and shake snow off the tent roof at hourly intervals. Phyl hurriedly put an apple box over Edith in case the tent collapsed, then eased out the door to gently remove the snow without allowing uneven weighting on the canvas roof. Ten days before Christmas they were able to move into the cabin. The ceiling and walls were coated with frost and driven snow. Mother and baby went to the Kings Road house while Don kept the stove stoked to dry out the cabin. As the snow melted between logs, chinking of sacking or other material could be worked into place. By Christmas all was ready, complete with a lovely balsam fir tree, gifts, and traditional goodies. All that winter water was obtained by melting snow but the following spring Don packed pipe up to draw water from Grouse Lake.

The Mundays lived up Grouse Mountain until the fall of 1924. Don worked on trails and cabins, as well as writing for a Veterans publication. Records tell of two emergencies which Phyl handled with aplomb *(and knowledge gained from a St. John Ambulance First Aid Course).* One of the surveyors slipped through snow laden bushes, catching the handle of his double bitted axe forcing the blade into his thigh. The gash was four inches long and deep. Mrs Munday drew the sides together, strapping at intervals to allow for oozing, then covered this with a dressing. The poor fellow had to walk down to West Vancouver, where his doctor left the strappings in place so as not to disturb the wound *(which healed beautifully.)* Later a youth injured in a fall was nursed in Munday's cabin before he was judged well enough to be carried down the mountain. Girl Guides of Canada presented Mrs. Munday with a Bronze Cross for Lifesaving because of this mountain rescue.

In the summer of 1924 Phyllis Munday became the first woman to reach the peak of Mt. Robson. Austrian climbing guide Conrad Kain, she proudly recalls, *"almost pumped my arm off in congratulations."* Don was with her on that first ascent, and on peaks in the Selkirks, Rockies and Coast Mountains.

One spring, while atop Mt. Arrowsmith on Vancouver Island, the Mundays spotted a *"Mystery Peak"* which towered above its neighbours on the distant Coast Range. That fall, *(September '26)* they attempted to reach it by a route up Bute Inlet and the Homathko River. Their later trips were from Knight Inlet up the Klinaklini River. Finally, on July 28, 1928 they reached the top of one of the twin peaks of Mt. Waddington *(13,170 feet, 4016 m.)*. Mundays made eight more trips, with friends and relatives, to explore the Waddington area. Don took, and recorded, meticulous compass readings, while both of them took many photographs to create panoramic pictures which could be used for making maps after their return to civilization. They collected specimens of flowers and insects for the Provincial Museum in Victoria. The

***Phyl Munday, B.C. Provincial Woodcraft Advisor C.G.G. 1973.***

Mundays declined to have this mystery mountain named for them, but an 11500 ft. peak nearby is now called Mt. Munday. Don Munday wrote of many of his climbs for outdoor magazines and the **Alpine Club Journal**; he wrote a book, *"The Unknown Mountain"* which was published in 1948.

Mrs. Munday became a Guide leader in 1915. She attended many of her company's meetings even after she moved to the cabin on Grouse Mountain. She would walk down, take the ferry to Vancouver, do errands, attend her Guide meeting then go home that night, walking with only a candle in a can *"bug-light"* to find her way up the footpath home. This practise finally discouraged her, so instead she became a corresponding Guider. She started with a few girls whose families had moved from Vancouver to communities or rural settings that had no Guide company. New friends of these girls clamored to be allowed to share the fun. Phyl Munday created Lone Guides in 1924; before long she had registered so many girls that she had to recruit several Guiders to correspond with girls in outlying areas. Lone Guiders contacted companies fairly near the home of each Lone to ensure that these girls had opportuni-

ty to attend a summer camp. Mrs. Munday directed this special branch of Guiding for more than twenty years. She then undertook a series of challenges in Guiding becoming an inspiration to many girls and women through the years. She organized the first all Canada Guide Adventure Camp in 1955 at Lake O'Hara in Yoho National Park. One hundred Canadian girls with eight American Girl Scout guests and a superb team of Canadian Guiders attended that camp. Latterly she became Provincial Nature and Woodcraft Advisor. Her enthusiasm for the wonders of nature was infectious; her slide shows were demonstrations of the scope of flora, fauna and geology here in B.C.. She believed in the tenets of Guiding and lived her life sharing this with others. She was awarded the Beaver and Honorary Life Membership in Girl Guides of Canada.

Work for St. John Ambulance Brigade was given the same time, energy and commitment as her other undertakings. In 1940 Mrs. Munday joined the Brigade and was immediately asked to organize a Nursing Division in North Vancouver. She did this and was appointed Lady Superintendent of the 68th Nursing Division. She held that position until May 1949 when she was appointed Provincial Superintendent. She took every possible training offered to members of the St. John's groups, then passed on her knowledge by instructing others. Phyl was part of a team from St. John Headquarters trained to do blood grouping; one assignment saw the team riding a logging train on Vancouver Island to *"group"* all the staff at a large logging camp. During the Fraser River flood of 1948 Mrs. Munday was in charge of first aiders, and personally helped patrol the Queensborough area. Later, with her sister Betty McCallum she spent ten days flood duty at Hatzic Prairie where they travelled by boat over fences and hayfields to give first aid and moral support to local citizens. Provincial Superintendent Munday represented B.C. at Canadian Headquarters Conference then had to, reluctantly, transfer to the Auxiliary composed of older members. She was accorded the rank of Dame of Grace in 1967, the highest honor conferred by St. John Ambulance Brigade.

***Phyl Munday. St. John Ambulance Brigade. B.C. Provincial Superintendent Order of St. John.***

Her beloved Don passed away in 1950. His years as editor of the B.C. **Veterans Weekly, Scarlet and Gold,** and freelance writing of climbing and natural history were shared by Phyl. Shortly after his death she undertook the role of editor of the **Alpine Club Journal**. This annual publication was produced in book form and distributed from A.C.C. headquarters in Banff. Mrs. Munday relinquished this volunteer post in 1969. This climber had been one of only three women to receive the Silver Rope for leadership and instructing climbers, plus other Alpine Club awards. Phyllis taught ski schools and Search & Rescue. Her presence in the First Aid tent at Alpine Club camps was much respected; she had a magic touch for *"fixing feet."* She was Honorary Member of A.C.C. from 1938 onward, and Honorary President from 1971 - ?. In 1967 the American Alpine Club honored two Canadians by declaring Phyl Munday and Edward Feuz Honorary Members. From 1971 onward her entry into summer camps was achieved with disgusted *"Harrumph's"* because she had to be *"helicoptered in with the groceries."* Mrs. Munday was a valuable member of the organizational team for at least 35 Alpine Club Camps.

The three organizations she had served so well nominated Phyllis Munday for the Order of Canada. Prior to her departure for Ottawa for presentation, a great reception was held September 1975 in Vancouver to honor her. There were Alpine Club members, St. John Ambulance colleagues and dozens of Guiding friends. She held the highest honors that each group could confer. The only thing that could be offered afresh was Guiding's recognition of her sixty years as an adult leader, so a huge cardboard pin proclaiming *"60 YEARS"* was presented during the fun of that evening. *(A custom made pin had yet to be made by a jeweller.)*

Mrs. Munday found time for all these volunteer organizations. She also found time to support her church. Ministers invited her to give an illustrated sermon, GOD IN NATURE. Parishioners in several communities were privileged to see this lovely show of Phyl's own slides, including a shot captioned *"Only God can make a rainbow."* Once, however, a gentleman remarked afterwards that he could make a rainbow with a garden hose. *"Who gave you the water ? Who gave you the sunshine ?"* made the fellow slink away with a quiet, *"OH."*

Phyl normally enthused those around her about the wonders of nature, the joys of helping others, the happiness of camaraderie in her pet groups, and reverence for the Maker. She, however, did **not** like smoking, seams in commercially knit socks, or compulsory retirement. She insisted that table companions puff their after dinner cigarette, then would give them an anti-smoking lecture that removed all pleasure for the nicotine addict. She finally owned a car and had many happy outings in her little green Rambler. Once she came away from the doctor's office with higher blood pressure; angered be-

cause a new young doctor had observed, "Mrs. Munday, I share your love of mountain tops and alpine meadows. I go up every free weekend on my trailbike." The doctor heard a lecture on the fragile ecology so easily destroyed by his wheels. He also heard a denunciation of his medical capabilities and a request to transfer from his services.

This great lady hung on to her independence for many years, living alone in her North Vancouver home. Two more rewards were given to her. In August 1982 C.T.V. flew her onto the Homathko Snowfield near Mt. Waddington to view again the vista she first saw in 1928; the program "Thrill of a Lifetime" did just that for Mrs. Munday. The University of Victoria conferred an Honorary Doctor of Laws in 1983 to add to the special titles she already hold. Phyllis Munday - 1894 - ___. This lady has been friend and helper to many, many people. Whether she was wearing the uniform of St. John Ambulance Brigade, or Girl Guides of Canada, or her red beret and anorak, she stood out in a crowd and her name is spoken with reverence.

* * * * * * * * * * * * * * * * * *

***Naomi Miller prepared this article with the assistance of Mrs. Munday's daughter, Edith Wickham of White Rock. Much of the material was obtained from autobiographical notes that Mrs. Munday prepared for the B.C. Council of Girl Guides of Canada 1969 - '73. Some details were gleaned from those who knew Phyl in Guiding or the Alpine Club.***

***The author was a Lone Guide in 1938 - She was inspired by her correspondence with Mrs. Munday to do further work in Guiding. Naomi worked at two provincial trainings as assistant to Mrs. Munday in 1976 and '77.***

## Mrs. Clare McAllister

***Honorary President 1989-90***

Mrs. Clare McAllister of Victoria has been designated Honorary President of the B.C. Historical Federation for 1989-90.

This Supporter of local and provincial historical societies was born in Nelson, B.C., daughter of Mayor McQuarrie of that city. She became a high school teacher, social worker and ultimately an associate professor of Social Work at U.B.C.. In her role of social worker she was with the Canadian Welfare Council in Ottawa; Department of Welfare Services, Veterans Affairs, Winnipeg and on staff at Shaugnessy Hospital in Vancouver. She lived in Victoria in the '30s and '40s when she served three terms on the executive of Victoria Branch B.C. Historical Association. Mrs. McAllister chose Galiano as her retirement home where she became very active in the School Board, Chamber of Commerce, and president of the Gulf Islands Branch B.C.H.F. following Don New. She was a driving force behind the building of housing for seniors on Galiano, in Vancouver, Fairfield in Victoria. Clare has contributed many articles to the B.C.H.News. Recognition of this lady's work include The Canada Volunteer Award, and Heart of Gold Award (1989) "for contributions to your community from Air Canada." Ill health has prevented attendance at recent meetings, but we hope that Mrs. McAllister will enjoy contact with our many activities by mail and phone.

**Dorothy Crosby,** our 2nd Vice President, won the Mission Chamber of Commerce Citizen of the Year Award for 1989. Congratulations!

**Carol Law,** formerly of the Agassiz-Harrison Museum and B.C.M.A. Council, is now Office Assistant at the Kilby General Store Museum.

**Canada Sea-to-Sea** is a five year series of re-enactment expeditions. The 1989 expedition will be 27 students paddling north from Fort McMurray to the Arctic Ocean. A future expedition will follow the Alexander Mackenzie Trail here in B.C.

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# *Burgoyne United Church*

## *by Mary Davidson*

The Burgoyne United Church on Salt Spring Island was founded by pioneers to serve the religious needs of the Protestants on the Island. While at first manned by Methodist missionaries and referred to in legal documents as a Methodist church, it was called a Union Church by the people, where every persuasion was encouraged to worship.

During the summer of 1887, the little church was built by colourful Salt Spring Island pioneer, Charles Horel, who also, on occasion, preached in it when no minister was available.

According to the Identure, dated 12th September 1887 *"Part of Section 7, Range I and II, South Division of Salt Spring Island"* on the farm of Arthur J. Robinson, was turned over by him *"to the Trustees of the Methodist Church at Burgoyne Bay ---"for "the sum of Five Dollars."* A Certificate of Title was issued 24th November 1887.

The first Trustees of Burgoyne Bay Methodist Church were: Edward Lee, Henry Pollard, David Jenkins, Henry Ruckle, William Fredison and Thomas Mouat. These men, not necessarily Methodists themselves, believed that a church was an essential part of a pioneer community.

Methodist missionaries had been preaching on Salt Spring Island since the1860's. The earliest Methodist missionaries were a hardy, fearless lot, much devoted to their work of saving souls. They were based in Nanaimo, from where they, along with their Indian guides, rowed a canoe, or a boat towing a canoe, a distance of forty miles to Salt Spring. Once landed, they would *"circuit"* the Island, usually on foot, visiting the settlers. After a day or two of visiting, a service or *"preaching"* would be held and the sacraments administered to sustain the flock until the next circuit. When the work was done the missionary and guide would make the return trip to Nanaimo, stopping along the way to preach at remote settlements and Indian villages.

The first Methodist missionary to be ferried ashore at Esquimalt and probably the first to preach on Salt Spring Island, was Reverend Doctor Ebenezer Robson. He arrived in Victoria by coastal steamer on 10th Feb. 1857, with three colleagues, Reverends Browning and White and Dr. Evans.

Dr. Robson, remembered on this coast as the Father of Methodism, kept a lifetime diary of many volumes in which there are numerous references to the Salt Spring Island Circuit. Examples include:

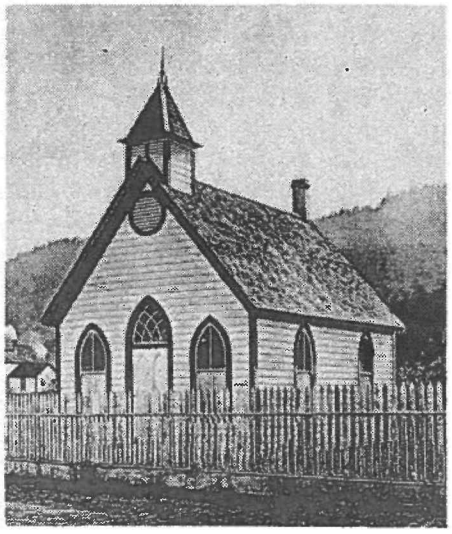
*"Wed Oct 26 1887*

*- - - Found old Mr. Buckner at Walker's. He was converted Feb. 21st 1861 when I preached my first sermon to them."* On that first visit to the Island, Dr. Robson walked a total of 18 miles.

*"Sat 28 (June 1862) Arrived at Booth's about 6 p.m. after a very hard day's work - went over to Mr. A. Robinson.*

*Sun 29 Usual number out at preaching. After preaching we had a fellowship meeting and then the Sacrament - - was administered to 5 persons. We had dinner at Mr. A.*

***Rev. Ebenezer Robson***



***This Photo undated, from United Church Archives Burgoyne Church, Salt Spring Island.***

*R's home and then embarked in our boat - -"*

In a manuscript dated March 1909, Rev. George F. Clark refers to the first public meeting house, which was secured by Dr. Robson. It was an old deserted shack, built on *"a portion of a quarter section of land set apart by the Governor of the Province for public use."*

Dr. Robson probably refers to the shack as "the place of service" in the following excerpt:

*"Tues. 4 Nov. 1862*
*It took us till 4 p.m. to reach Booth's Canal - a distance of 10 miles. We anchored the boat off the entrance of the canal and taking our canoe which we had in tow we ran up the canal to Booth's a distance of four miles. Sent my interpreter down to Richardsons - tell them of my (being) here for service (he) went up to Mr. Robinson's when through and went on to Copelands, thence to Robinsons on the Lewis claim thence to Starks.*
*Wed. 5 Nov. 1862*
*After breakfast went down - with Mr. Stark to place of service 15 persons in all. Had a pretty good time preaching."*

The congregation soon outgrew the shack, so they moved into the original Burgoyne schoolhouse, where they continued to meet until the church was built in 1887.

Other missionaries from Nanaimo, following Dr. Robson on the Salt Spring Island Circuit were: Rev. Edward White, Dr. Ephraim Evans, Rev. Cornelius Bryant, Rev. Thomas Derrick and Thomas Crosby.

In 1875, Maple Bay became part of the mission, at which time the whole southern district was called the Cowichan and Salt Spring Island Circuit. The ministers were based at Maple Bay, cutting down on travelling distance and increasing services on Salt Spring from the monthly preaching initiated in 1863 by Dr. Robson, to twice each month. The ministers who came from Maple Bay were: Rev. W.V. Sexsmith followed by lay preachers J.J. Martin, Chappelle, J.A. Wood, R.B. Hemlawe and W.J. Dowler, some of whom may have lived on Salt Spring.

When the church building was finished in 1887, Dr. Robson, who was now first president of the B.C. Conference of the Methodist Church of Canada, came to Salt Spring Island to conduct the dedication service. In his dairy he described the event:

*"Sat. Aug. 27th 1887*
*Took Str. Rainbow at 7 a.m. but did not get off till 8 and then spent hours in handling freight at the different canneries on the river before we got out upon the gulf - - -*
*Mrs. T. of Mayne Island was on board and I invited her to dinner and paid for it.*
*Found Mr. Ruckle's man waiting in the channel off Beaver Point Salt Spring Island with a boat and oars into which I got though it was pretty rough water.*
*After tea at Mr. R's Mrs. Ruckle and boy along with self and the man went round on the boat to Fulford Harbour where we walked down to Mr. A. Robinson's. Addressed Blue Ribbon meeting at night - good attendance and program.*
*Slept at Mr. Robinson's. Should add that several took the pledge".*
*Sun. Aug. 28*
*Preached in the new church at 10:30 a.m. The only shower which has fallen for months came down just as the people were coming to church. There was a good attendance and the attention was perfect. "Lord it is good for us to be here" was the text. At close dedication service was read. Preached again at 2:30 and again at 7:00 p.m. closing with prayer meeting. All services were well attended, full of interest and power. "God's will obey" may prove an eternal benediction to the dear people.*
*Mon. Aug. 29*
*Visited several houses and the public school dined at Mr. Lee's and drank tea at Mr. Horel's. He(H) was the builder of the church and gave in his name today as a member of it. He gave me what he considers a valuable prescription for a cough mixture. Lectured on turning points to a good number after which the amount required to clear the church debt was readily subscribed in response to Bro Dowler's request.*
*Tues. Aug. 30*
*Rode on Horseback to Beaver Point (8 miles) then was rowed out to Str Rainbow which was along in good time ---"*

Until 1899, when Salt Spring Island Mission was separated from Cowichan, the ministers continued to come from Maple Bay twice each month to preach in the Burgoyne Church. These men were: Reverends Bowell, Sutherland (and T. Neville, student, Salt Spring Island ), Calvert, Manuel, Misener, Winslow and Stoney.

In 1899 Salt Spring Island became a separate charge with its own duly elected board and a non-resident minister supplied under the Home Missionary Board.

The circuit included Beaver Point, Burgoyne, Vesuvius and Divide, but only Burgoyne had a church. The other congregations met in schools, community halls and private homes.

A periodical of the times, **The Columbian Methodist Recorder**, gives some insights into the past:

*"April 1899*
*Our brethren travel over the field by different conveyances - horse and buggy, bicycle and boat, and many are the adventures that could be related. A short while ago Bro Stoney marvelously escaped while his horse and buggy were overturned. The friends kindly contributed to a new outfit and our brother goes on his way rejoicing."*
*"December 1899 Salt Spring Island. Rev. D.W. Scott. Pastor. On Sunday October 9th we held our first Harvest Home Services at Burgoyne Bay. The church was beautifully decorated with vegetables, fruits and flowers. some excellent solos rendered by Miss M. Patterson and Miss L. Mollett, were listened to by a large and attentive audience."*
*"February 1900 Rev. G.H. Osborne of Duncan's (sic) recently delivered an interesting lantern lecture to a very appreciative audience on Salt Spring Island."*

*Back Row: Bompas' son-in law, Fergus Reid, Bert Townsend, Joe Campbell, Frank Pyatt, Harry Basker, Walter Brigden, Angela Brigden.*

*Third Row: Mrs. Maxwell, Winnie Stewart, Eleanor Campbell, Mrs. Nobbs, Jenny Basker, Rev. Bompas, Mrs. Bompas, Mrs. Townsend.*

*Second Row: Edna Fraser, Nan Ruckle, Betty Brigden, Bompas grandson, Myrtle Reid.*

*Front Row: Sharron Lee, Rosemary Brigden, Heather Fraser, Marilynne Brigden, Colleen Lee, Ronda Lee, Beth Brigden.*

***Burgoyne Congregation 1950's***

In 1899 an item appeared concerning Salt Spring Island, rejoicing that *"The saloon, which has long been a blight on our Island is now no more, the proprietor having quietly yielded up his license. Our chief annoyance now is the open bars at the wharf. When are they to be closed?"*

In 1936, the church minutes stated that there was a movement by the church to have the beer parlour closed and a committee was formed to investigate ways and means of promoting temperance sentiment on the Island.

Maintaining the church and a resident minister was a constant and continuing problem on Salt Spring Island, as Rev. G.F.Clark pointed out in 1909. He said that while Salt Spring Island *"is one of the oldest missions in British Columbia" it has not been able "to become self-supporting and free of outside aid" because "the membership never having been large enough, nor rich enough to stand alone. The work has undoubtedly suffered from the effects of frequent change of the missionaries who have seldom been able to stay longer than one year. Most of them being probationers with their college courses before them. But nothing daunted the loyal workers have before them the goal, for which they have been fighting so long, the advantage of an ordained men."*

The first marriage recorded in the United Church parish register for Salt Spring Island, that was performed in the Burgoyne Methodist Church, was that of Lillias, daughter of R.P. Edwards, one of the original church and board members at Burgoyne. Lillias Edwards married Robert J. Irwin, minister, in September 1905. Rev. J.P. Hicks performed the marriage and J. Wesley Miller, also a minister, and Ella Ruckle were witnesses.

The next marriage in Burgoyne Church took place almost thirty years later, when Kenneth Charles Mollet, son of Charles and Lily *(Lee)* Mollet, and grandson of Ed Lee, one of the original trustees, was married to Ethel Aileen Carter, daughter of Thomas and Edith Carter of Ganges on 19 July 1935. E.J. Thompson was the minister who performed the ceremony and the witnesses were May Rogers and Joel E. Broadwell.

As wedding cermonies moved from home setting to the church, Burgoyne became the centre of many such joyous occasions. In more recent times the little church is looked upon by many brides as a quaint relic of the past and a special place in which to be married.

There appear to be no early baptisms performed in the church at Burgoyne. In earlier times infants were usually baptized at home.

The tiny graveyard at Burgoyne holds only thirty graves, with a few reserved plots and a dozen or so cremation plots, some within the grave of a family member.

The first person to be buried in the Burgoyne Church graveyard was Robert Ewen McLennan, who died of blood poisoning in 1901 at the age of 21 years. His monument, the only tall red one in the churchyard, was brought from Scotland around the Horn and up the Pacific Coast by sailing ship. It displays an inscription on the sides for his parents, Alexander and Elizabeth McLennan, who are buried on either side of him.

Nearby are his brother Robert Murray McLennan, sister, Ann Elizabeth (Stewart), both born on the Island, and a nephew, William Stewart.

The second burial to be performed at the Burgoyne Church is that of a

wee girl, Enid Bell, who, in 1915, drowned in Fulford Creek that runs behind the manse, across the road from the church. She was the daughter of the minister at that time, A.T. Bell.

Other pioneer names that appear on the Burgoyne gravestones include: Cearley, Coopsie, Douglas, Hill, Isherwood, Maxwell, Townsend and Reid. Some of those originally involved with the Burgoyne Church are resting in St. Mary's Anglican Churchyard, a mile or so down the Fulford-Ganges Road.

Over the years the population centre of Salt Spring Island became the village of Ganges where the congregations of the North End were gradually consolidated into one church with one minister serving both the North and South Ends of the Island. The little church at Burgoyne was supported and maintained by the Fulford Ladies' Aid, renamed in the 60's the United Church Women. Money was raised by teas, home baking sales, garden parties, flower festivals, bazaars and donations, and used for upkeep and repairs to the grounds, graves and building, as well as sustaining a Sunday School and contributing to the salary of the minister.

As the population in the Burgoyne Valley declined, so did the membership of the little church. Services were suspended during the winter of 1973 and cancelled completely in 1974 due to lack of attendance.

At this point, preservation of the historic site became the main concern as a small group of United Church Women assumed full responsibility for the Burgoyne Church.

In August 1987, as a tribute to the historical significance of Burgoyne Bay Church, and just in time to mark its centennial celebration, a Provincial Government official historic plaque was placed on the building by the Salt Spring Island Historical Society.

The little Church in the Valley no longer rocks to the old revival hymns of the Methodist, nor does it harken to the sonorous tones of missionary preacher or unionized Presbyterian minister. No longer are young voices raised in the chorus of 'Jesus Loves Me' or a Christmas recitation. The little church is quiet now, opened only for baptisms, weddings and funerals, but it reminds us of days gone by when it served the religious needs of a thriving pioneer community. It is still there today, beside the Fulford-Ganges Road, a small white building with its tiny graveyard and white picket fence, as a monument to the early days of Salt Spring Island and those who worked so hard to ensure its existence.

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***Mary Davidson is a third generation resident of Salt Spring Island, and past president of the Salt Spring Island Historical Society. Mary left the island for a few years to study and then to teach in Delta.***


**REFERENCES AND ACKNOWLEDGEMENTS**

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- August 24, 1920 to February 13, 1925
- 1926 - 1941 Salt Spring Island United Church
- 1942 - 1954 Salt Spring Island United Church
- 1972 - 1975 Salt Spring Island United Church
- 1973 - 1976 Salt Spring Island Pastoral Charge

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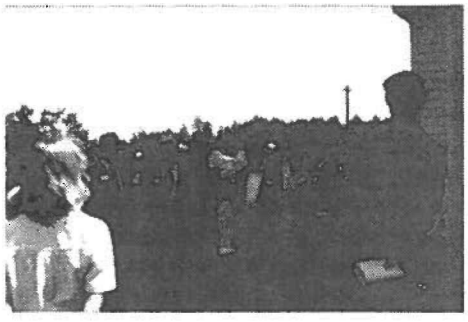
***Nanaimo delegates Peggy Nicholls, Len Nicholls and Daphne Paterson.***

***Jim & Alice Glanville of Grand Forks - Boundary Historical Society - our hosts for 1990.***



***Tour Group at Craigflower Farm House.***

# *Twisted Track*

## *North America's Spiral Railroad*

## *by Tom W. Parkin*

In Kicking Horse Pass of the Canadian Rockies lies one of the marvels of early railroad engineering on this continent; a feat of accomplishment which is unrecognized by the majority of motorists who pass by on the Trans-Canada Highway. Small wonder, for the visitors are so enthralled by the height of the surrounding sedimentary summits that they can hardly be faulted for not wondering what might be **inside** of them.

Within lie the Spiral Tunnels, a double twist of track elevating the Canadian Pacific Railway over the precipitous terrain between the provinces of British Columbia and Alberta. Unique in North America, these double tunnels are easily viewed from a lookout on Canada's highway #1, and are well worth a wait to watch a train pass through them. The sight is akin to viewing an historic re-enactment, for railroading is a major part of our heritage, and this section of track has more than its share of stories to tell.

When the construction navvies reached Kicking Horse Pass in 1884 from the east, time and money were running out. Their passage through Alberta foothills and past Banff had been easy. But now they were poised on the continental divide, confronting a hill which dropped 1100 feet over a distance of four miles. Major engineering work was necessary, and a lengthy tunnel was called for. The construction of such a tunnel could not be afforded, and would delay the opening of the cash-strapped road by a year. The CPR decided to compromise with a temporary line down the hill which was little better than a steel slide.

The last spike was driven in the B.C. interior late in 1885. The Federal Government however, claimed that the line was not complete. They pointed out that their agreement with the railway stated that nowhere could the maximum grade exceed 3%, and that the *"Big Hill"* back in the Rockies was 4.5% for some three miles of its length. Furthermore, they refused to pay the cash and land subsidy for that stretch of the line.

The CPR did intend to replace the Big Hill as soon as their financial position improved, but it was 25 long years that they operated over that temporary track. Understandably, it became the most difficult portion of their entire cross-Canada system to operate and maintain.

Not only was the pass the highest in the country, it was the steepest grade any standard gauge railway has ever operated in the world as their main lines. Steeper grades were used during the construction of some U.S. lines, but all of these were temporary or emergency affairs.

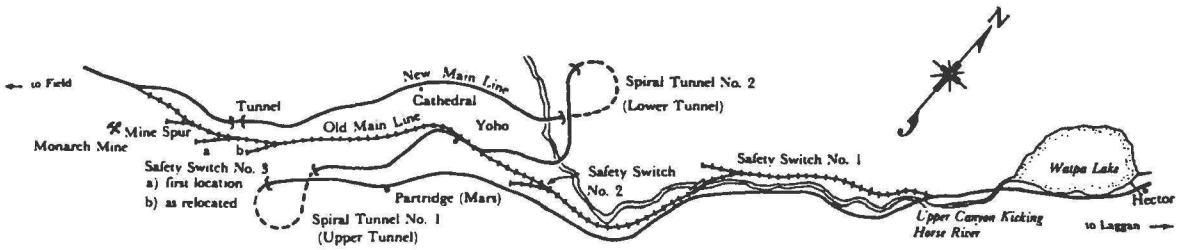
On descent, elaborate precautions were taken to prevent runaways. Trains were limited in length and speed. In the early days the brakes of the locomotive were independent of the cars it pulled; cars had to be individually slowed by handbrakes turned by the brakemen or conductor who would run along the roofs. The men would frequently hop off to check for skidding wheels (which produce flat spots), then catch another ladder to board the slowly-moving freights.

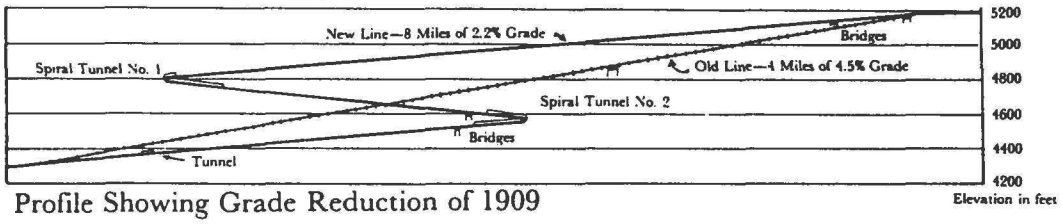
When a train did get out of control, action had to be quick and certain. There were three runaway spurs located about a mile apart which would hold about 15 cars apiece. They didn't serve to slow runaways so much as prevent wrecks from occurring on the main line. Switchmen lived at each of these locations and would "bend the iron" away from the spur only if the engineer whistled that his descent was under control. If it wasn't, there was little the engineer could do. The common proceedure seems to have been to apply the emergency brakes, reverse the driving wheels, and exit the cab before the speed became too fast for safe landings. Wrecks did occur and lives were lost, but there was never a passenger accident.

For the ascent, special pusher locomotives were used over the decades, but all were heavy and powerful. Even with their assistance, it took four engines to move a 20-car freight to the summit; one in front, two in the middle, and another pushing up the rear. All this was expensive and slow. As traffic increased over the years, the Big Hill became a bottleneck affecting transportation in both directions across the country.

By the early part of this century the railway business in British Columbia was booming, and the CPR had several American rivals who were building along much better grades, threatening the CPR's future profit. However, revenue from their own operations had increased enough to justify replacing the infamous hill. The solution took until 1907 when the company's chief engineer proposed to double the line over itself twice to create sufficient extra distance that the grade could be lessened. However, there was no room to bend a train around hairpin turns on the mountainous slopes. The solution was spiral tunnels modelled after Switzerland's St. Goddard Railway, where trains both rise and turn **inside** the mountain.

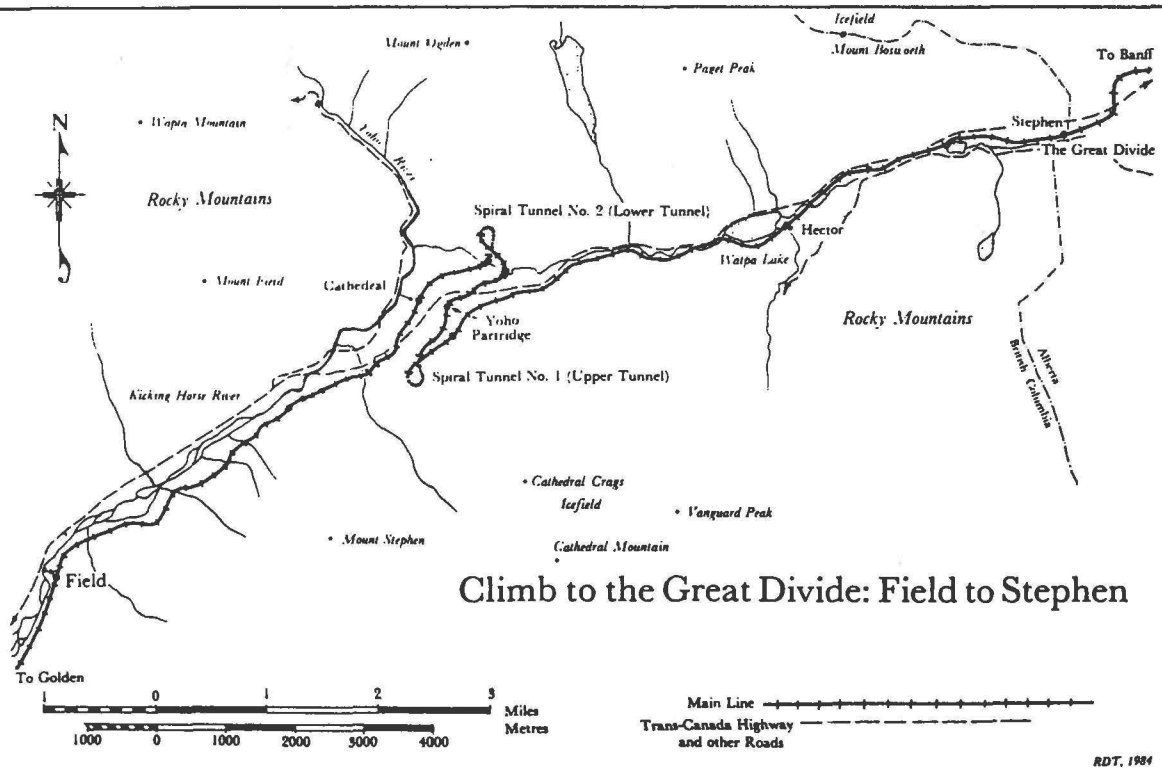
It took 1,000 men using 75 boxcars of explosives to remove all the limestone from within Cathedral Mountain and Mt. Ogden. Despite adverse working conditions in winter and pooling water in the downgrade ends, the project was completed in 20 months. The Spiral Tunnels opened to traffic in August 1909.




Profile Showing Grade Reduction of 1909

## Spiral Tunnels & Field Hill Grade




## Climb to the Great Divide: Field to Stephen

Now instead of toboganning down four miles of slippery slope, CP Rail moves over eight miles of 2.2% grade, the maximum acceptable for standard gauge railways today. These tunnels are so precisely engineered that the slope is reduced within their tight turns to compensate for their increased drag.

The new line zigzags downward in three passes, disappearing into the upper tunnel in which it turns 291 degrees. Emerging 48 feet below this portal, it retraces its course to the second tunnel wherein it turns 217 degrees in just half a mile. The elevation lost in this spiral is 50 feet.

With this improvement two engines for the same class as the four previously required could haul even heavier loads out of the valley. Today, trains over half-a-mile long cross their own tails. They are pulled by diesel-electric locomotives of 3,000 horsepower each.

The trans-Canada Highway has been built over much of the former roadbed, but remnants of railway activity still remain on the Big Hill. The wreck of a loco and its coal tender lie in the bush on one of the runaway spurs. This is narrow-gauge equipment however, and not the result of some spectacular crash. The unit was used to haul blasted rock from within the tunnels during their construction. Its smaller size allowed more working space within the cut. Operating on a three-foot gauge, it ran on a third rail placed between the regular track. It was discarded as outmoded once the project was complete.

Today park naturalists give free slide programs in Yoho National Park on the area's railroading history. Those who stay in the Kicking Horse campground at the bottom of the Big Hill will find this an excellent way to see the drama of our western railroading heritage.

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***Tom W. Parkin is a free lance writer who now lives in Nanaimo. He is currently writing a light hearted Dictionary of B.C. words - Tom Parkin has been published in many Canadian and American periodicals. This spring he released Islands for Discovery, an outdoor guidebook to B.C.'s Queen Charlotte Islands which includes chapters on several locations of historical interest.***

***Readers - please pause and consider - Do you know any words or phrases which are or/were, local B.C. terminology? If so please send them to:***

**Tom W. Parkin**
**Box 629**
**Nanaimo, B.C.**
**V9R 5L9**

# INFORMATION WANTED

### Canadian History : or Books for New Canadians

A concern of many provincial and local historical societies across Canada is that dull and inaccurate references are being supplied to new arrivals to study to prepare for their Canadian citizenship tests. We ask our readers to recommend well written, accurate references on B.C. and Canadian history that would be helpful for New Canadians. Mail a description of the book or material that you suggest (Title, author, publisher, cost, number of pages and special appeal) to the Editor of the **B.C. Historical News**. Your B.C.H.F. Council will consider the submissions and prepare a list to be forwarded to agencies dealing with New Canadians.

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### 15th Field Artillery Museum and Archives

This museum is researching the history of the Vancouver and Yorke Island defences during World War II. Any naval, army, airforce or civilian personell associated with these defences are asked to relate their experiences and/or possessing photos of anti-aircraft gunsites around Vancouver, Point Grey or the Yorke Island Fort are asked to contact:

**R.V. Stevenson**
**Archivist**
**Phone: (604) 666-4370**
**Bessborough Armoury**
**2025 LWest 11th Avenue**
**Vancouver, B.C. V6J 2C7**

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### Words for a West Coast Dictionary?

Tom W. Parkin of Nanimo is seeking local names, (non geographical) terms, phrases, interpretation of initials (like PGE), colloquialisms. He is preparing a lighthearted look at B.C.'s word workings. He can not pay for submissions but will give credits to those references that he uses in this book. Mail to:

**Tom W. Parkin**
**Box 629, Nanaimo, B.C. V9R 5L9**

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### B.C. Sports Hall of Fame and Museum

Researchers wish to enhance the collection of written and visual records and memorabilia related to sport and recreational activities in the late 1800's and early 1900's.

Maybe somewhere in old family albums, or in the attic or dresser drawers YOU MIGHT HAVE something that gives a glimpse back in time of Sport in B.C.

If you do, and would like to share it please contact the. . .

**B.C. Sports Hall of Fame and Museum**
**P.O. Box 69020, Station K**
**Vancouver, B.C. V5K 4W3**
**(604) 253-2311 loc 238**

# *Texada Island Endures*

## *by Tom H. Inkster*

Although Don Juan Francisco de la Bodega y Quadra, the ablest of all the Spaniards, and Captain George Vancouver, English navigator and explorer, most likely gazed on Texada, it was Harry Trim, a homesteader and a fisherman of Blubber Bay, who literally put the ever green island on the map. Sailing his boat into Welcome Bay, he was utterly amazed by the red coloring of the hillsides, which he knew to be iron ore.

Trim's discovery reached the ears of Amor de Cosmos (born William Alexander Smith in Windsor, Nova Scotia on August 20, 1825), founder of the Colonist newspaper, the second premier of British Columbia, and the man chiefly responsible for uniting Vancouver Island and the mainland colonies with Fort Langley the capital in 1866, and linking British Columbia with the provinces of eastern Canada.

Letting it be known that they were on a hunting trip, the premier and his attorney general, G.W. Walkem, set off for Texada. What they saw there, and the assay results, moved them to form a syndicate purchasing 50,000 acres.

It was the year 1873. Political shenanigans racked the nation. In Ottawa, Sir John A. Macdonald was charged with accepting campaign funds from Sir Hugh Allan in return for a contract to build the Canadian Pacific Railway, and his government fell. In Victoria, de Cosmos became involved in the *"Texada Island scandal"*. A royal Commission was formed, and enemies of de Cosmos gleefully awaited the outcome of the enquiry. To their surprise, the case was *"not proven"* and could no longer be called a scandal.

In the face of criticism, de Cosmos resigned the premiership, but continued to represent Victoria at Ottawa. Defeated in the 1882 federal election, de Cosmos, who never married, took to walking the Victoria streets. Elegantly dressed and staring into faces of people as if trying to recall a lost memory, he was judged insane. When he died, on July 4, 1897, the Colonist said: *"He was a man who once swayed the destiny of this great province and who, not many years ago, was the uncrowned king of the masses, a political power in the land."* Only a few attended his funeral, a forgotten man.

In 1875 the Puget Sound Iron Company acquired the de Cosmos Texada property and between 1883 and 1893 shipped ore to the struggling, but unsuccessful, blast-furnace operation at Irondale, in the state of Washington. A succession of lessees, with varying results, carried on until 1916. The few remaining buildings were destroyed by fire in 1922 and the iron ore deposits of Texada became - for a time - almost forgotten.

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Prospectors swarmed to the Island, found gold, and in 1880 the tent town of Little Billy Mine was a lively place. Ten years later the Copper Queen Mine was operating and the Marble Bay Mine, opened up in 1892, became famous and drew more gold seekers. There were other small mines and a smelter.

Between 1900 and 1912 the mining camp flourished like the green bay tree. There were several hotels, the Marble Bay - owned by the Marble Bay Mining Company - was the most elaborate, while the Bucket of Blood entertained those who wanted excitement. Vananda, with a population of 3000, had a hospital, a local newspaper, an opera house, various stores and businesses, saloons where a man could spend his cash and a jail where he could spend his time following a brawling night. Almost all of those buildings were destroyed by fire.

In the early 1930's, during the prohibition era, the Royal Canadian Mounted Police boat was chugging along the southeast coast of Texada, near Pocahontas Bay, when one of the policemen noticed a white horse on the beach of a densely forested area. Curious, they went ashore. When met with two warning rifle shots they investigated and found an immense still where moonshine had been made. The men operating the still fled but were later captured.

Tree tops had been wired together to prevent the operation from being seen from the air and the white horse, which had caused their undoing, had been used to haul grain from the beach to the still. Giant barrels, to hold the mesh, were cut in two for various uses by residents who declare the liquor was better than the very best Scotch Whiskey!

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Iron ore mining in the grand manner on Texada Island began with the first shipment to ore-hungry Japan in May 1952, the ore being blasted from five immense pits. Soon there was severe competition and Japanese buyers demanded a cleaner concentrate with higher iron

and lower copper or other metal content.

In 1956 Texada Mines installed equipment that developed a superior iron ore product that provided a return of $500,00 annually from copper and other byproducts. After 12 years of working open pits, mining was done underground and, in 1962, the company negotiated a long term contract with Mitsubishi.

Having mined all the ore that could be extracted profitably, Texada Mines ceased operation. In January 1977, after ships having called at Texada on average of once a month, the end of the line was the Japanese freighter **Fuei Maru** loading 53,600 long tons of iron ore. Heavy machinery was auctioned off, and more than 300 men were thrown out of work. Limestone, that kept Texada bustling during boom and bust periods of gold and iron ore mining, again became the chief industry and mainstay of labor on the Island.

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Pacific Lime Company commenced operation at Blubber Bay, on the northern tip of the Island, in 1907 and the quarry is still operating, now under the name of Ashgrove Cement Company. Ideal Cement Company took over the property of Texada Mines, near Gillies Bay, and Imperial Lime Company operate a quarry on the east side of Island. Limestone is hauled in self-loading and unloading barges across Malaspina Strait to the world's largest pulp mill at Powell River and south to cement plants and various industries in British Columbia and the United States.

*Herb and Bess Johnson. They pioneered and prospered on Texada Island. Photo credit: Lurene Copp.*

Texada's limestone, consisting mostly of calcium carbonate, is used in making pulp and cement, for buildings and making lime. Much of it goes into the extracting of magnesium, of which there is an increasing demand in the automotive industry and the manufacture of supersonic aircraft and missiles.

Ministry of Mines estimate 1.5 billion tons of low grade coal on the Island. There is gold on Texada, diamond drilling goes on continuously, hoping to find another Eldorado. Logging, an important island industry for many years, is expanding. Indeed, it was logging that created the pioneer gravel roads, the main ones being blacktopped in recent years.

Shelter Point Park is an ideal place for camping. On a hill a mile away there is a spring that, by gravity flow, supplies the Park with bubbling pure water. Close by is small Dick Island, which one can walk to when the tide is out. On it are flowers, found nowhere else, that would fascinate any botanist.

With cooperative initiative and determination, community projects are readily accomplished on Texada. A group of enthusiastic islanders publish "Texada Island Lines" four times a year. Over ninety subscribers are people who have lived on Texada, and left there with pleasant memories.

My wife and I have been going to Texada almost every year since 1954 to visit Herb and Bess Johnson and their delightful family. I had

*Bill Young, Patriach of Texada Island, and his wife Florrie celebrated their 70th wedding anniversary on March 28, 1988. Photo credit: Lurene Copp, Texada Island.*

worked with Herb when he was the engineer and I the purser on a Mackenzie River steamboat in the 1920's. Herb, like many another good Canadian, got caught in the trap of the Great Depression of the "dirty thirties", and moved his family from North Vancouver to Texada Island. For a time they lived in a tent, then a cabin, and finally - as Herb prospered - a fine home.

Bess was an outdoors woman. She loved horses and riding. When Herb was working at Harrison Lake, she would go swimming every day; a seal always waited for her and swam beside her until she returned to the beach. On Texada she had a bird garden, with plants that delighted large numbers of colorful songsters.

Herb and Bess have passed away, but their daughter, two sons and several grandchildren live on the Island. Lurene Copp is kept busy on local committees and looking after her family and grandchildren. Keith was for many years in charge of a limestone quarry, and at Leonard's place we were always highly amused by the many humming birds that flutter, and fight one another, around his feeder.

Through Herb and his family I met many of the people on Texada, and found special interest in the three old-timers, of whom the Island people are very proud. William (Bill) Young, oldest Texada resident, born in Duncan, B.C., arrived there when nine years of age. When a lad he caught trout, which he sold to the miners, 3 for 25 cents. Then he did some trapping. He owned and operated the boat **LOU VAIN** between Texada and Powell River for 37 years. In a wide canoe cut from a giant cedar log and over 90 years old he fished, and drove a car until the government cancelled his license when he was 99. He and his wife Florrie celebrated their 70th wedding anniversary on March 28, 1988, and on October 30th, 1988, Bill was one hundred years of age and still going strong.

Elmer Staaf was just a year old when he arrived, with his parents, at Texada in 1907. He was one of ten pupils attending Texada's first school. When rather young he spent one summer atop Mount Pocahontas on the first forest lookout post erected in Canada. He did a bit of prospecting. His father planted 140 fruit trees and had a machine for cutting shooks from pine trees to make into fruit boxes. Elmer would take the packed fruit - 50 boxes at a time, of apples, peaches and prunes - to Powell River for immediate sale. For sixteen years following September 1953, he drove a school bus, and in later years was a school custodian. He says that looking younger than his years is due to the Texada climate.

Joe Pellat is the oldest living person born on the Island. He had a ranch and, for many years, worked at various logging camps. Always chipper, with a happy smile for everyone, no stranger would believe that he was 88 in 1988.

Transportation has always been an important factor in island living, both getting to the island and travel on it. At the turn of the century, when the mines were in full bloom, all activity was centered around Vananda, south of which was only bush. In the early days of the three old-timers, walking was the only means of getting from one part of the island to another. Logging created gravel roads, the horse and buggy *(or cart)*, and in due time the automobile, followed soon thereafter by blacktop highways.

Steamships from Vancouver and Victoria would anchor offshore at settled places. In 1910 the government built a long dock at Shelter Point, but only two ships used it before it fell into decay. Water taxi between Texada and Powell River became the chief means of transportation. When the large ferry was put into service between Little River *(Comox)* and Powell River, it was hoped that calls would be made at Blubber Bay. Instead, a ferry system was inaugurated to operate between Blubber Bay and Powell River. There is now an airport on the Island, and one can travel to Vancouver by plane.

Texadans quickly adjust to changing conditions. Just as they survived following the end of gold and copper mining at the turn of the century, the closing of Texada Mines was but another disappointment to be overcome. If there had been any friction, which I doubt, it was soon forgotten as residents firmly united in furious wrath to definitely oppose the use of the deep abandoned Gemstar quarry gulch as a dump for Vancouver garbage. Then the Canadian Imperial Bank of Commerce closed, forcing islanders to transact their banking business in Powell River.

Despite setbacks, the good people of Texada are a patient, optimistic and happy lot. With breath-taking views from homes set among flowers and greenery, constant birdsong, and excellent salmon fishing, they have much to be happy about.

While much of the world has become burdened with strife, violence, cruelty and pain, Texada Island, with its friendly people, remains a unique little world of rugged beauty, tranquility and peace.

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***Tom Inkster of Victoria is a free lance writer who has contributed to many publications. This is his second article in the Historical News.***

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**(Vol. 20, No. 2)**

**Write to:**

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**Mayne Island, B.C.**

**V0N 2J0**

# *Fur Trade Trails*

## *Princeton to Nicola Lake*

### *by Ken Favrholdt and Bob Harris*

For the fur trade in the first half of the 19th century, the Hudson's Bay Company took over and improved suitably located Indian trails, used them for several decades, then abandoned them as the trade pattern shifted. Some of these trails were then reused and renamed by others for different purposes.

This is true of the old trails between Princeton and Nicola Lake. Not long after the HBCo abandoned them, the trails were pressed into service for the gold placer mines of Granite Creek. By the 1880s and 1890s, when habitable Crown Land was being surveyed and divided into District Lots and Indian Reservations, the old trails from several directions had been renamed "Trail to Granite Creek".

It is interesting to plot the main HBCo trail to Kamloops on a 1:250,000 map where forest cover is shaded green, and the grasslands are left blank. The trail will be found to follow the grasslands almost entirely, yet it maintains a remarkably direct line to the objective.

While the general location of the trails is well established, there are several landmarks on old maps and sketches which we have not yet fully identified, so this report must be regarded as preliminary. Most landmarks were recorded 140 years ago by Chief Trader AC Anderson of the HBCo; there have been many changes since. In open country, the trail became braided by several options.

The working language of the fur trade was a French which incorporated many old words from Quebec and Brittany. Most of the place names on Anderson's maps are in this type of French. Before the Geographic Board of Canada was established in 1899, some features had gathered as many as five distinct names, (see accompanying map). In addition, settlements such as Aspen Grove have moved since first established. This can hinder identification of old sites today.

The earliest recorded trails in this section of the country connected the northwest corner of the Similkameen basin with the Nicola basin and Kamloops, using two of the many deep north-south meltwater channels left at the closing of the last Ice Age. These two channels, now occupied by tiny Otter and Allison creeks and several small narrow lakes, head from what became the Aspen Grove mining country, near the divide to Nicola Lake. This important divide separates the waters of the Fraser and the Columbia.

The trail forked at the mouth of a creek one mile east of Vermilion Forks (Princeton) where John F. Allison established his ranch in the 1860's. There was and is a graveyard at this point, so the creek was known as "One Mile", and "Graveyard", before it was confirmed as "Allison". The trail using this valley was given all three preceding names, as well as "Zouchameen", the Indian name for Red Earth Forks (Princeton), and *"The Dalles"*, for the heavy rapids and portage near the mouth of the Columbia River.

The westerly valley has been "Otter Creek", or its French equivalent, since earliest times, though Tulameen River was earlier regarded as the main Similkameen. Seventeen miles north of Otter Flats (now Tulameen village), the Otter valley makes a six mile jog or dogleg to the east, lining up with the head of Allison Creek. This six mile dogleg is in canyon, and was avoided by the Indian/HBCo trail which cut over the high grasslands to the south.

As late as 1887, the eminent geologist George Dawson mapped the tiny trickle of upper Otter Creek as continuing down Allison Creek, but this has not been so in recent geological times. However, this was the route adopted in 1924 when the Allison trail was replaced by Highway 5, (renamed 5A since the opening of the Coquihalla Freeway).

After the US boundary was set at the 49th parallel in 1846, the HBCo, preferring to travel in British territory, cut a pack trail west over the Cascade Mountains to Fort Hope, using in part a marmot hunting trail favoured by the Indian "Blackeye". This left the old trail up Otter Creek about two miles be-

low Otter Flats, at a place later known as "Campement des Femmes" (The Women's Camp), where the women and children stayed while the men crossed the Cascade Mountains to Fort Hope. (Please see **BC Historical News,** 1979 V0613-N01).

Coming from Fort Hope, travellers would turn left for Kamloops, and right for the Columbia River and Fort Colvile. The Provincial Archives of British Columbia is fortunate to have the journals of at least two travellers who did this. Two parties left Fort Hope together on September 17th, 1859, at 10 o'clock. By September 21st, they had forded Tulameen River, and were camped at C. des Femmes on the east bank, (now Lot 151).

The next morning, Registrar Arthur Thomas Bushby, with Judge Matthew Begbie, and Magistrate Peter O'Reilly turned north for Kamloops, while Lt. H.S. Palmer, RE, riding with the celebrated Chief Trader Angus McDonald and the Fort Colvile brigade of the Hudson's Bay Company's Service, turned right, down the Similkameen. Palmer made an official journal and map of his trip. This was printed at the Royal Engineer Press in New Westminster, (a copy may be seen at PABC). It shows that the trail kept to the left bank of the Similkameen, at times well back to avoid the cliffs and canyons. They passed the site of Granite City (1886), four miles south of C. des Femmes.

The small group chronicled by Bushby, headed north for Kamloops, passed east round Otter Mountain, and descended through a low saddle to the east shore of Otter Lake. Here the old trail is now covered by the railway grade, which naturally preempted the best alignment, as the trail had done before. No doubt a careful search of the valley floor would reveal a few sections of trail not covered by the road or the railway. Thirteen miles up the valley, the trail turned east, ascending to the grasslands above by the north slope of a side valley, now known as Myren Creek. The trail was later widened to become the narrow "Pike Mountain Road". Travelling east over this plateau, part of which is now a Forest Service recreation area, one arrived at Pike Lake, where Pike had a "stopping house". It was later named "Halfway Lake" because it was "halfway between Nicola Lake and Granite City".

"Pike", the mysterious "Thomas Richardson, alias Pike" occurs in several land transactions in this area. He came to British Columbia from Pike's Peak, Colorado, and he may have been the Pike of "Pike's Riffle" of the 1858 Fraser Canyon gold rush, 4 miles below Spuzzum.

Coming down to rejoin Otter Creek, the trail met the ancient Dalles trail coming up Allison Creek, now Highway 5A. Immediately east of this trail junction Anderson shows "Rocher de la Biche" (Doe Bluffs) on several of his maps, but despite these and several other clues, this point is not yet identified on the ground. Continuing north, along the east side of the valley, the next landmark was at the mouth of Riviere aux Faisans (Pheasant Creek), where the trail made a great "S" bend to the left to avoid the swamp, and crossed to the west side of the valley. This point, now Lot 720, was formerly "Old Hudson's Bay Camp", then it was an early site for the settlement of Aspen Grove. The settlement is first located about here on George Dawson's 1887 map.

Nearing the site of present "Aspen Grove", Anderson shows "Fontaine de la Loutre" (Otter Spring) where the trail recrossed Otter Creek, but we have not yet found a suitable spring in this area.

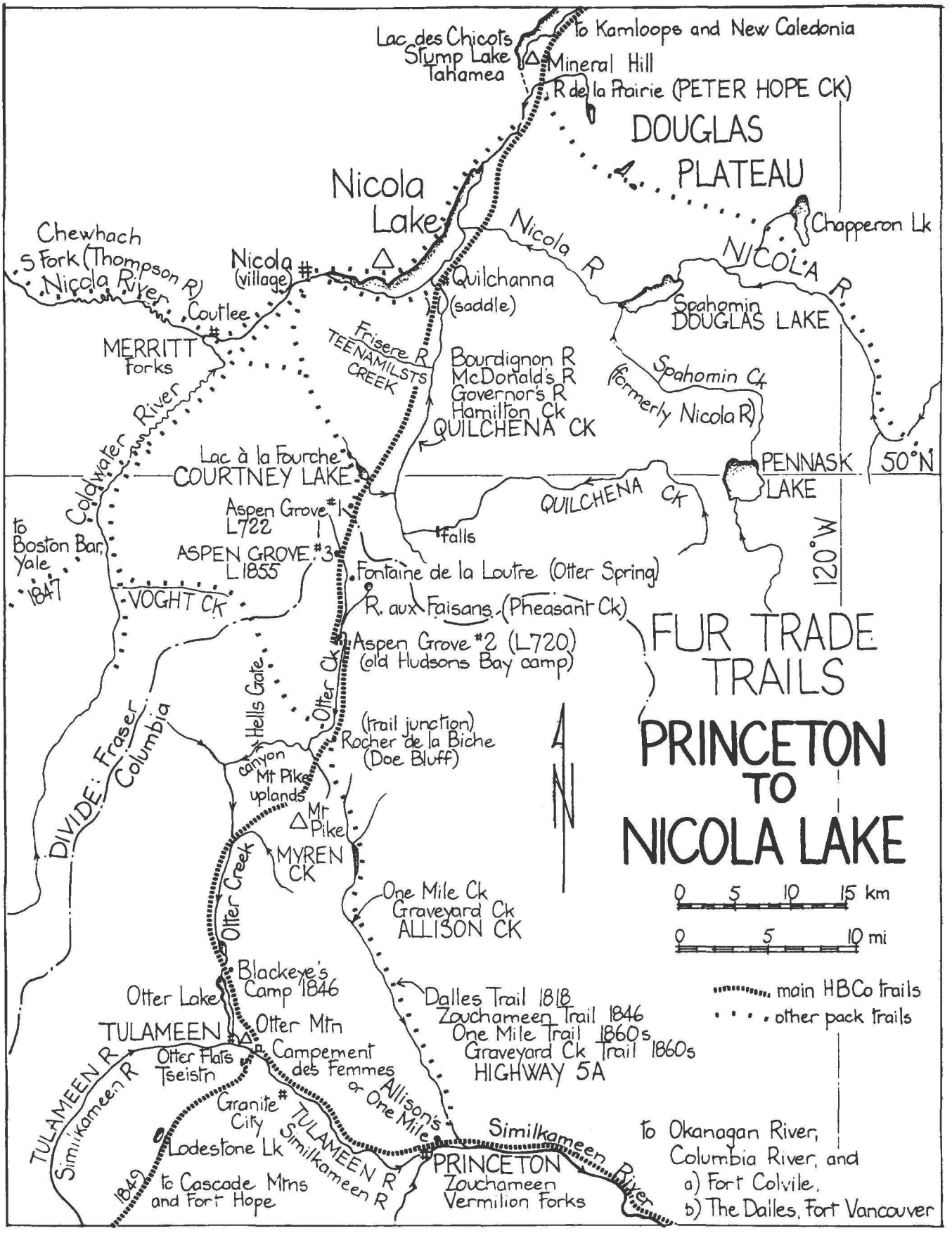
Three miles north of present Aspen Grove, at the first site of Aspen Grove, the ancient trail forked, the left trail heading down to the lower Nicola valley (Merritt), continuing in gold rush days over the hump to Lytton, while the right fork turned over a low divide, entering the grasslands of what is now Quilchena Creek. The two trails passed either side of a low hill, behind which was "Lac a la Fourche" (Forks Lake), now Courtney Lake. The right hand trail passes over the shoulder of the low hill, where several braided sections may still be found, then heads past the east side of Courtney Lake and down to Nicola Lake and on to Kamloops. At least one railway location survey was made through the valley, for the Nicola, Kamloops and Similkameen Railway, but it was never built south of Nicola village.

The Quilchena valley has seen many travellers, and has received at least four prior names: Anderson recorded "Bourdignon (Frozen Rapids) River". (There was another Bourdignon River up the North Thompson River, now called Heffley Creek). Then it became "McDonald's River", for Chief Trader Archibald McDonald of Kamloops, who came this way according to his map of 1827, and Samuel Black's map, c.1833. Next, maps show it as "Governor's River", following its use by James Douglas on some of his tours of inspection of the colony.

Later, it is shown as "Hamilton Creek" after a local settler; this name survives on several other features, and especially on "Hamilton Creek Indian Reserve No. 7", through which the trail runs for four miles. Fortunately, the steppes of Quilchena valley survive almost unscathed, due in part to the presence of IR No. 7.

The trail follows the 2950 ft. contour for several miles. About halfway down, it crosses a small side creek, the Riviere Prisere or Frisere of fur trade days, (significance uncertain), now Teenamilsts Creek. AC Anderson made his 9th 'Encampement' here during his 1846 exploration for a pack trail from the Fraser River (later Fort Hope) to Kamloops. En route, Anderson had made Camps 7 and 8 in or near Blackeye's Camp, at the northeast corner of Otter Lake (Tse-istn) while he waited for horses from Kamloops.

Bushby records"camp de la Frisere" as Camp 8, 1859 September 24th. Shortly beyond this side creek, the trail passes to


FUR TRADE TRAILS
PRINCETON TO NICOLA LAKE
0 5 10 15 km
0 5 10 mi
main HBCo trails
other pack trails
Lac des Chicots
Stump Lake
Tahamea
Mineral Hill
To Kamloops and New Caledonia
R de la Prairie (PETER HOPE CK)
DOUGLAS PLATEAU
Nicola Lake
Nicola R
NICOLA R
Chapperon Lk
Chewhach
S Fork (Thompson R)
Nicola River
Nicola (village)
Quilchanna (saddle)
Coutlee
Spahomin
DOUGLAS LAKE
MERRITT Forks
Frisere R
TEENAMILSTS CREEK
Bourdignon R
McDonald's R
Governor's R
Hamilton Ck
QUILCHENA CK
Spahomin Ck (formerly Nicola R)
Coldwater River
Lac à la Fourche
COURTNEY LAKE
PENNASK LAKE
50°N
120°W
QUILCHENA CK
Aspen Grove #1 L722
Falls
to Boston Bar, Yale
ASPEN GROVE #3 L1855
Fontaine de la Loutre (Otter Spring)
1847
VOGHT CK
R. aux Faisans (Pheasant Ck)
Aspen Grove #2 (L720) (old Hudsons Bay camp)
Hells Gate
Otter Ck
(trail junction) Rocher de la Biche (Doe Bluff)
DIVIDE: Fraser Columbia
canyon
Mt Pike uplands
Mt Pike
MYREN CK
Otter Creek
One Mile Ck
Graveyard Ck
ALLISON CK
Blackeye's Camp 1846
Otter Lake
Otter Mtn
TULAMEEN
Dalles Trail 1818
Zouchameen Trail 1846
One Mile Trail 1860s
Graveyard Ck Trail 1860s
HIGHWAY 5A
Otter Flats
Tseistn
Campement des Femmes
TULAMEEN R
Similkameen R
Granite City
Allison's or One Mile
Lodestone Lk
TULAMEEN R
Similkameen R
Similkameen River
PRINCETON
Zouchameen
Vermilion Forks
1849
to Cascade Mtns and Fort Hope
To Okanagan River, Columbia River, and
a) Fort Colvile,
b) The Dalles, Fort Vancouver

the left of a small Indian cemetery in IR No. 7.

Nicola Lake comes into view through a narrow saddle formed by an isolated hill above Quilchena Creek. There is evidence of mineral prospecting beyond this saddle. The trail now descends to the creek mouth and the flats west of Quilchena Hotel. The flats were formerly a campground, then a racecourse, and are now a golf course.

Now the trail passed east of Nicola Lake, crossing upper Nicola River, then over the hills to the north, to avoid the cliffs along Nicola Lake. Continuing the same line, it passed east of Mineral Hill and Lac des Chicots (Stump Lake). Bushby and party, who were backpacking, made their 9th camp at the mouth of Riviere de la Prairie, now Peter Hope Creek. Just north of Stump Lake, the trail crosses the imperceptible divide to the chain of small lakes feeding "Sanpoil (Furless?) River", now Campbell Creek. At Richie Lake, the trail angled north up the hillside on to the next grassy plateau, passing to the right of Brigade Lake en route to Kamloops, as described in **BC Historical News,** 1983, Spring.

Nowadays, (Fort) Hope is connected to Kamloops by the Coquihalla Freeway, and Bushby or Anderson could get there overland in three hours, rather than nine days. What would they think?

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***Ken Favrholdt is Curator of the Kamloops Museum and Archives. R.C. (Bob) Harris is a Consulting Engineer with many well known bridges to his credit. He spends much of his spare time researching, and hiking, historic trails in British Columbia.***

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# *British Columbia Historical Federation*

## Writing Competition 1989

The British Columbia Historical Federation invites submission of books or articles for the seventh annual Competition for Writers of B.C. History.

Any book dealing with any facet of British Columbia history, published in 1989, is eligible. The work may be a community history, a biography, a record of a project or organization, or personal recollections giving glimpses of the past. Names, dates and places with relevant maps or pictures turn a story into "history".

The judges are looking for fresh presentations of historical information with appropriate illustrations, careful proof reading, an adequate index, table of contents and bibliography. Winners will be chosen in the following categories:

**1)** Best history book by an individual writer.
*(Lieutenant-Governor's Medal for Historical Writing.)*

**2)** Best Anthology

**3)** Special Award-for the author or editor of an outstanding book.

**4)** Best Article published in the **British Columbia Historical News.**

Winners receive a monetary award, a Certificate of Merit, considerable publicity, and an invitation to the Annual B.C. Historical Federation Conference to be held in Grand Forks in May 1990. Deadline for entering 1989 books is January 31, 1990, BUT submissions are requested as soon as possible after publication. Those submitting books should include name, address, telephone number, selling price of the book, and an address from where the book may be ordered if a reader has to shop by mail

**Mail to:** B.C. Historical Writing Competition
P.O. Box 933, Nanaimo, B.C. V9R 5N2

Articles should be no more than 2,500 words, substantiated with footnotes if possible, accompanied by photographs if available, and typed double spacd (Photos will be returned). Deadlines for quarterly issues are September 1, December 1, March 1, and June 1. Please send articles direct to:
**The Editor, B.C. Historical News,** P.O. Box 105, Wasa, B.C. V0B 2K0

# Bookshelf

**"Books for review and book reviews should be sent directly to the book review editor; Anne Yandle, 3450 West 20th Ave., Vancouver, B.C. V6S 1E4."**

***Ties to Water; The History of Bull River in the East Kootenay:***
Verdun Casselman; Cranbrook, B.C.: 1988. Pp. 275; illustrated. $30.00 plus postage.

The Bull River flows south through the Rocky Mountains in southeastern British Columbia. Situated east of Cranbrook and west of Fernie, it joins the Kootenay River near Wardner. Today, there is little at the mouth of the Bull River beyond a neighborhood pub and a few homes. In years past, this quiet rural setting was the site of a busy sawmill town and served as the centre of logging activity throughout the Bull River drainage. A few moldering cabins, some scattered artifacts, and memories are all that remain to hint at the previous level of activity. These few clues to the past have prompted newcomers to the area to ask questions of the older residents. In turn, an inability to provide full answers spurred Verdun Casselman to write this book.

Mr. Casselman qualifies as an old-timer in the Bull River; he moved to the area in 1948. Until 1980, he was too busy as a cattle rancher to really delve into the history of his adopted home. But, since his retirement he has diligently sought answers to his own questions and those raised by others. The result is a profusely illustrated and lovingly written portrait of the vanished community and the region. As local history, his book is an excellent example of the genre. It manages to merge the lives of individuals with discussions of the logging and lumbering interests that created the community and subsequently allowed it to die.

The life of the town established in 1912 is described in a series of often colourful vignettes: businesses, doctors, police, tragedies, schools, public entertainments, and family lives are described. The subsequent lingering demise of the sawmill town is poignantly detailed through a series of quotes from area newspapers between 1928 and 1931. Bull River died slowly piece by piece at a time after the Canadian Pacific Railway closed its sawmill and logging operations. Mr. Casselman writes affectionately and effectively, but it is the use of photographs that make the book the success it is. The illustrations successfully provide details that might otherwise have been tedious and of limited interest if they had been discussed in the text alone.

Moving beyond strictly local themes, **Ties to Water** is a good source of information on life in the bush camps and interior logging methods during the teens and 20s before the introduction of the present highly mechanized techniques. Early efforts to exploit the natural resources of the Bull River included short-lived mining ventures and an ambitious but ill-fated hydroelectric project. But it was logging that sustained the area after the construction of the Kootenay Central branch of the C.P.R. in 1911. The timber in the valley was the source of millions of railway ties and thousands of grain doors essential to the railway's operations in the west.

Tie hacks and loggers toiled in the timber through the winter. Each spring until 1928, logdrives on the river floated the results of the winter's work to the sawmill pond downstream. This essential link between the bush and the mill defined one basic characteristic of the area and is reflected in the book's title. The photographs accompanying the sections on logging activities provide details of life in the bush camps, work in the woods, and the drama of the log drives. The focus on this aspect of British Columbia's industrial development carries the book beyond a strictly local history with a local appeal and makes it useful and interesting to the wider audience concerned with logging and lumbering. It provides an informative and useful contrast to the very different logging methods employed on the coast.

Prior to the mechanization of interior logging, men, animals, and water were the prime movers in the bush. Muscle power and individual skill felled the trees and shaped the ties. Logs were moved to the streams in chutes, flumes, and sleds. In particularly rugged country horses sometimes pulled long chains of logs along the ground in a process called *"trail dogging."* Once in the water, men would follow the logs downstream in an effort to keep the logs in the main current and prevent log jams from forming. Even so, jams frequently dammed the river and the log drivers would use brawn, stream winches, and explosives to get the drive moving again. River drives are commonly associated with logging in eastern Canada, but their use in the west is not widely recognized or discussed.

The log drives also made Bull River a desirable location for two silent movies filmed during the 1920's. In both "Conflict" and "Hearts Aflame" dams built across the river were dynamited to release a log choked flood for the benefit of the cameras. Local people acted as extras and stuntmen: One local logger rode a log over a waterfall for $50. Afterwards, he was reported to say, *"That wasn't so tough, if they want me to, I'll do it over again for just a bottle of good rye whiskey"* (p. 149). Needless to say, these movies played to packed houses in Cranbrook, Bull River, and elsewhere. "Hearts Aflame" was essentially an educational film on forest

fires, but "Conflict" was a true romance of the period. Caught up in the battles between rival lumber barons, the heroine races the raging waters released by the explosion in an attempt to rescue her lover who is held captive in a cabin downstream. Those who wish to know the outcome of the drama will have to see the movie or read this book.

***Logan W. Hovis***

*Logan Hovis is an industrial historian, resident in Vancouver.*

***Chinatowns: Towns within Cities in Canada.***
David Chuenyan Lai: Vancouver, B.C.: University of British Columbia Press, 1988. 347 pp. Preface, Acknowledgements, Figures, Tables, Plates, xvii. $29.95

***Saltwater City: An illustrated History of the Chinese in Vancouver.***
Paul R. Yee: Vancouver/Toronto: Douglas and McIntyre, 1988.
174 Pp. Preface, Photographs, Notes, Further Reading, Index, Acknowledgements.

The **Chinatowns** and the **Saltwater City** are the most recent efforts by scholars to reconstruct the history of the Chinese communities in Canada. Despite their different focuses, objectives, styles or even types of readers intended for, there are justifications for bringing them together in a review.

The book by David Lai seeks to understand the life cycle of Chinatowns and to identify the various forces behind their *"ecological"* evolution in the last 130 years of Chinese settlement in the country (1858-1988). Based on some wide-ranging observations and a detailed case study on Victoria's Chinatown, Lai suggests that Chinatowns can be classified into four different categories - Old, New, Replaced and Reconstructed Historic Chinatowns. While the last three of them are either unique or quite recent developments that defy any attempt at generalization, he proposes a paradigm to delineate the history of the first category. The model consists of four different phases - namely budding, blooming, withering, dying or reviving - with each stage of development characterized by different variables in terms of population size and composition, morphological pattern, economic activities, organizational life and popular stereotypes. One may disagree with Lai over the details of his model or the way he applies it. A case in point is his controversial comment on the entry of all old Chinatowns into the stage of withering after the 1920s and his underestimation of the spurring effects of the overseas Chinese national salvation movement. (1937-1945) which centered on Chinatowns. (Chapter 5; see also p. 10) Nevertheless, Lai's scheme does go a long way in providing a systematic framework of analysis for the complex metamorphosis of an ethnic neighborhood.

**Saltwater City** also adopts a long historical perspective. Indeed, it is the first single history ever written about the Vancouver Chinese community and its development in the past hundred years. Though Paul Yee has no strong or new argument to make, the strength of the book lies in its unique human perspective that is often lacking in the short celebrated objective social history. He employs an unconventional parallel narrative approach whereby a primary text offers a chronological account of the broad historical trends and a secondary text provides supplementary highlights of some corresponding episodes and issues. The latter, in particular, relates many vivid personal reminisces that are most revealing. Together with some 200 carefully selected photographs, Yee has furnished the readers with a very engaging popular history.

There is an interesting parallel between **Chinatowns** and the **Saltwater City** in that both authors are not mere keen observers of the subjects they ably describe, they are active participants in the historical processes themselves. Lai's study is partly based on his leading role in the rehabilitation of Victoria's Chinatown and his acquaintance with many Chinatown revitalization projects across Canada since the late 1970s. Such intensive and extensive exposures give the author a deep understanding of the subject and also shape his sympathetic view. *"The public-involvement"* model which he first introduced in Victoria as a rehabilitation strategy is worthy of careful reading because of its profound insights.

Similarly, **Saltwater City** affords an insider's view in a very specific sense. The book, especially the second half of it, is a valuable first-hand portrayal of the local-born Chinese Canadian. Their emergence and maturation during the exclusion years (1923-1947), the relationship with the older generations of overseas Chinese, the variance with the newly-arrived immigrants after 1947, the search for an individual and collective identity and, overall, the struggle for acceptance by the larger Canadian society form a recurring theme of discussion. This is not surprising given the author's own background as a third-generation Chinese Canadian and an active volunteer in the Chinese Cultural Centre since the 1970s. Thus both Lai and Yee are more than eyewitnesses; they are key participants in making history.

Since the initial purpose of Yee's research was to serve as an exhibition for the wider public, specialists may inevitably find the book-form product somewhat general. The attention given to the traditional Chinese social organizations obviously fails to do justice to their historical significance and this may be a reflection of the attitude of the local-born Chinese Canadian towards the **huiguan and zongqinhui**. (p. 54, 57, 62, 68, 73) Another neglected aspect is the external relationship of the community which includes, for instance, the geographical fluidity of the Chinese population and the community's connection with the larger Canadian and North American

Chinese society. As for Lai's, there are some conspicuous errors, some of them typographical, on p. 29, p. 60, p. 299 and a misreading of date on plate 8. Instead of a few scattered comments on the comparable experiences of American and Canadian Chinatowns in the conclusive chapter, the author could have given this important topic a more extended discussion. Finally, based on what has already been achieved, it will be very enlightening if someone would pursue a comparative study on the urban experiences of the overseas Chinese and the city dwellers in late Imperial and contemporary China.

***Wing Chung NG***

***Wing Chung Ng is a graduate student in the History Department at the University of British Columbia.***

**M.I. Rogers 1869-1965.** (Victoria, B.C. J. Gudewill, 1987). (Compiled and edited by Michael Kluckner) 171 pp.

This was a difficult book to review, principally because it is not a book in the expected sense of the word. It has no author, no publisher, no printer, no date of publication, no I.S.B.N. number, no table of contents, no index, no footnotes, no bibliography, no photo credits, and no price. It is a ghost book. Only a book commissioned and produced by private means could hope to avoid the review process and the other conventions that most historians and publishers take for granted.

A close reading reveals that the Rogers family hired the writer and watercolourist Michael Kluckner to *"piece together"* the *"story of the life and times"* of Mrs. Mary Isabella Rogers. Kluckner based the book on Mrs. Rogers' private diaries, and on the diaries and reminiscences of four other members of the Angus/Rogers matriarchy. The location of these valuable documents in not revealed, but at least now we know that they exist, and with any luck copies will find their way into the public domain.

Books like this remind one that even the most recondite of publishing and scholarly conventions evolved for legitimate reasons, and also that professions like the historical one exist for legitimate reasons. This book is lamentable because it represents a wasted opportunity of doing something worthwhile with a superb historical source. Mrs. Rogers' talented family included the UBC economist Harry Angus (her nephew), pianist Jan Cherniavsky (her son-in-law), playwright Sally Clark (her granddaughter), politician Stephen Rogers (her grandson) and the president of B.C. Sugar, Peter Cherniavsky (another grandson), all of whom must appear in the diaries.

Mary Angus, known to her family as Bella, was at Eccles, England, in 1869 to a family of Scottish merchants and industrialists. Her mother, Mary Fairweather, was born in Russia, the daughter of the manager of a British-owned cotton mill in St. Peterburg. James Angus, her father, was one of twelve children of a Scottish couple who settled in the cotton town of Eccles, near Manchester, in the early 1860s. Mary Fairweather met James Angus at a Spanish class; James abandoned his plan to export cotton to South America; they were married in 1868.

From Eccles, during the 1870s and 1880s, the Angus family moved to Canada. The first to leave had been Richard, who settled in Montreal in the 1850s, prospered, became a director of the Canadian Pacific Railway Company, and *"helped send all the Angus relatives"* to Canada, including four sisters and three brothers. James, Mary, and Bella Angus came to Canada in 1885. They settled at Victoria, where brother William Angus lived and had an interest in the nearby sawmill at Chemainus. James soon formed a business advertised as *"Angus and Gordon, Grocery and Wine Merchants."*

For the next eight years Bella was a Victorian. She and her family lived in the Rocklands district; they socialized with the Pembertons, Wards, and Rithets. Bella taught music at Angela College, a private girls' school, until 1892 when, aged 23, she married Benjamin Tingley Rogers. Later she complained that she *"never had a chance to be a young woman."*

*"Ben"* Rogers was *"an ambitious and aggressive 26 year old American,"* whose father, S.B. Rogers, had owned a sugar plantation in Louisiana manned by black labour; family tradition states that he died in 1883 after being struck in the head with a brick thrown by a striker at his New Orleans sugar refinery.

Ben Rogers, aged 16 when his father died, pursued his occupation in New York, London, and finally, in 1889 in Montreal. There, Mrs. Rogers recalled, *"everyone was talking about the transcontinental Canadian Pacific Railway, and the new city it was starting to build at its Pacific Coast terminus"*. Rogers decided that Vancouver needed a sugar refinery; secured an interview with William Van Horne and with CPR director Richard Angus; they liked his idea and the refinery was established in 1889. J.M. Browning, another CPR director, was named the company's first president in 1890, with Rogers as managing director. Browning was succeeded by Forrest Angus of Victoria in 1892, and by Rogers himself in 1897.

Thus, when Ben Rogers of Vancouver married Bella Angus of Victoria in 1893, he married not the boss's daughter but his niece. The newly-wed couple moved to Vancouver where they produced four sons (all of whom succeeded their father as president of B.C. Sugar) and three daughters (all of whom did not). Bella also produced a diary between January 1893, when she was five months' pregnant, and August 1963, two years before she died aged 96. Her diaries tell the story

of her marriage and of her long life as a widow after Ben's early death in 1917.

There are all kinds of problems with this book. Kluckner has abandoned the diaries' natural chronology in favour of thematic chapters (called sections) entitled *"Early Life," "Married Life," "The Families,"* and *"Widowhood."* A fifth section, really an appendix, is entitled *"Family Trees."* The result is a chronological mash held together by such devices as the legalistic *"aforementioned."* William Munro Murray, introduced on page 30, is not identified until page 63 as manager of the Bank of Commerce in Vancouver. Dates of immigration needed on page 13 appear on page 95. Family tree data do not correspond with textual data; for example MacLeroy on page 9 becomes McLeory on page 162. A few hours' worth of professional editing could have avoided these basic organizational mistakes, and also oddities such as *"room-cum-woodshed"* and *"east coast of Central Saanich"* (why not central Saanich waterfront?)

The most troubling thing about the book is Kluckner's uneven use of Mrs. Rogers' diary relating to her business, political, and social activities. She *"wrote in detail and enthusiasm,"* Kluckner states; *"She had quite a technical turn of mind, and wrote with insight about the operation of the refinery and the introduction of new machines,"* but he quotes very few such passages. Kluckner mentions the Rogers' visit to John Hendry's smelter at Pilot Bay in the Kootenays in 1895, but we learn no more. A description of a cannery is alluded to in the introduction and then dropped. Ben Rogers' *"sugar war"* with R.P. Rithet gets no more than a mention.

For a biography of an eminent British Columbian there is a strange imbalance: Kluckner devotes 25 pages to Mrs. Rogers' travels in Europe, the Far East, the U.S., Cuba, Fiji, etc. and a mere 4 pages to her travels in British Columbia. Similarly, the 1917 strike at Rogers' Vancouver refinery, the charge of war profiteering in the same year, and the refinery's part in the 1919 General Strike, merit five sentences. Mrs. Rogers' part in the formation of the Provincial Party in the early 1920s is mentioned but not pursued.

Major themes in British Columbia history are neglected in favour of an antiquarian interest in family houses, pioneer car crashes, private trains, and foreign travel. (I will scream if I see another picture of a buggy in the hollow tree at Stanley Park.) Mrs. Rogers' charitable, philanthropic, and cultural work, referred to sporadically, might have been developed in separate chapters. Mentions of her children's education at private schools in B.C., Ontario, and England, would have benefited from a knowledge of recent writing on that subject. The good section on the Chinese household staff and the references to strikes and to labour-management relations could also have been linked to recent historical work.

The lack of an index is a serious matter. Names are lost without one. Names like McRae, Bullock-Webster, Aberdeen, Fordham-Johnson, Bentall, Bell-Irving, von Alvensleben, Crickmay, Abbott, Beecher, Pemberton, Holt, Osler, Bloomfield, Palmer, Taylor, etc. are dropped with little or no reference to their place in the economic, political, and cultural history of the province.

Kluckner makes little effort to trace the development of Mrs. Rogers' character, apart from paraphrasing her daughter Margaret Clark's caustic description of her as "about as similar to Queen Victoria as anyone could be." Ben Rogers comes across as a hard living, hard-working, upper-class Orangutang; he carried a revolver to dinner parties; was the first Vancouverite to drive a car over a pedestrian; refused to allow his daughter to marry a Cherniavsky; suffered from gout; disliked "vulgar Americans from Chicago"; and died of a cerebral hemorrhage at the age of 57.

Occasionally, Kluckner's interest in the subject shines through this exhausting catalogue of quotations from Mrs. Rogers' diary. His section on the controversial courtship and marriage of Mary and Elspeth Rogers to the itinerant musicians Mischel and Jan Cherniavsky, in 1919 and 1922, captures and maintains the reader's attention.

M.I. Rogers' important diaries, the fascinating family history they reveal, and B.C. history in general, deserve a more professional presentation and analysis than the Rogers family and Michael Kluckner allow them in this book.

***Richard Mackie***

***Richard Mackie is the author of the prize-winning* Hamilton Mack Laing, hunter, naturalist.**

# NEWS & NOTES

## Gulf Islands Branch Report

The vitality of the Gulf Islands Historical group depends on persistence in overcoming the vagaries of the ferry schedule. Meetings have been held on the third Wednesday of each month except December and January. In previous years we concentrated on archaeological sites on Pender and Montague; this year, by way of contrast, we concentrated on more recent times with talks on early life in Victoria by Penderiite Richard Mackie, the Chinese Connection with Galiano by Kathy Benger, and Canon Paddon, who brought the Anglican faith to the Outer Gulf Islands, by his granddaughter Joan Callaghan. Betty Steward gave us an exhibition of her pencil drawings of Galiano Houses and Barns built before 1930. Betty asked those in the audience to supplement her knowledge of the owners of the 100 buildings illustrated.

Dinner Bay Community Park on Mayne Island now has a Japanese garden to commemorate the Japanese citizens who lived and worked there until they were removed following Pearl Harbour.

Kathlyn Benger

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## Alberni District Historical Society

Volunteers from this group completed a major research project for Fisheries and Oceans Department relating to the Robertson Creek Salmon Hatchery. This gave the archives some income and provided the Department with important background information.

Following a workshop on "Records Management" certain records from the Regional District of Alberni-Clayoquat (for a 15 year period) were placed in the Alberni Archival Collection.

Anne W. Holt

## Nanaimo Historical Society

Speakers at our regular monthly meetings have included Ernie Johnson, sportsman and owner of the renowned sporting and hardware store on Victoria Cresent; Mrs. Shirley Hopper whose family jewelry business has been part of Nanaimo for many years; Dr. Lilian Cowie who discussed the inventions of her remarkable father John Cowie. Ed Barraclough described the eventful jorney of the first white man to cross Vancouver Island: Adam Grant Horne organized the trip in 1852. Miss Mary Holmes, in charge of the Centennial Museum at the Nanaimo General Hospital, showed several items from the collection. Daphne Paterson illustrated several of the places mentioned by Cpt. J.T. Walbran in his outstanding book on B.C. Coast Names. Many members are third and fourth generation Nanaimo residents and it is always a pleasure to hear of their experiences after each speaker. The evenings when items of historical interest and their origins are shared have produced some fascinating anecdotes. Ladysmith proved an excellent place for a fieldtrip; renovated buildings, Black Nugget and Railway Museums, waterside picnic site and icecream parlour, all within walking distance.

On Nov. 27th the 134th Princess Royal Day was observed at the Bastion with pioneer descendants of all ages attending, some from California.

The Ethel Barraclough Memorial historical essays were excellent and books were presented to students and their schools.

We assisted the Heritage Advisory Committee in organizing a Heritage Summit Meeting on Heritage Day which gave several local groups involved in museum and history related ventures an opportunity to explain their purpose and achievements.

Concern for the preservation of the areas recorded history has prompted the quest for a community archivist. We have received wonderful support from individuals and organizations and wish particularly to thank the B.C.H.F. for its encouraging letter.

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## Vancouver Historical Society

Regular monthly meetings continue with an average attendance of 40 to 50, but occasionally a crowd of 100 attends for a special speaker such as Henry Ewart at the Febuary meeting. Mr. Ewart showed slides and spoke about *"Vancouver Streetcars in 1912."* Other local topics were *"History of Hastings Park"* (by Guy Faint and Patricia Cotts); *"Early Teachers in B.C."* (by Jean Barman); *"Queen Charlotte Airlines"* (Jim Spilsbury) and the contrast in January, *"War & Charity-the History of the Red Cross"* (John Hutchinson of S.F.U.)

Next to the speakers series, the most important tool for keeping members together is a newsletter edited by Christine Mullins.

Incorporation Day, April 6th, features a dinner, auction, raffle and other activities. The 1988 dinner was at Hycroft Manor and the 1989 event in Heritage Hall.

A Vancouver Atlas is being compiled for publishing in 1992. Bruce Macdonald heads the group doing research and fund-raising. A grant has been obtained from the Social Sciences and Humanities Council of Canada.

Mary Rawson

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## Cowichan Historical Society

The Museum and Archives volunteers have been very busy this winter preparing for the official opening of the Cowichan Valley Museum on June 23, 1989 in the restored Duncan Railway Station. Panic lurks because of a threat that Via Rail will cease to run on Vancouver Island: the lease on the building could be withdrawn 365 days after cessation of rail service.

Cowichan Historical Society has had a good variety of topics covered by guest speakers: Eco Museum-Wilma Wood; Telecommunications on Vancouver Island-Dave Munro; Railroad History in the Valley-Dave Wilkie; Ladysmith's Early Days-Earlyne Mulroney; History of Nursing in B.C.-Joanne Whittaker; and others.

Myrtle Haslam

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Our sincere thanks to every donor to the Scholarship Fund and the Writing Competition Award Fund. These funds are still open; receipts are issued for tax credits to all donors. The B.C.H.F. would like to increase the principal reserve fund upon which these are based.
Donations should be sent to:

Treasurer - B.C.H.F.
F. Sleigh
P.O. Box 29
Deroche, B.C. V0M 1G0

# *Writing Competition 1988*

The following books were submitted for the 6th annual Competition for Writers of B.C. History. Each is available at local bookstores or may be ordered by mail from the address below the title.

**FIRST PRIZE AND LIEUTENANT-GOVERNOR'S MEDAL**

**The Lord of Point Grey**
by P.B. Waite
$21.95 - 265 pages - Hard Cover
University of B.C. Press
303 - 6344 Memorial Road
Vancouver, B.C. V6T 1W5
A biography of Dr. N.A.M. MacKenzie, president of U.B.C.

**LIEUTENANT-GOVERNOR'S MEDAL FOR FIRST TIME AUTHOR**

**Stoney Creek Woman**
by Bridget Moran
$9.95 - 142 pages - Soft Cover
Tillacum Library Press (pulp press)
#100 - 1062 Homer Street
Vancouver, B.C. V6B 2W9
A touching story of the Stoney Creek band of Carrier peoples.

## CERTIFICATES OF MERIT

**Chinatowns**
by David Chuenyan Lai
$29.95 + $1.60 postage
345 pages - Hard Cover
University of B.C. Press
303 - 6344 Memorial Road
Vancouver, B.C. V6T 1W5
Canadian Chinatowns documented in detail.

**They Call Me Father**
by Margret Whitehead
$29.95 - 203 pages - Hard Cover
University of B.C. Press
303 - 6344 Memorial Road
Vancouver, B.C. V6T 1W5
The life and Memoirs of Father Nicholas Coccola, O.M.I.

**Ties to Water**
by Verdun Casselman
$30.00 + $3.00 postage
273 pages - Soft Cover
Verdun Casselman
Box 78 , Fort Steele, B.C. V0B 1N0
An excellent history of logging in the East Kootenay

**PUBLICATIONS**

**Captain Len's Ferry Tales**
by Bob Hayman
$14.95 + $1.50 postage
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# *B.C. Historical Federation Conference 1989*

The Victoria Section of the B.C. Historical Federation rolled out the red carpet for delegates at the 1989 Conference. Every event ran on time, under brilliant sunshine, to the delight of the participants. The opening event on Thursday evening, May 11, was held in the Royal B.C. Museum where wine and cheese was served in the foyer, and tours conducted through the display areas.

Alderman Pieta Van Dyck greeted delegates on Friday morning on behalf of the City of Victoria. Members assembled in the Saanich Room of the new Conference Centre to hear two speakers. First a very enthusiastic Terry Reksten gave an entertaining illustrated talk entitled *" A Very Social History of Victoria."* After coffee break Bruce Davies told the audience about the special problems encountered in the preservation and restoration of Craigdarroch Castle. Buses moved the crowd to Craigdarroch for a tour then to Government House for tea and ceremonies. His Honour David C. Lam and Mrs. Lam greeted delegates, and then, for the first time in the six year history of the B.C.H.F. Writing Competition, personally presented the Lieutenant-Governor's Medals for Historical Writing. The winners of the 1988 competition who received the medals were Bridget Moran of Prince George for her book **Stoney Creek Woman** *(first time author)* and Peter B. Waite of Halifax, Nova Scotia, for **Lord of Point Grey** *(best book by a professional author.)* The first winner of an annual B.C.H.F. Scholarship, Daniel Marshall of Cobble Hill, was introduced to His Honour and the membership.

Friday evening over 100 convention goers sat down to Chinese dinner in Don Mee's Restaurant. Following the meal several members of the Hallmark Society conducted tours through Chinatown, explaining the architecture past and present, telling of some of the pioneer organizations within the town, noting the Gate of Harmonious Interest, and finally exploring Fan Tan Alley.

Saturday morning the Annual General Meeting was held in the Sidney Room of the Conference Centre. Thirteen branches were represented by 58 accredited voting delegates. A reading of the 1988 A.G.M. Minutes reminded us that the 1992 Conference is to be joint B.C. - Alberta meeting in Burnaby; Grand Forks will host the 1990 Conference and Cowichan the 1991 gathering. Considerable correspondence was summarized by Corresponding Secretary Don Sale. Invitations were read for dedication ceremonies to be held at Brittania Beach and the North Pacific Cannery at Port Edward; Lucien Bouchard will declare each as a Heritage Site. Treasurer Francis Sleigh indicated that the Federation is in a reasonably healthy state financially. Myrtle Haslam, chairman of the new Membership Committee, explained that Affiliated Societies were special interest groups which receive one subscription to the **B.C.H. News** at Institutional Rate; memos are to be sent out to invite staff and members of Affiliate Societies to take Individual subscriptions and/or memberships.

John Adams of the Old Cemeteries Committee advised listeners that in many areas local cemeteries have been catalogued by the Genealogical Society. Another activity currently underway is the research, recording and restoration of Japanese cemeteries in British Columbia; information compiled will be included in literature provided to future Japanese tourists to this country. Chilliwack Historical Society will hold a Cemeteries Symposium September 23-25, 1989. Contact John Adams for details and registration forms. (see address inside back cover.)

Ann Johnston of the **News**

Publishing Committee reported on the transition of editors, the valuable work done by Subscription Secretary Nancy Peter, the proposed drive for more subscribers, and appealed to the audience to keep articles coming to the editor. Ann also asks for a few new volunteers to serve on the **News** Publishing Committee with probably two meetings per year, to undertake behind the scenes projects such as subscription drives. Please let Ann or Naomi know if you would be willing to participate in this venture.

There was lively participation in the election of officers (all table officers were reelected for 1989-90), and motions were put forward urging an increase in the sums awarded for the Annual Scholarship and "literary prizes". In 1988 the B.C.H.F. gave a scholarship of $500. Already the prizes for the Competition for Writers of B.C. History were raised from $100 for the Medal winner to $300; from 0 to $100 for the Certificate of Merit; and from 0 to $50 for the winner of the Best Article. The Annual Meeting concluded with brief Reports from Branches.

Two buses shuttled the sightseeing delegates on different tours on the afternoon of Saturday, May 13. One group went to Fort Rodd Hill and a Naval cemetery; the other went to Craigflower Farm and Royal Roads. The tour guides for Craigflower Farmhouse enthusiastically commented on the history of the farm, the artifacts furnishing the building, and the family who first lived there. Members of the Hallmark Society led visitors through the interior of Royal Roads while a gardener showed the many gardens associated with Hatley House past and present.

Burgundy's Restaurant in the Douglas Building was the venue for the Annual Banquet of the Federation. Each table had its host and/or hostess from the Victoria Branch to add to the warm welcome given throughout the conference. Master of Ceremonies John Adams spoke of earlier meetings and encounters in that restaurant while guest of honour, Madge Hamilton nodded in agreement. President John Spittle introduced Col. Gerry Andrews who then made a presentation of a rose bowl engraved with thanks from the B.C.H.F. to Madge Wolfenden Hamilton. Madge worked for many years in the Provincial Archives, always a staunch supporter of the B.C. Historical Association (President in 1946), and a lively accurate source of much information. Next came the introduction of Scholarship winner Daniel Marshall who thanked the B.C.H.F. and the Victoria Branch for their assistance. This young man announced that he is commencing studies this fall for a Masters in History. Don Sale and Naomi Miller presented Certificates of Merit to the winners of the 1988 Competition for Writers of B.C. History. Dr. David Lai of the University of Victoria's Geography Department was honored for his book **Chinatowns.** Margaret Whitehead, doctoral candidate at the University of Victoria, was honored for her book **They Call Me Father**. Dr. Peter B. Waite of Dalhousie University, Halifax, won the top award for professional writers with his biography of N.A.M. MacKenzie, **Lord of Point Grey**. Bridget Moran of Prince George took top honors for first time author. Her biography of Mary John, **Stoney Creek Woman**, published by Tillacum Library Press, views northern B.C. history as witnessed by a Carrier Indian from childhood, through years at a mission boarding school, to Citizen of the Year at Vanderhoof and comfortable years as an old age pensioner. A close runner up for first time author award was Verdun Casselman of Bull River, B.C.. Verd's book **Ties to Water** is a well illustrated detailed history of logging and tie making in the East Kootenay. Jim Wolf, a young member of the Burnaby Historical Society was awarded a Certificate of Merit for the Best Article in 1988. Jim was a student at Douglas college when he wrote "**Second Port City**" *(Vol. 21-2 B.C.H. News)*. He now works at Burnaby Village Museum and Irving House and takes courses at Simon Fraser University.

Provincial Archivist John Bovey gave a humorous after dinner speech while revealing bits of history from our own B.C. Historical Association/ Federation. Much of it centered on a dispute between early table officers as to whether B.C. Day should be the anniversary of Governor Blanshard's arrival at Victoria, or the swearing in of Douglas at Fort Langley.

Blanshard Day was celebrated by members of the Victoria Branch for many years. Bovey concluded with this quote from a poem by Donald Fraser written for Blanshard Day in March 1931.

*We can live nobler when the*
*Past we know;*
*Look farther forward,as*
*we see behind;*
*Into the future we can*
*stronger grow,*
*When to the Past we are not*
*wholly blind!*
*Thy friendship, Memory,*
*aye let us know,*
*And cheer us onward with thy*
*blessing kind!*

* * * * * * * * * * * * * * *

***Col. Gerry Andrews makes presentation to Madge Wolfenden Hamilton.***

# THE BRITISH COLUMBIA HISTORICAL FEDERATION

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ADDRESS LABEL HERE

*President John Spittle, 1st Vice President Myrtle Haslam and guest speaker John Bovey Treasurer Frank Sleigh at banquet*

*Dr. David Lai receives Certificate of Merit for Historical Writing from Don Sale.*

*Writing Competition winner Peter B. Waite receives the Lieutenant-Governor's Medal from His Honour. Mrs. Lam looks on approvingly.*

*Bruce Davies shows Jack Kendrik of Vancouver, Randy Fred of Tillacum Library Press and other visitors around Craigdarroch Castle.*

*Scholarship winner Daniel Marshall is congratulated by Lieutenant-Governor Lam at Government House. May 12, 1989*

*His Honour David Lam talks to conference organizers John and Donna Adams.*

*Alderman Pieta van Dyck welcomes delegates to Victoria's new Conference Centre.*