British Columbia HISTORY

Journal of the British Columbia Historical Federation | Summer 2011 | Vol. 44 No. 2 | $7.00

This Issue: WWII Internment Camps | *SS Prince George* | and more

British Columbia **HISTORY**

British Columbia History is published four times per year (Spring, Summer, Fall, Winter) by the British Columbia Historical Federation.
ISSN: print 1710-7881 online 1710-792X

Subscriptions: $20.00 per year
USA: $32.00 (US Funds)
International: $44.00 (US Funds)

British Columbia History welcomes stories, studies, and news items dealing with any aspect of the history of British Columbia, and British Columbians.

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bchistory.ca/journal/index.html

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ISSN: 1710-7881

Production Mail Registration Number 40025793
Publications Mail Registration No. 09835

We acknowlege the financial support of the Government of Canada through the Canada Periodical Fund (CPF) for our publishing activities.

Canada

British Columbia Historical Federation
A charitable society under the Income Tax Act Organized 31 October 1922

PO Box 5254, Station B., Victoria BC V8R 6N4
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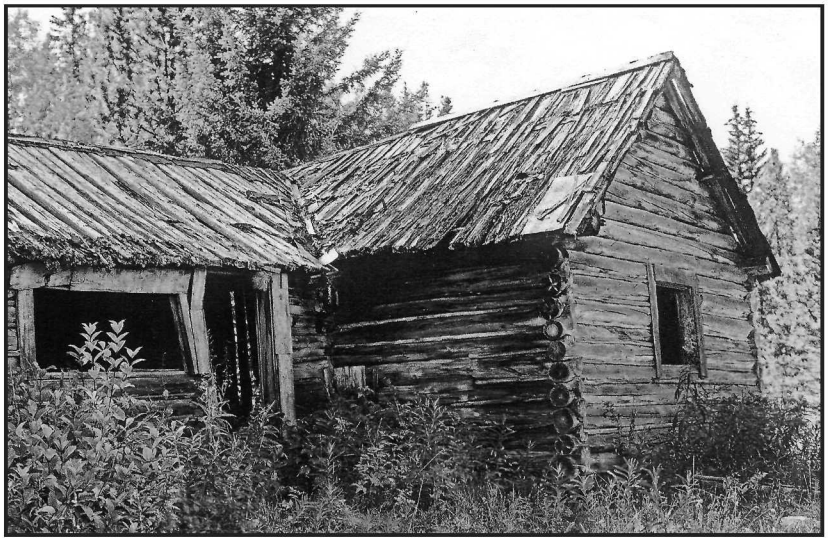
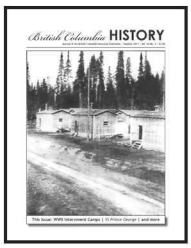


Paul Krestenuk's store at Kluskus-Halle Flygare. Read more about his trading post on page 48.

Image courtesy of Andy Motherwell.



Cover Image: WW II Japanese Internment Camp at Sinclair Mills. Read the story on page 5.

Photo courtesy of Karlleen Robinson.

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

W. Kaye Lamb, 1937

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The Federation Website and Companions

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A complete list of the Federation's membership with links to their websites is available at www.bchistory.ca/membership/present/index.html

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Federation publications from 1923 - 2007 can be accessed from the main page.

Click on the Publications link from www.bchistory.ca

Or go directly to the university library website at **http://bchistory.library.ubc.ca/?db=bchf#**

The archive of BCHF Newsletters can be found at http://bchistory.ca/publications/newsletter/index.html

Wikipedia

Find our entry on Wikipedia and add to the discussion.

http://en.wikipedia.org/wiki/British_Columbia_Historial_Federation

Magazine Association of BC (MABC)

MABC represents, connects and promotes the BC magazine industry by uniting the talent, knowledge and skills of its publishers. BC magazines foster award-winning talent and represent some of the best periodicals published in Canada.

MABC membership is made up of more than 80 titles, including arts and culture, news, business, lifestyle, leisure and special interest magazines. Find British Columbia History and investigate other BC publications.

http://bcmags.com

Chilliwack Museum and Archives YouTube Channel

Watch the editor's interview (see Editor's Note)

http://www.youtube.com/user/ChilliwackMuseum?feature=mhum#p/u/4/MJq07YCTF-M

Editor's Note

There is so much more to collect

Recently, I was invited to be interviewed as part of a fundraising campaign for the Chilliwack Museum and Archives expansion project. One of the interview questions they asked was "Why should *British Columbia History* readers visit an archives to look at their object collection?" I have to admit I did not answer this question as eloquently as I could have but I will endeavour to rectify that now.

Objects have their own stories. These stories complement the documents and records. Objects give us physical evidence of how people lived. A repurposed object might tell us something about economic times, entrepreneurial spirit, or an immigrant's need to adapt to new surroundings. Sometimes objects are merely the physical evidence people were here. Read Andy Motherwell's story of Paul Krestenuk, a story that starts with a tree stump but leads to a unique tale.

Objects are not always the best quality as can be seen by the photo on this issue's front cover of the WWII Japanese Internment Camp at Sinclair Mills. I think it is important not to dismiss the grainy images as they tell important stories and can be too easy to overlook in our high definition world.

I was also asked why an archive needs to expand, to which I responded, "There is so much more to collect." The reprint from *Postscript* on page 45 reminds us we create history every day and if we do not make an effort to record and retain recent events and records, they will be lost.

Elsewhere in this issue, we feature an article from BCHF Trails and Site Committee member, John A. Whittaker. The committee sent out a questionnaire asking each member society to identify the five most important historical trails, historical sites or monuments and historical personages in their area. They have had about 25 replies to date and his article, starting on page 17, tells the story of one such historic trail.

We also want to invite all readers to enter our "Best of *British Columbia History* Contest". Pick your favourite articles from *British Columbia Historical Association Report and Proceedings* 1923 to 1929, *British Columbia Historical Quarterly* 1937 to 1958, *British Columbia Historical News* 1968 to 2004, and *British Columbia History* 2005 to present. Then send us a 90 word explanation for selection. For more details, check out the advertisement on page 44.

Lastly, the Publications Committee calls to your attention an upcoming change to how the BCHF works with authors. Please read the letter from Jacqueline Gresko, chair of the BCHF Publications Committee on page 39.

As I look back on my first year as editor I am pleased to see a pile of submissions on my desk and remember the empty inbox of a year ago. I have met and worked with wonderful authors and archival staff and members of BCHF. Thank you all for your patience as I strive to improve the business side of creating *British Columbia History* while ensuring it remains an enjoyable read for subscribers.

Andrea Lister, Editor

Submission Guidelines

Manuscripts that have been published elsewhere or are under review for publication elsewhere, will be considered at the editor's discretion.

- Word Count 1000 to 5000.
- Electronic version, with file extension (either .doc or .rtf), will be required should the article be accepted for publication.
- Endnotes must follow Chicago Manual of Style, do not insert notes in text.
- Photocopies/scans of research material/ quoted material (pages from books, documents, or journals you have used) for fact checking are appreciated.
- Illustrations are encouraged:
  - submit copies of permissions (or assurance of permission) for the images;
  - sufficient resolution for high-quality reproduction, 300 DPI (dots per inch) minimum or a pixel dimension of 1200x1500 pixels, (with the exception of images such as coins; minimum 600x600 pixels) preferable in jpg or tif format;
  - Not embedded in text—send as separate files;
  - Please provide suggested captions for the illustrations;
  - Image credit information must be provided with all illustrations;
  - Low-resolution images may be sent with initial submission in cases where images would need to be purchased from an institution.
- A two-three sentence biographical note about the author.

If a manuscript is accepted for publication, major changes will be cleared with authors before publication. Authors will also have the opportunity to do a final proof check prior to publication.

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Inbox

Letters from Readers

Alexander Street

Chantal Morin's article about the 500 block of Alexander Street was especially interesting. [Vol. 43 No. 4] I wonder if she has investigated other blocks of the same street. In particular, the locations of Nelson and Shakespeare Wholesale Confectionary found at #150 in 1920 and possibly, in other years, at another address on the same street. It is referred to by Major J.S.Matthews in an interview with W.B.Shakespeare.

Sidney Madden

Ravenhill Article

Hi Andrea,

I really enjoyed Mary Leah de Zwart's article [SPRING 2011] about Alice Ravenhill, one of the literary pioneers of BC, and her efforts to respectfully encourage the re-emergence of First Nations stories via the medium of print. It is so easy now to make politically correct judgements. The article was informative without being insensitive.

Thanks for another fine issue.

Alan Twigg / BC BookWorld

www.bcbookworld.com

Send me your thoughts.

I welcome your letters and emails, while reserving the right to edit them. Email your thoughts to: bcheditor@bchistory.ca, or mail it to: Editor, British Columbia History, 21-11870 232nd St., Maple Ridge BC V2X 6S9.

WWII Japanese Internment Camps along the Upper Fraser

by Megan Heitrich

Interviews conducted by the Northern BC Archives reveal a unique relationship between the Japanese men and the people of the surrounding communities.

Megan Heitrich is currently enrolled at the University of Northern British Columbia. In the second year of her undergrad, she completed an internship in collaboration with Northern BC Archives researching Japanese Internment history. Her current research focuses on the history of Cassiar, BC in collaboration with Facebook.

When the shortage of labour during WW II became a serious problem, several camps sprang up in the lumber towns in the Prince George to Tete Jaune Cache corridor. The camps in this area were very different from the official road-building projects, which more people are aware of. Japanese men from the Yellowhead to Blue River highway project were recruited by logging companies to work in the communities east of Prince George. It seems that a unique relationship developed between the Japanese men in these camps and the people of the communities.

Very little is known about the details of these particular internment camps. We have found confirmation in a Japanese newspaper printed during the war, which recorded that "building projects in the Blue River district will be made available for work in the mills and logging camps in the Prince George — McBride region."[1] Yet much remains a mystery. When did these men arrive and when did they leave? Most appear to have worked in logging; only a few were employed in the sawmills. The Northern BC Archives at the University of Northern British Columbia has been recording interviews with seniors who lived in the communities in an attempt to understand the history of this area before it is too late.

By recording these memories, we have learned that Japanese internment camps were built near the towns of Giscome and Sinclair Mills. Several men worked in the sawmill at Upper Fraser. There may have been some Japanese men employed in logging for the sawmill at Penny. In Sinclair Mills and Giscome, we have been able to pinpoint the exact location of the camps.

From the few interviews conducted with community members from the mill towns, in their perspective, it appeared that camp conditions were somewhat unrestrictive. For example, it was noted that there were no guards employed at the internment camps. It was also noted that some of the Japanese men became friends with the mill foremen and with other families as well. One interviewee noted that the men became known as very good workers with positive attitudes, and it was recorded that some of the men even purchased Canada War Bonds while they were interned. It is believed that the men were paid the same wage and had the same duties as other labourers in the logging camps and sawmills. Yet more research is required to fully understand the work experiences of the Japanese internees in these logging areas. In particular, interviews with the Japanese internees themselves are needed to better document the history of these communities within Northern BC.

All interviewees shared interesting stories of interaction between their families and the Japanese men, and some shared knowledge they had gained about the Japanese food and culture. When the war was over, some of the Japanese men remained in the towns and were joined by their families. Though we do not know precisely when the men were permitted to leave, we know that the camp in Sinclair Mills was closed sometime in 1945, and by 1946, it had completely disappeared.

Some issues that remain unknown are the matter of how and when the men were reunited with their wives and children. We do not know when they left or the details of how the families who remained were integrated into the community. The story of the Japanese interment camps during World War II in this region remains an obscurity in the larger recorded history of British Columbia. •

Detail of WW II Japanese Internment Camp at Sinclair Mills

Photo courtesy of Karlleen Robinson

Endnotes

1. Yon Shimizu, *The Exiles* (Wallacebur, ON: Shimizu Consulting & Publishing, 1993), 224.

SS PRINCE GEORGE Goes to War

by Jon Johnson and Barbara Bavinton

Jon Johnson is a military postal historian who researches Canadian military medical units starting with envelopes and letters mailed from or to Canadian service personnel. Jon is a member of the British North America Philatelic Society and has published on Canadian postage stamps with perforated initials.

Barbara Bavinton has practiced as a nurse for over 40 years. She presently works in the Canadian arctic and pursues her interest in nursing history, from her home on Vancouver Island. Barbara is a member of the BC History of Nursing Society and has published on nursing in the First World War.

The story of the *SS Prince George*, the only Canadian hospital ship to sail with the Canadian Navy and the six nurses who served on it is a story that has been missing from history.

On August 4, 1914, the Grand Truck Pacific (GTP) Railway steamer, *SS Prince George*, approached Vancouver harbour full of passengers and freight on return from Prince Rupert.[1] Seven days later she would be a commissioned member of the Royal Canadian Navy (RCN) and have guns of a cruiser directed at her. How did the *Prince George*, a 3,379 ton passenger liner launched in 1910[2] end up as part of the Canadian Navy?

WWI is Imminent

Shortly before the declaration of war with Germany, the RCN was concerned about making the most effective use of the sole warship on the west coast, *HMCS Rainbow*. The proposed solution was to use a tender, or fleet auxiliary to augment *Rainbow*'s capabilities. A fleet auxiliary could carry coal, ammunition, supplies and, potentially, medical services to *Rainbow*, where and when needed. A series of telegrams began between the Department of Naval Service in Ottawa and the naval base at Esquimalt. On August 2, Ottawa enquired if Surgeon C.B. Wainwright, Royal Canadian Navy Voluntary Reserve (RCNVR), would be willing to serve on the tender. The response was in the affirmative. Esquimalt suggested medical stores be along the lines of Admiralty Scale No.1 and that three nurses be recruited.[3]

On August 3, Ottawa approved Surgeon Wainwright as Principal Medical Officer, with Lieut. Jarvis in charge of stores on the fleet auxiliary. Ottawa also approved three hospital nurses and mentioned that the fleet auxiliary should have good hospital accommodation. National headquarters also reminded Esquimalt that obtaining a chartered vessel was urgent. That afternoon Esquimalt replied that *SS Protesilaus*, 6,000 tons, speed 16 knots,[4] was arriving in Victoria the next day from the Orient. It was estimated that *Protesilaus* could be available, fully provisioned, by August 18. The addresses of the ship's agents in Liverpool, England, and Tacoma, WA, were provided so Ottawa could charter the ship.[5]

That same afternoon Lieut. A.M. Kinnersley Saul, Chief Officer of the Canadian Government (CGS) lighthouse tender *Quadra*[6], walked up the path from the Esquimalt dockyard to the Senior Naval Officer's (SNO) office. He met Lieut.-Commander H.B. Pilcher, RN, and requested a transfer from the Marine Service to the Naval Service. Lieut.-Commander Pilcher "looked ill and dog tired, but he listened patiently to my request for a transfer to the naval service, and promised to forward it".[7]

War was declared on August 4. *Protesilaus* arrived at Victoria on schedule. That afternoon, Lieut. Saul and his captain, Captain Le Blanc,[8] were asked to see the SNO immediately. Writing about these experiences later, Lieut. Saul provided some pithy descriptions. For example, upon their arrival, Captain Le Blanc was told, "Captain, I want your chief officer, he has been transferred to me; you must find another." This was followed by "That will be all. Thank you. Good day."[9] Lieut. Saul was handed his transfer to the Naval Service, approved by Ottawa. He was then was given orders to take command of *Protesilaus* because she was being requisitioned as a fleet auxiliary. Lieut Saul replaced Lieut. Lifton and his armed guard of bluejackets who had boarded *Protesilaus* at sea off William Head from *CGS Galiano*.[10] After posting a bond to guarantee her return to Esquimalt, *Protesilaus* was permitted to sail at 7:00 pm for Seattle to empty the ship, discharging all Seattle and Vancouver bound passengers and freight, including silk.

Upon arrival at Seattle it was discovered that the newspapers had large headlines about the arrival of a British ship whose decks swarmed with armed guards, some demanding their immediate internment.[11] As the "swarm" consisted only of Lieut. Saul himself, he had a party of reporters on board and the fuss blew

over. Having been sent to *Protesilaus* without any money or even a toothbrush he became concerned when no further orders arrived. A few days later he took a chance and phoned Esquimalt. The resulting question was "Where are you speaking from?" "Seattle," Saul replied. "What the blazes are you doing there?" After his explanation, he was told "Well, we know nothing of you or your ship here." Saul then explained the source of his original orders. "Oh, Pilcher, Pilcher … had to go to a nursing home." Saul then asked what he should do? "Do, why tell the agents and the captain it's all a mistake and come home at once." When he returned to Esquimalt the next morning the SNO, Lieut.-Commander Jones, an emergency list officer, listened to his story with disbelief.[12] [*Protesilaus* was subsequently requisitioned by the Admiralty on August 13 as a collier.][13]

On August 5, while Lieut. Saul was in Seattle, Ottawa sent Esquimalt a telegram: "Think you should rush hospital ship much as possible." Clearly someone considered the medical component of the fleet auxiliary's services as paramount. Esquimalt's reply was sent on August 7, at 6:50 pm: "Consider *Protesilaus* unsuitable as tender. Can charter C.P.R. coasting passenger 'Princess Sophia' seaworthy, 12 knots speed, oil fuel for 3000 miles, can burn coal, can carry 1200 tons coal, 200 tons ammunition, could be equipped as hospital ship for 150 patients by 13th August. *Protesilaus* not ready before 16th. Please wire immediately authority charter probably seven to eight hundred."[14]

Meanwhile, *SS Prince George* arrived in Vancouver from Prince Rupert. The investors who held *Prince George* as collateral for their GTP bonds were aware that the German cruisers *SMS Leipzig* and *SMS Nurnberg* were rumored to be heading northward from their base at Mazatlan, Mexico.[15] Lloyds of London warned shipping that both German cruisers were operating on the west coast of North America.[16] The bondholders insisted that the GTP pay for war insurance or intern the ship at Seattle. On August 6 the GTP announced that *Prince George* was being withdrawn from service and would shortly sail for Seattle.

It is likely Esquimalt learned of *Prince George* being withdrawn from service through a newspaper story.[17] Here was a ship of about the right size that was available immediately. Esquimalt ordered *Prince George* requisitioned and directed her to sail to the Esquimalt naval base the morning of August 8.

"Absolutely necessary tender be ready as Hospital Ship immediately. Expect action near Flattery within 48 hours. . . ."

Lieut. Saul, upon returning to Esquimalt on August 6, was feeling rather embarrassed but no one took any notice of him in the midst of the preparations for war. The following evening Lieut. W.S. Chalmers enquired if Saul had his master's certificate. Upon learning he did, Lieut. W.S. Chalmers suggested that Commander. Trousdale, SNO, appoint Lieut. Saul to command of *Prince George* as a hospital ship, which was done.[18] In preparation for converting *Prince George* to a hospital ship, Surgeon Wainwright and Lieut. Jarvis scoured Victoria for medical equipment for the ship. The urgency increased with a telegram from Ottawa at 4:00 am, August 8: "Absolutely necessary tender be ready as Hospital Ship immediately. Expect action near Flattery [Cape Flattery, northwest tip of Washington State – 125 km from Victoria] within 48 hours. You must do all you can. If no stores of ammunition on board can hoist red cross."[19]

Prince George arrived in Esquimalt on the morning of August 8. As passengers and baggage were discharged over the forward gangway, naval staff, gear and medical supplies were loaded by the aft gangway. At 4:00 pm a telegram to Ottawa advised: "Preparing G.T.P. boat '*Prince George*' for Hospital Ship. Ready for sea at 8 P.M. to-day. Request instructions."[20] Initial conversion to a hospital ship in less than twelve hours must be a record. The situation turned out not to be as urgent as first thought, so *Prince George* made a quick trip into the Esquimalt dry dock to check her bottom, while carpenters and craftsmen worked round the clock converting the ship.[21] Lieut. Saul was provided with a copy of the Hague convention as regards naval hospital ships. Clearly the original intent to have a fleet auxiliary for *Rainbow* had gone by the boards. *Prince George* could carry very little coal, as she burned oil. As a hospital ship she was not allowed to carry ammunition or supplies for a war ship, and

she was staffed as a hospital ship not a fleet auxiliary.

The crew of *Prince George* stayed on board as part of the charter terms, with Captain Dan Donald as Master. Lieut. Saul was in command, along with 30 RNCVR seamen under a petty officer and three signalmen under a leading hand.

Arthur Marshall Kinnersley Saul was born in England in 1881. After seven years in sail and 10 years in steam he relocated to Canada in 1912. His first position in the Department of Marine was as Second Officer of *CGS Estevan*, sailing with her from Collingwood, ON, to Victoria, BC. In September 1913 he was appointed Chief Officer of *CGS Newington* and in December 1913 appointed Chief Officer of *CGS Quadra*.[22]

Preparing for War Casualties

Dr. Charles Barron Wainwright, an English born and educated physician with qualifications as a surgeon, had just completed a year as one of three "internes"[23] employed by Victoria's Provincial Royal Jubilee Hospital (PRJH) and was newly registered with the College of Physicians and Surgeons of British Columbia.[24]

He purchased medical stores and surgical instruments from Chandler and Fisher, surgical instrument makers in Vancouver, monitored the conversion of *Prince George*'s guest cabins to accommodate the sick and wounded, the creation of an operating room, and the widening of doors and elevators to accommodate stretchers and wheelchairs. As was typical of hospital ships, the pharmacy would have been equipped with bandages, gauze, lint and wool for dressings, splints, sterilizers, as well as analgesics such as morphine, tincture of chloroform and aspirin, disinfectants, and anaesthetics such as chloroform and ether.[25,26] Because of the urgency, surgical instruments and equipment for immediate use were likely obtained from the local hospitals until navy supplies were delivered.

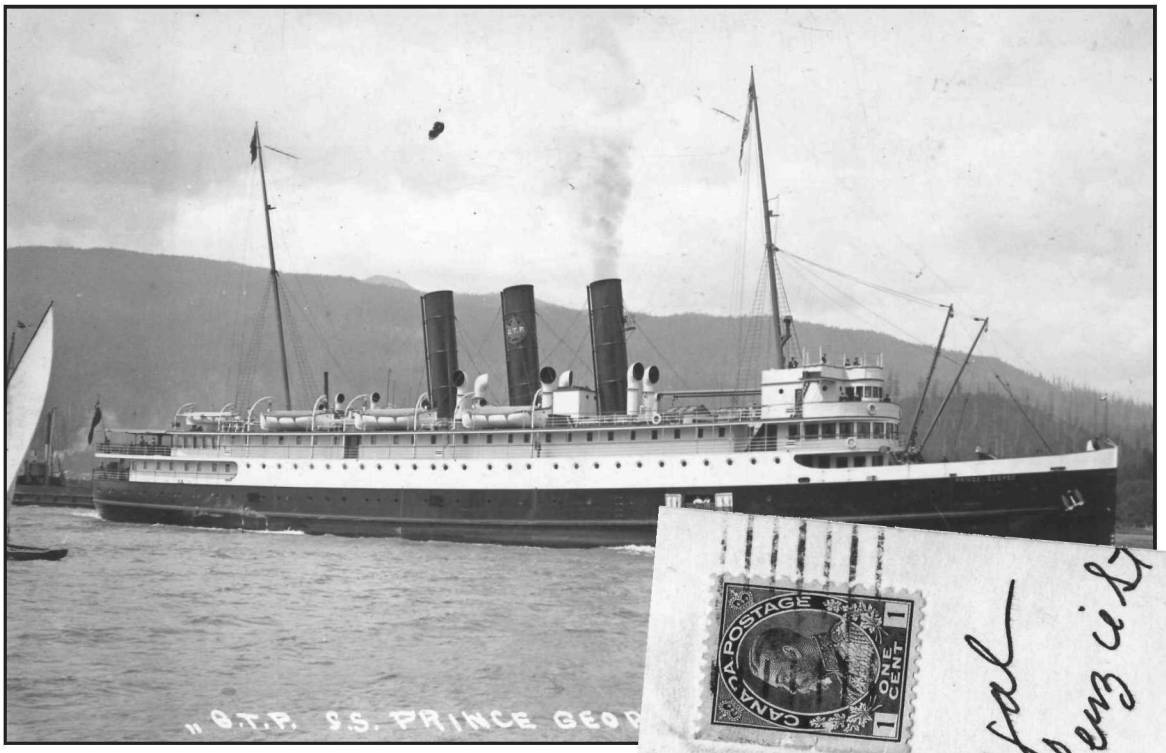
Later hospital ships employed an electrical mechanism which processed salt water to produce hypochlorites which were used for disinfection, but *HMCHS Prince George* would have carried gallons of the traditional carbolic acid used at that time. It was usual for converted hospital ships to be installed with swinging cots of canvas stretched and laced over a wooden frame with each cot supplied with blankets and pillows. In this manner over 500 patients could be accommodated in the converted ocean liners. It is unknown how many such cots *Prince George* contained.

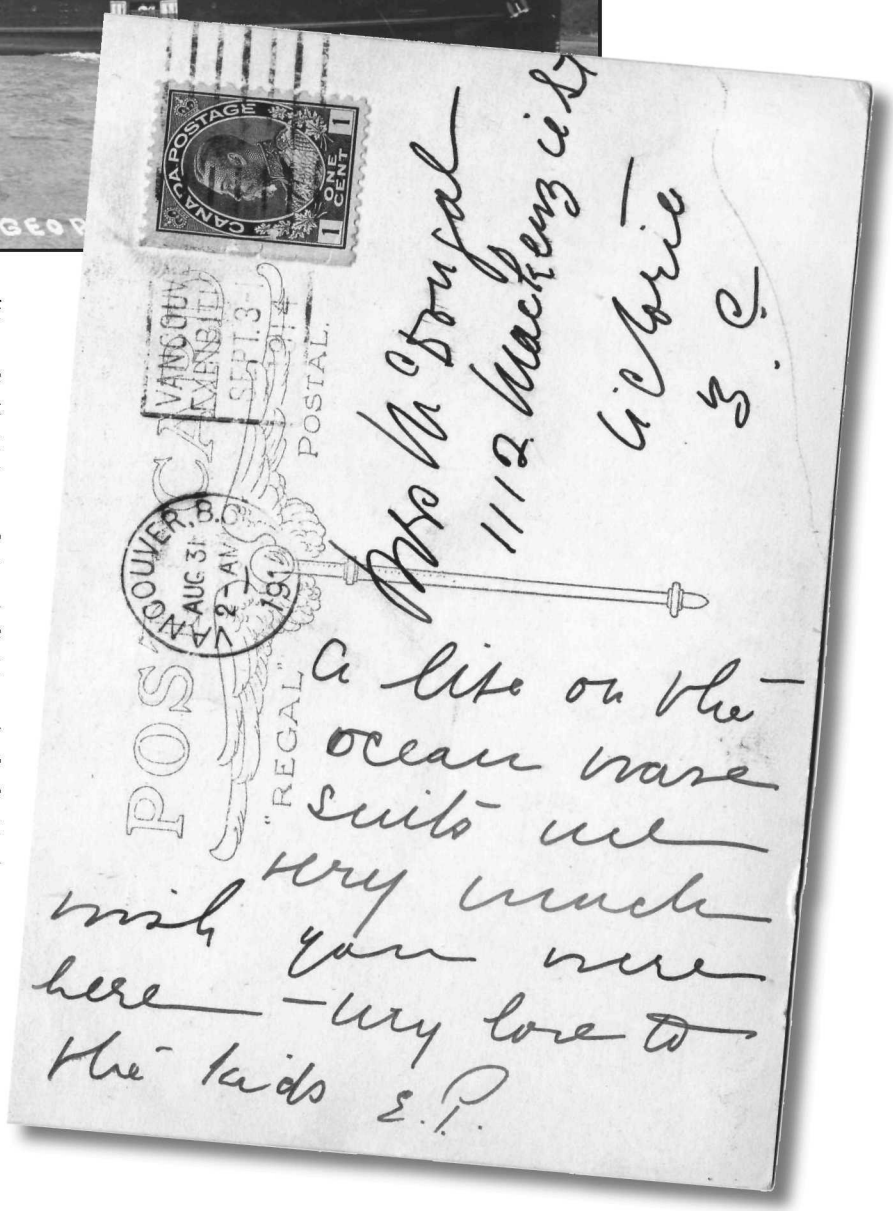
In addition to medical supplies Dr. Wainwright was instructed to recruit three nurses. At that time most graduate nurses in Victoria found employment in private duty nursing or in the employment of the two major hospitals, the Provincial Royal Jubilee (PRJH) and St Joseph's, and many of them belonged to the growing volunteer Militia. From these ranks Dr. Wainwright secured the volunteer services of six graduate nurses, all members of the Victoria Militia. The change from three to six nurses is not documented but was probably prompted by Dr. Wainwright's plans for 24 hour staffing of wards and operating room and supports the premise that *Prince George* expected to serve more than 300 patients.

The nurses were commissioned as Officers.[27] Miss Elizabeth Pierce was appointed Acting Sister, equivalent Army Medical Corps rank being Acting Matron. Appointed as Nurse were Misses Betty [Bessie] Watson, Penelope Mellen, Annie Dover, Gertrude Black and Mabel Lindsay, the equivalent Army Medical Corps rank was (being) Nursing Sister. The appointments were worded: "To Miss [name]. The Minister of the Naval Service hereby appoints you [rank] of His Majesty's Canadian Hospital Ship '*Prince George*' for war service in Hospital Ship '*Prince George*.'… with seniority of 8th August, 1914." Each was signed by Vice-Admiral C.E. Kingsmill, Director of the Naval Service.[28] These appointments represent the first appointments of women in the RCN and also the first appointments of women to any naval ship for service at sea. Their service at sea was recognized as the pay scale for a Nurse at sea was $90 per month, while on shore it was $107.[29]

The Navy Nurses

Elizabeth Pierce was born in Ontario and was a 1908 graduate of the School of Nursing at the PRJH. Prior to volunteering for Navy duty Pierce had been "head surgical nurse at the Jubilee" and also at the "Bute Street Hospital





Post card written by Acting Sister Elizabeth Pierce and mailed at the end of HMCHS Prince George's service, 1914.

Postcards courtesy of Jon Johnson.

in Vancouver".[30] Although little is known of the nurse's life aboard *HMCHS Prince George*, Acting Nursing Sister Pierce appears to have enjoyed the experience as she posted a post card of *Prince George* to her family declaring that "a life on the ocean waves suits me very much".[31]

At the time of her appointment to *HMCHS Prince George*, Mabel Ogilvie Lindsay was 33 years old. Scottish born, she had completed her nurse training at the Radcliffe County Hospital in Oxford, England, a nursing school that graduated its first nurse in 1891 under the direction of Miss Alice Fisher, a well-known "Nightingale".[32] Before travelling to Canada, Lindsay spent three years with the Queen Alexandra's Imperial Military Nursing Service (QAIMNS) for India, where she cared for the British servicemen and their families who were serving in the British Raj.[33] During this turbulent time in India's history, Mabel would have gained a unique experience in caring for the sick and wounded in military service. She was the only *Prince George* nurse with military experience outside that of the volunteer militia.

At 24 years of age Penelope Mellen was the youngest nurse appointed to *Prince*

George. In the summer of 1914 she had just graduated from the PRJH School of Nursing where her last student work experience had been in the Pemberton Memorial Operating Room, where no doubt she worked with Surgeon Wainwright.[34] At this time the Mayo Clinic in the United States had been using nurses as anaethetists for several years and many Canadian Nursing Sisters were later used in this role in casualty clearing stations across France.[35] Since *Prince George* carried no physician anaethetist it is quite likely that Nurse Mellen, with her recent OR experience or Nursing Sister Pierce with her surgical experience, was expected to fill that role.

Annie Dover was born in Toddington, Bedfordshire, England in 1887 and came to Canada some time prior to 1914. Her school of nursing is unknown. She was a member of the Victoria Militia when she was recruited for service on *HMCHS Prince George* in August 1914. Little is known of her background other than she was working as a graduate nurse in Victoria and was a member of the Militia, when she joined the hospital ship's medical staff.

Bessie Irving Watson was also English born, in Cockermouth, Cumberland, in 1882. She graduated from the School of Nursing at the Royal Southern Hospital in Liverpool which had opened in 1859 under the advice of Florence Nightingale and was renowned for instituting the first horse-drawn ambulance service in the United Kingdom.[36] Like the other *Prince George* nurses Bessie was working in Victoria as a graduate nurse and a member of the local Militia when she joined the ship's medical staff.

Born in 1884 in Fort Williams, Ontario, Emma Gertrude Black moved to Victoria with her family as a young child. She completed her nursing training at the PRJH, graduating in 1912.[37] She was also working as a graduate nurse in Victoria and like her peers a member of the local Militia.

A Hospital Ship is Launched

After two days at Esquimalt, *Prince George* sailed to Vancouver for additional supplies and fuel oil, carrying orders to "keep in touch with *Rainbow*".[38] The morning was dry so painting the correct livery for a hospital ship began on the port side of the ship. The Geneva Convention required that a hospital ship be painted completely white with a green stripe along the hull and prominent red crosses. Not knowing exactly where to put the Red Cross, Lieut. Saul had it painted on the center funnel, over the GTP logo. Four months later at Scapa Flow, Scotland, he discovered the Red Cross should have been on the hull.[39] Not until a week later was there a sufficiently dry day to paint the starboard side.[40] With not too much happening some of the crew were given shore leave. At 1:45 pm, August 11, Ottawa sent a telegram stating, "*Prince George* is to sail at once and get in touch with *Rainbow*, giving her orders to return to Esquimalt. *Prince George* is not to go beyond rendezvous."[41] Thus *Prince George* is suddenly sailing out of Vancouver harbour at top speed, painted white on one side while still black on the other, and missing 27 of her crew.[42]

Upon reaching the rendezvous, *Prince George* suddenly found naval guns trained directly at her,[43] those of *Rainbow*. *Prince George* was about the same size and had three funnels, as had the German cruisers, and she and her sister *SS Prince Rupert* were the only west coast steamers to have cruiser sterns. At a later meeting with Lieut. Saul at Prince Rupert, Commander W. Hose, *Rainbow*'s Captain, described how near *Prince George* came to being sunk. It was only the matron's white suede shoes drying at the scuttle that had saved them.[44] After the meeting, both ships returned to Esquimalt. The Vancouver Sun of this day reported, "It is, therefore believed the Admiralty expects a naval engagement near the coast and has *Prince George* in readiness to proceed to sea to care for the wounded."[45]

On August 11, Lieutenant Bertram Jones, RN, Esquimalt SNO, issued an Identification Certificate certifying "the steamer *Prince George* has been placed in commission by the Government of the Dominion of Canada, for use solely as a Hospital Ship on the Pacific Ocean during the present hostilities."[46] With her commissioning and livery, *Prince George* became entitled to the designation His Majesty's Canadian Hospital Ship (HMCHS).[47] *Prince George* is on a British Admiralty listing of Allied naval equipped and staffed hospital ships, where she is listed as number 12.[48] The Governor General of Canada on August 12

requested the Secretary of State for the Colonies [London, England] advise belligerent nations that *Prince George* was employed as a hospital ship only, stationed on the Pacific coast.

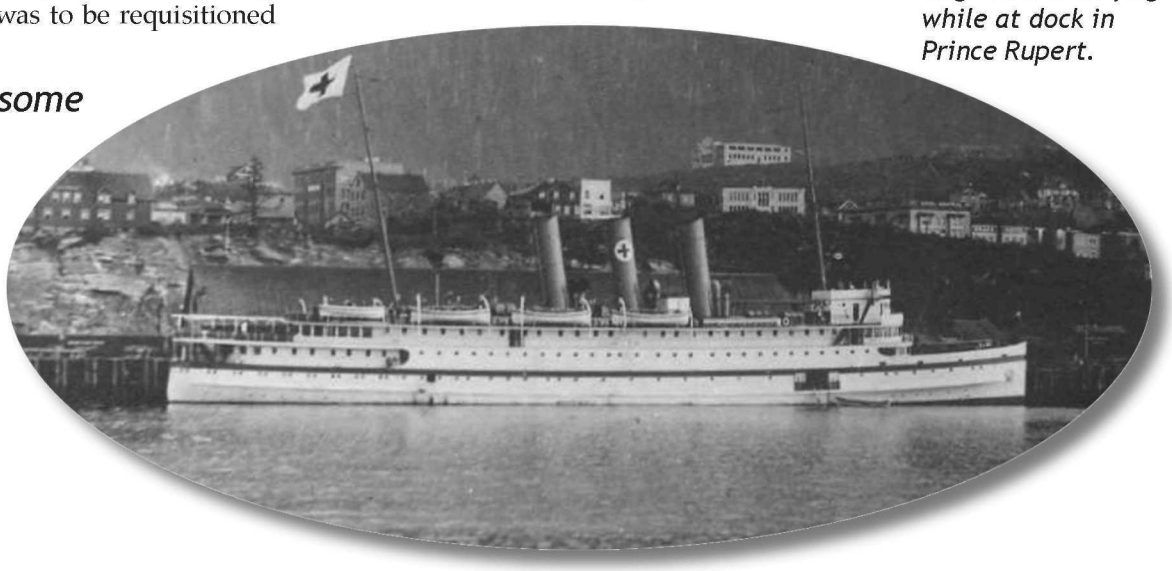
Two days later the Minister of Naval Service in Ottawa issued a statement that "Royal Canadian Fleet Auxiliary (RCFA) *Prince George* has been fitted out solely for used as a hospital ship by the Government of the Dominion of Canada."[49] RCFA would have been the correct designation for *Prince George* in peace time, but someone forgot that RCFAs are not protected by the Geneva Convention. Only commissioned ships in hospital ship livery are so protected. Still, except that one side was still painted black, *Prince George* was a fully furnished and commissioned hospital ship on August 11, eight days before the first British hospital ships *HMHS St. Andrew*, *HMHS St. David*, and *HMHS St. Patrick* were commissioned.[50]

Prince George remained at Esquimalt for a number of days then moved to Vancouver. On August 20, she received orders to go to Prince Rupert where she arrived the next day at 10:15 pm. *Rainbow* had earlier been sent to Prince Rupert to investigate a report of a three funneled ship being in the area. When they met, *Rainbow*'s Captain, Commander Hose, remarked to Lieut. Saul that "it was too gruesome to be followed about by a hospital ship all the time and [*Prince George*] had better remain in Prince Rupert until she was required."[51]

There was discussion that *Prince George* might accompany *Empress of Asia* to Hong Kong where *Empress of Asia* was to be requisitioned by the British Admiralty. Such a trip would require provisioning *Prince George* for 200 people for about 21 days. Necessary food stores were obtained from Stewart & Mobley and F.G. Dawson, both wholesale grocers. Bread was a different issue. As the Chinese cooks on *Prince George* positively refused to bake bread,[52] the two bakeries in Prince Rupert worked around the clock for 24 hours baking the bread supply. The quantity was such that some had to be tied up in sheets and stored in staterooms. With the rations for a voyage to Hong Kong taken care of within 24 hours,[53] the only remaining issue was fuel oil, and there was not enough in Prince Rupert. On August 24, *Prince George* left for Ketchikan, Alaska, for more fuel oil but was only able to pick up 250 barrels.[54] She went on to Juneau, Alaska, where she had to wait 24 hours while the authorities contacted Washington, DC. The response was that *Prince George* could only be given sufficient fuel oil to go to the nearest British port, which was Prince Rupert, to which she returned on August 25. The following day she received orders to refuel at Vancouver.[55] Lieut. Saul advised Esquimalt that if the ship was to operate from Prince Rupert for any length of time a supply of fuel oil should be sent to Prince Rupert. *Prince George*'s fuel capacity was 3,030 barrels. Steaming from Vancouver to Prince Rupert and back had required 1,496 barrels,[56] about half her capacity.

Japan declared war on Germany on August 23. The Japanese armoured cruiser *Idzumo* arrived at Esquimalt from San

"it was too gruesome to be followed about by a hospital ship all the time and had better remain in Prince Rupert until she was required."



Postcard view of HMCHS Prince George *flying a large Red Cross flag while at dock in Prince Rupert.*

Postcards courtesy of Jon Johnson.

Francisco on August 25 and the British Bristol-class light cruiser Newcastle arrived from Yokohama, Japan, on August 30.[57] Both the Japanese and British cruisers were larger and faster than the German cruisers. *Rainbow* was no longer alone in defending the west coast. With the entrance of Japan into the war the German cruisers changed their tactics from commerce raiding and began plans to return to Germany.[58]

Reality Surfaces

By now Ottawa was realizing that they actually had a real hospital ship on their hands, however, there was no longer a need for a Canadian hospital ship on the west coast with the support the *Rainbow* now had. A hospital ship could not operate as *Rainbow*'s fleet auxiliary. In addition, as a fleet auxiliary, *Prince George* had insufficient coal carrying capacity to be of use to *Rainbow*. Therefore, *Prince George* was recalled to Esquimalt, stopping first in Vancouver on August 31 for fuel oil. On August 30 Vice-Admiral Kingsmill informed the Esquimalt dockyard, who then informed GTP management that *Prince George* was no longer required, and she would be returned once conversion back to a passenger ship was complete.[59]

Prince George arrived in Esquimalt on September 1. The next day Vice-Admiral Kingsmill inspected the ship and congratulated everyone concerned on her appearance and efficiency.[60] He then announced that *Prince George* would be reconditioned as a passenger ship. Lieut. Saul was not about to see all of the hard work wasted, especially when he discovered the Toronto-based Imperial Order Daughters of the Empire (IODE) were raising funds to purchase a hospital ship.[61] He promptly sent a telegram to the IODE pointing out the virtues of *Prince George* and that he could deliver the ship to England, via the new Panama Canal, within a month.[62] Four days later the IODE replied that they were making other arrangements. By then the work to convert *Prince George* back to her original condition, including colour, estimated to take fourteen working days, was well in hand.[63] On September 15 she was moved into the Esquimalt dry dock to have marine growth accumulated during her naval service removed.[64] Lieut. Saul remained attached to the ship while the work was in progress, looking after the interests of the naval department.[65] The Secretary of State for the Colonies issued a letter to the Governor General of Canada on September 9 advising that enemy Governments had been informed that *Prince George* had ceased to be employed as a hospital ship.[66] Almost exactly on schedule *SS Prince George* tied up at the GTP dock in Victoria on September 30. As there no longer was a war risk to vessels on the west coast, *Prince George* left Victoria for Seattle on October 4, returning to her regular weekly route.[67]

On October 23, the paperwork caught up with all the activity; GTP submitted an invoice for $47,000 as the charter fee for *Prince George* from August 8 to September 23, inclusive, $1,000 per day. The Naval Service considered this to be excessive and made an offer of $300 per day based on Admiralty charters with Cunard of 24 shillings per register ton per month. The GTP countered with $500 per day, which was accepted by the Naval Service.[68] It turns out the $300 offer was on Net tonnage and should have been on Gross tonnage [3,372] which works out to $655 per day. With the resolution of the charter, the saga of *Prince George*'s naval service was completed.

The navy nurses and surgeon were released from their volunteer service and returned to their civilian lives and hopefully to the jobs they left just 26 days previously. Dr. Wainwright cancelled his registration with the BC College of Physicians and Surgeons and appears to have left Canada.[69] Sick Berth Steward Denzil Jones served with the 20th Battalion, where he was mortally wounded at Ypres in 1917.[70]

All of the nurses continued their military career by joining the Canadian Army Medical Corps and serving overseas. Elizabeth Pierce served over five years with the Canadian Army Military Corps (CAMC) in Operating Rooms in England and near the front line in France, and received the order of the Royal Red Cross Class 2 (ARRC) for her bravery and devotion to duty.[71] Following her war service Elizabeth returned to Victoria after her demobilization in 1920, and registered with the newly formed Graduate Nurse's Association of British Columbia as she continued her nursing career

as a nurse with the Victorian Order of Nurses in Victoria.[72,73]

Following her service on *HMCHS Prince George*, Mabel Ogilvie Lindsay also joined the CAMC and spent over five years in England, France, and on other hospital ships, also earning a Royal Red Cross 2 Class for her work. During her five years overseas Mabel experienced frequent episodes of respiratory infections culminating in a severe bronchopneumonia which left her with damaged lungs and unable to perform "general service".[74] After her demobilization in July 1920 she registered with the Graduate Nurses Association of British Columbia but appears to have spent the remainder of her life in San Francisco where she died in 1966 at 85 years of age.[75]

Following her time on *HMCHS Prince George*, Penelope Mellen also joined the CAMC and spent two years with the #2 Canadian General Hospital (CGH) and #3 Casualty Clearing Station (CCS) in England and France until resigning her commission in June 1917.[76] One year later she married Major Stanley Gordon Chown, a surgeon with the CAMC who was awarded an Order of the British Empire (OBE) for his service in the #2 CGH and CCS in both France and Belgium. After the war they settled in Winnipeg, Manitoba where Dr. Chown became Chief of Pediatrics at the Winnipeg General Hospital and their eldest son became a Member of Parliament for that city and daughter Margaret was instrumental in establishing speech therapy services at all the major hospitals.[77] Penelope remained a member of the PRJH Nursing Alumni Association.

Following her time on *Prince George* Annie Dover also joined the CAMC as a Nursing Sister and spent four years at a variety of CGHs and Stationary Hospitals in both France and England. Her war experiences were plagued by several incidences of poor health and she was treated for a variety of debilitating infections, influenza, and being generally "run down".[78] She was demobilized in 1919 and after a brief period spent in Victoria after the war, she has left no trace of her life.

In March 1915 Bessie Watson joined the CAMC where she spent time with the #2 CGH in France and from January 11, 1916 at the West Cliff Canadian Eye and Ear Hospital in England. On February 28, 1916 while on leave in England, she married Basil Aylmer, a captain in the Canadian Overseas Expeditionary Forces . At that time Basil Aylmer was reported on the casualty list and it is highly likely that Bessie had nursed him during his hospitalization in England.[79] She consequently resigned her commission in June of that year and returned to Canada.[80] During that short time of war service Bessie was awarded the Royal Red Cross 2, the 1914-15 Star, and the British War and Victory medals. She returned to British Columbia where she remained until her death in 1956 in Queen's Bay, Kootenay Lake. Her only son Mathew Aylmer died at Normandy in 1944.[81]

Following her 1914 summer service on *Prince George*, Emma Gertrude Black joined the CAMC and served for four years in both France and England.[82] She served overseas until early 1919 when she returned to her mother's home in Vancouver and later worked at the Summerland Hospital on Okanagan Lake in central BC.[83] In July 1928, at 44 years of age, Emma married Sir

Image F-07786 courtesy of Royal BC Museum, BC Archives

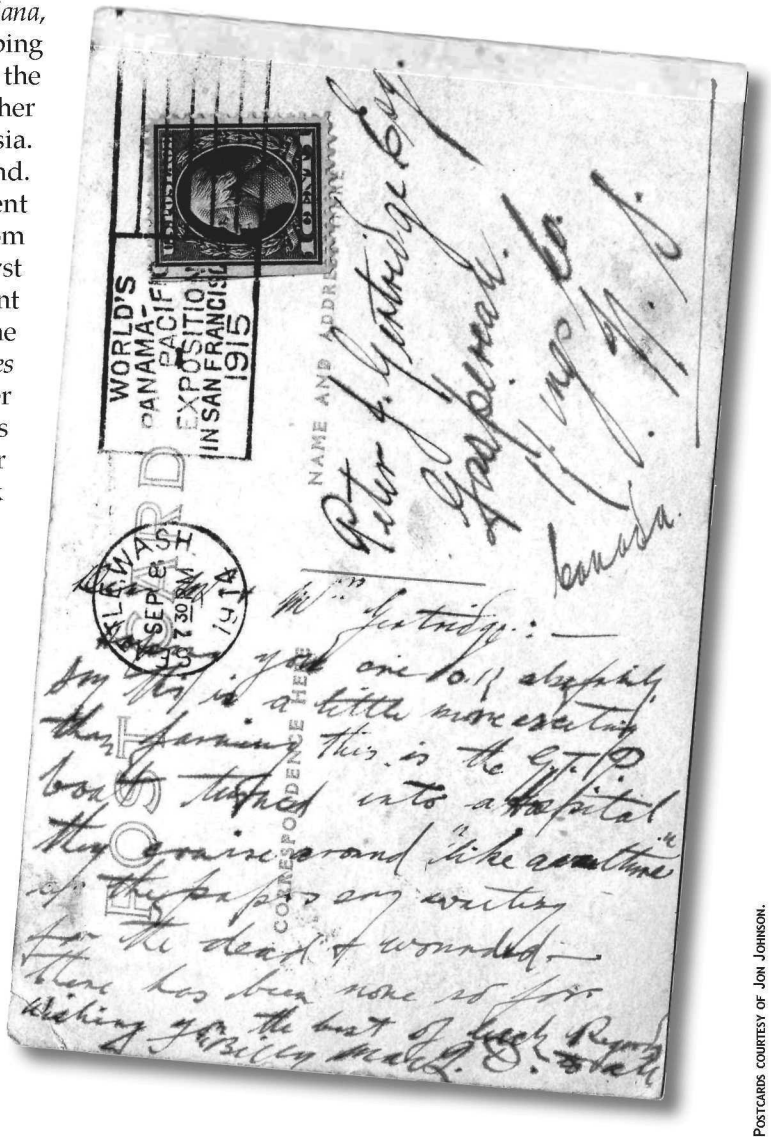
Penelope Mellen, PRJH Pemberton Operating Room, c.1914.

John Frederick Whitworth Aylmer the 9th. Lord Aylmer of Balrath in County of Meath, Ireland, immediately becoming Baroness Aylmer. Sir John was the great, great, grandson of Mathew Whitworth-Aylmer the 5th. Baron, and Governor General of Canada from 1830 to 1835. He was also the older brother of Basil Aylmer, the husband of Bessie Irving Watson. Sir John and Baroness Aylmer lived in Vancouver until their deaths. On Sir John's death in 1971 the title briefly passed to his brother Kenneth and on his death in 1974 to his brother Basil until his death in 1977. Unfortunately Bessie had pre-deceased her husband so did not have the honor of the title of Baroness as did her friend Emma.[84]

Upon leaving *Prince George* Lieut. Saul was appointed to *HMCS Diana*, at Halifax, NS (for recordkeeping purposes) while he joined the icebreaker *HMCS Earl Grey* for her delivery voyage to Archangel, Russia. He returned via Norway to England. Lieut Saul then joined the permanent Royal Naval Reserve, resigning from the RCN on November 21, 1914. First he served on the armed merchant cruiser *HMAMC Eskimo*. He was the gunnery officer of *HMAMC Andes* when she sank the German raider *Grief*. Then for two years he was navigator on the aircraft carrier *HMS Pegasus* achieving the rank of Lieut-Commander. For the five years of WWII, Lieut-Commander Saul worked at arming merchant ships, Naval Control and as Admiralty compass officer at Sheerness, Dover and Plymouth. At the end of the war he bought a Canadian-built mine sweeper and converted it into a yacht for his personal use.[85]

Prince George was in naval service for 47 days, 22 of which she operated as a naval hospital ship. She treated one casualty, a sailor with a broken leg from the Japanese cruiser *Idzumo*.[86] In addition, one nurse sprained her ankle[87] and several nurses were seasick.[88] Fortunately *Prince George* did not have to provide the medical services that were considered probable at the time she was rather hurriedly taken into the Royal Canadian Navy.

The Royal Canadian Mint has acknowledged these first nurses of the Royal Canadian Navy by including their story and a photograph of World War II navy nurses, in their 100 year navy centennial coin and stamp package. •



Postcard text: This is the G.T.P. boat turned into a hospital. They cruise around like a vulture as the papers say waiting for the dead and wounded. There has been none so far. Postmarked: September 8, 1914. Reverse side of postcard on back cover of this issue.

Postcards courtesy of Jon Johnson.

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Images courtesy of Barbara Bavinton.

Bessie Watson was awarded the Royal Red Cross 2, the 1914-15 Star, the British War Medal, and the Victory Medal for her war service.

An Unforgettable Afternoon

by Irene Shirley

A sunny Vancouver afternoon in 1958 turns unexpectedly into an indelible memory linked to one of most significant events in the city's 125 year history.

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When the Alcan construction project in Kitimat was nearing completion early in 1958 my husband, George, and I decided to relocate to Vancouver with our baby daughter, Mary. We were warned it might be difficult. Although apprehensive about starting over again in a strange place where we knew no one we were excited and optimistic.

With the exception of the huge Second Narrows Bridge project, the construction industry in Vancouver was extremely slow. George, however, an ironworker by trade, was fortunate to find work almost immediately with one of the companies contracted to build the new crossing.

We soon felt secure enough to begin the fun process of finding our own house. Having lived in a motel on Kingsway since arriving in Vancouver, we could hardly wait to get a place with a garden for Mary. After much searching to find a nice house that would fit our modest budget we found just what we wanted within a few blocks of the new bridge.

After a few years in the cold snowy north with only rocks or snow outside our door, spending time together in the garden around our new house was heaven.

I remember watching George that late sunny June afternoon in 1958. He wore khaki shorts and a white t-shirt as he knelt beside eleven month old Mary's play-pen. Her laughing face, framed by a frilly pink bonnet, was upturned to his; just the three of us in the sunshine, bare feet in soft grass on a week-day afternoon. Could life be sweeter?

It was unusual for George to be home mid-week, one of the perks that came with working on the bridge, which sometimes operated around the clock.

Mary in her pink bonnet with George Shirley in their Vancouver backyard in 1958.

Images courtesy of Irene Shirley.

Suddenly the peaceful mood was shattered by a sound forever imprinted in my memory; an overwhelming, all encompassing, terrifying cacophony of sirens. Mary screamed, George and I looked at each other in terror and jumped to our feet. He raced to the kitchen to listen to the radio; scooping up the screaming baby I followed.

Bent over the radio he raised horrified eyes to mine. "The bridge" he gasped, "the bridge has collapsed!"

The unthinkable had happened. The beautiful Second Narrows Bridge, its sides so close to joining, laid a tangled mass in the waters it was meant to span. Sirens wailed long into the evening, the sound of a city in mourning.

To bed at last, saturated with news of the disaster, filled with sorrow for those lost but thankful to be safe in each other's arms we were drifting off to sleep when the phone rang.

"Yes," I heard my husband say quietly "yes, okay, see you in the morning."

"Work on the bridge in the morning, love" he said. "Please don't worry, there's nothing to be afraid of. The approaches have to be made safe. The work has to go on".

I cried myself to sleep. It was the 17th June 1958. Eighteen men had lost their lives. •

Second Narrows Bridge Collapse from the Province Newspaper, *June 17, 1958.*

Art Jones photo, Vancouver Public Library VPL 40016A

Athabasca Pass — BC — Alberta Heritage Trail

by John A. Whittaker

As a member of the BCHF Historical Trails Committee, John has a propensity for the mountain pass trails and finds the trails through the Rocky Mountains difficult to beat.

John A. Whittaker is a member of the BCHF Trails and Sites Committee.

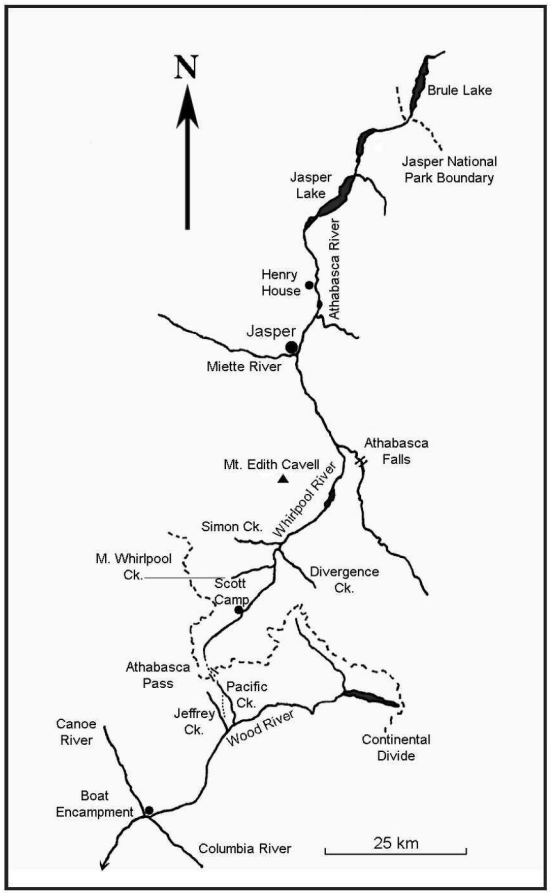
I will start with one of the passes with which I am reasonably acquainted, the Athabasca Pass, with its 14 km and 42 km of remaining Heritage Trail in BC and Alberta respectively.

The Athabasca Pass, (Rocky Mountain Portage) was one of the longest used and historically important passes within British Columbia. The Athabasca River, through its tributary, the Whirlpool River, connects Alberta to British Columbia via Pacific Creek, Jeffrey Creek, and Wood River and eventually into the Columbia River. It is about seventy-two km as the crow flies from the Athabasca River ford (Grande Traverse) to the now submerged historical site of Boat Encampment at the junction of the Canoe, Wood and Columbia Rivers. The Pass was used continuously by the North West Company and then the Hudson's Bay Company from 1811 to 1853. The consequences of the 1846 Oregon Treaty, which set the boundary between the United States and Canada at the 49th parallel west of the Rocky Mountains, veering around Vancouver Island and then proceeding through the Strait of San Juan de Fuca, made the use of the Pass obsolete. In its period of high usage two York Factory Express parties plus additional groups went through each year. These parties contained up to 85 employees, wives, children and special passengers and may have totaled into thousands of travelers over the years.

David Thompson's celebrated western mountain trek over the Pass in 1810–11 really began from his camp at or near the north end of Brule Lake and eventually became known as Jasper House. Later the commencement point for others became further upstream at Henry House, located just northeasterly from Jasper Lodge. A second Jasper House was built at the north end of Jasper Lake to replace the original and it is believed that an additional structure was also built at Old Fort Point near the mouth of the Miette River. A trading post known as Larocque's House was also built in 1824, near the easterly end of the present town of Jasper. As if this were not confusing enough, Walter Moberly, surveyor and engineer, built the Athabasca Depot in 1872 to serve the railway surveyors. The remains of this depot could still be seen on the ground up to the 1990s near the easterly access bridge to Jasper Lodge. This bewildering array of posts and shelters became the starting or ending points for the different parties over many decades. Eventually the term Henry House became known more of a destination rather than a specific place.

After Thompson and later travelers left Brule Lake, and apart from the problem of skirting Disaster Point which could be avoided only at low water by fording the Athabasca River, the next significant difficulty for travellers was the crossing of this same river at a point about 2 km upstream from the mouth of the Whirlpool River (Rivière du Trou). This was called the Grande Traverse and was a difficult feat and depending on the state of the river, it was done by foot, horses, canoes or building rafts. In 2000 I was shown the generally accepted location of this crossing point by Tom Peterson, local historian and author from Hinton, Alberta. Tom and his associates have been searching for proof of the location of this crossing for years and have recently found the old horse trail on the south side of the Whirlpool River that leads directly back into the Athabasca River.

David Thompson's 1811 route.



Map by Erica Williams.

About 5 km up the Whirlpool River from this ford lay the most likely location of 'The Hole' (Le Trou). Ross Cox, an employee of the American Fur Company on his journey through the pass from west to east arrived at what he presumed was the 'Hole' on June 1st, 1817, much later than the usual crossing. It happened that on that particular year the river was running at full flood level from bank to bank. He writes in his narrative, " . . . we arrived on the banks of the Rocky Mountain River, at a particular spot called Traverse du Trou, where it was necessary for our party to cross. All hands immediately set about preparing a raft. . . . The river at the crossing place was between three and four hundred yards wide (270 to 360 m) with a gentle current running smoothly about a quarter of a mile (400 m) in length, when it is broken by a rather broad and shallow rapid. The horses were first sent over and gained the opposite bank in safety. Four men then embarked on the raft with part of the baggage; but owing to their having lost bottom too soon with their poles, the raft was carried in a few minutes where it became entangled among the rocks."[1] They built a second raft and once again found themselves in the same precarious position in the rapids and barely managed to jump ashore, retrieve their supplies and latch onto the damaged raft. Tom Peterson and his friend and associate, Peter Murphy, have spent many summers trying to nail down the exact position of this natural phenomenon and are now reasonably sure of its correct location.

Creeks

Three major creeks intersect the Whirlpool River in the next 18 km, Divergence, Simon and Middle Whirlpool and most of this stretch is a series of backwater pools, swamps, gravel bars, and river channels. With the exception of the first five kilometers that goes through a small canyon, the earliest of the travellers stayed very close to the river. As the fur brigade trails became developed, the later voyagers stayed pretty well in the woods for this section.

John Work, Hudson's Bay Company factor, also travelled through the pass from east to west in October 1823. He writes in his journal regarding the Grand Portage, "The course of the river is still mostly southerly with a very strong current but might be navigated by light canoe this far."[2] He goes on to describe following the east side of the Whirlpool River where they crossed at the 'Hole' and then continued on through the woods and camped at Moose Camp (Campement d'Orignal) (Mouth of Middle Whirlpool Creek). He writes that one of the men caught several fine trout for dinner.

From just past the Middle Whirlpool Creek the first substantial batture (an elevated river bed or sea bed) is encountered. For most this experience is a treat and is suddenly like walking on a stony lawn scattered with wild flowers. Afterwards the trail leaves the river and stays in the woods for the next 2 km until the travelers reached the Beaver Dam Ridge, a massive fold of rock that almost blocks the river and is the start of the Grande Batture.

Sir James Douglas as a young man also came this way in October 1821 on his way from east to west. He writes in his journal, "Stopped at the commencement of Moose Encampment [Mouth of Middle Whirlpool River] and encamped two miles (3.2 km) below the Grand Batture."[3] Their party was making very fast time having covered 22 miles (35.4 km) that day.

Moberly Cabin

A small, broken down cabin can be found just past this ridge. All that remains now are four walls 90 to 120 cm high and a stone and clay chimney base at the north end. Even though the cabin is in a beautiful, protected spot, it is a miracle that it has survived. It was built under Walter Moberly's direction by R.M. Rylatt, his store master, and two others. When Moberly was told by Sanford Fleming that the main line of the transcontinental railway would be built through the Yellowhead Pass, and not through the Howse Pass, Walter was put in a tough situation and had to move his men, equipment, and supplies from Moberly House at the mouth of the Blaeberry River to Jasper, a distance of about 160 km in a straight line through the back bone of the Rockies and still ready to start surveying for the season. This was a difficult task and some of his supplies had to be stored temporarily in this cabin until they could be brought down by dog sled in the winter snow.

In 1893 Professor A.P. Coleman, the celebrated mountain climber, on his way up to the Pass from east to west, wrote, "At a camp half way to the main river we found in a ruined log shanty a board with penciling of some agent of the railway exploring parties in 1872".[4] This would have probably been Rylatt.

J.M. Thorington, ophthalmologist and celebrated mountain climber, camped near this cabin in 1924 and describes it as "roofless, with hand forged nails in its crumbling walls." He added "We picked up bits of handmade boxes with marks of the Hudson Bay Company still legible".[5]

The cabin lay in solitude until 1966 when Ken Cook of Jasper, on a horse back trip up into the pass was shown the location. Eventually this information was investigated by Parks Canada in the early 1990s.[6] In 2001 I had the great privilege of being shown this cabin by my Edmonton hiking buddy, Alan Ballash. It remains in a solitary position in the valley and is seldom visited. As far as I know it is the only object that is directly connected to Moberly and still exists on the ground.

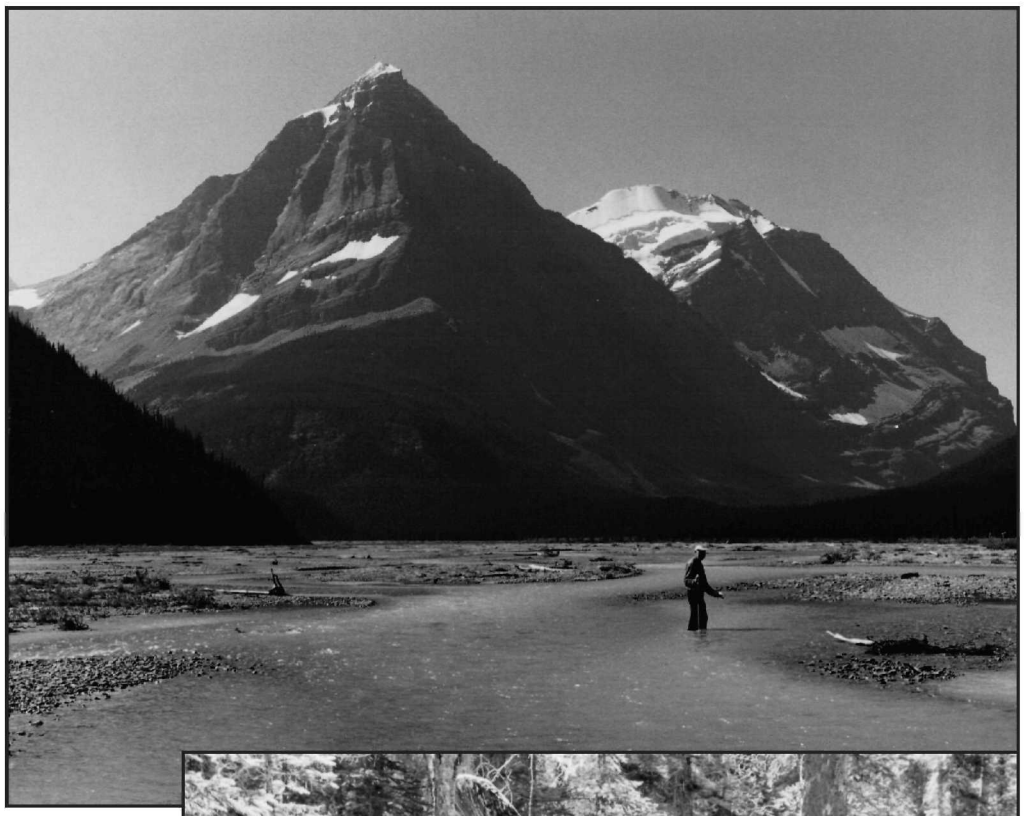


Photo by A. Ballash.

Photo by John A. Whittaker.

The Grand Batture Mts. Evans and Kane in background (Aug. 1998)

Moberly Cabin (1872) S.E. Corner (Aug. 2001)

The Grand Batture

The Grand Batture (La Grande Bature) continues upstream from the Ridge about 4.5 km. It is very easy walking and is probably the most scenic and beautiful part of the trip. Mount Kane and Mount Evans with their snowy caps tower above the river, a truly magnificent panorama. Because of high water, when David, my son, and I first did the trip in August 1998 we were not able to locate the trail from the Ridge onto the Batture, and after much deliberation we walked a considerable distance along the west bank through knee-high water with heavy packs before finally reaching the dry Batture. Even though most of this section is easy going, high water can cause a serious problem in the minor channels. It is somewhat worrisome not knowing how far you will have to continue under these conditions.

Scott Camp

At the end of the Grand Batture is the present day Scott Camp. It has a magnificent view up Scott Creek to the Scott Glacier with Mounts Scott, Oates and Ermatinger in the background, and the extension of the Batture in the foreground. David and I woke up one

Further Reading

For a comprehensive study on this subject see an unpublished paper, *The Riddle of Henry House*, by Michael Payne. (Jasper Museum).

morning at 3 am from this camp after a terrible storm and got up from our tent to go outside and investigate the damage. We will never forget the enchanting view before us with the moonlight reflecting off the glaciers.

The next 7.5 km are probably the most tedious. The old trail continues along the westerly side of the river in the woods under the shadow of Mt. Kane with its hanging glaciers clearly visible across the river and above our heads. From time to time the path breaks out into a gravel bar on the river but basically this is an uneventful part of the journey and most of the old journals indicate this.

About 5.75 km from Scott Camp the river enters a narrow steep upper canyon. The old trail crosses the river here, because of the suitable ford location and proceeds up a steep course through the woods. The modern day trail carries on in the woods on the east side, also very steep and crosses the upper canyon at a small bridge built by Parks Canada. This bridge has done away with the tricky ford at the base of the canyon. This canyon was the general area where the wife of J.E. Harriott, Hudson's Bay Company factor disappeared while going from west to east in 1829 and was believed to have fallen into the canyon. As you walk through this canyon it is a gloomy place and it is easy to empathize with how badly and how exhausted she must have felt.[7] Jane McDonald (Klyne), the wife of Hudson Bay Company factor, Archibald McDonald, also traveled through the pass with her husband. She was in the late stages of pregnancy and hoped to make it out of the mountains before her child was born. Although the party had horses for the baggage, she never the less, had to make her own way through the snow and ice and the tangled underbrush. Fortunately her son was not born until they neared Fort Assiniboine.[8]

Kane Creek

Soon after leaving the canyon the braided channel of Kane Creek is crossed. The creek drains the glaciers from Mounts Kane and Hooker and when running at full capacity, is something to behold — wide, deep and dangerous. On one occasion I fell over while crossing. It is amazing the split second of helplessness that you feel with your heavy pack holding you down and the river bobbing you along. Fortunately David was there to yank me up back on my feet. The southerly bank of Kane Creek is roughly the location of Kane Meadow, formerly known by the voyageurs of Campement de Fusil.

Paul Kane, one of Canada's foremost artists, traveled through the Pass from east to west with a large group in November 1846. In November 1847 he made the return trip, this time with forty-six Hudson's Bay Company horses that were being returned to Jasper House from an earlier trip. Early on November 2nd they left Wood River with the horses and because of deep snow were unable to obtain any grass. This forced them to cross the Athabasca Pass and continue down to Campement de Fusil a total of about 17 km of the most difficult terrain. Here the horses were able to scratch through the snow to find a little sustenance. It was the custom to keep horses at Henry House, and depending on the time of year, they were sent out to the Athabasca Portage, Moose Camp, Campement de Fusil and sometimes right through to Boat Encampment. The west bound brigades tried to ascend the Pass in October before the heavy snows, while the east bound would try to ascend the Pass in April while the snow was still frozen with a hard crust. Both periods generally coincided with a low water level for the river fords.

Many well-known religious figures also crossed the Pass. Fathers Blanchett and Demers passed through from east to west and conducted the first consecration of the Rocky Mountains to God on October 10, 1838 at a point very close to Campement de Fusil.[9] Father De Smet followed in April 1846. Because he was overweight, he was forced to fast for thirty days before the authorities thought it possible for him to make the trip. De Smet conducted the first Catholic Mass far to the south in the American Rockies on July 3, 1840 near Fort Bonneville, Wyoming. While De Smet was nearing the summit from the east, two British Officers, Lieutenants Warre and Vavaseur, were returning from a clandestine mission in Oregon and had simultaneously crossed over the Pass from the west, and were in desperate need of food. Apparently two out of three of their dogs had disappeared, the implication being that they had been eaten. They were overjoyed to

see Father De Smet and his party coming up the trail with adequate food supplies which he quickly shared. Warre writes "Before the day closed our poor, famished voyagers had gorged themselves".[10]

Final Ascent

The final ascent to the Pass is relatively easy as is the case with most of the eastern slopes of the Rockies. Two interesting exceptions are the South Kananaskis Pass, associated with Captain Palliser and the White Man Pass associated with Father De Smet. David Thompson's party arrived at Athabasca Pass on January 10, 1811 and continued on for about 2 km to make camp. Here they spent a very uncomfortable night trying to keep the fire going with very little wood. This description would put them in the upper Pacific Creek Valley just below the summit with some available wood for burning but most hidden under the heavy snow fall, but away from the frozen, hostile Pass.

The powerful Hudson's Bay Company Governor, George Simpson, later Sir George, accompanied by Dr. John McLaughin, also passed the summit on October 17, 1824. Simpson was responsible for naming the small tarn at summit. He writes, "I thought it should be honored by a distinguished title and it was forthwith named the Committee Punch Bowl".[11] The tiny lake is unusual because at high water season its waters drain to both the Arctic and Pacific Oceans. In 1998 on one sunny afternoon our group had a refreshing swim in this illustrious, historical lake.

In May, 1827 Edward Ermatinger, Hudson's Bay Company factor, escorted the famous botanist, David Douglas, through the Pass from west to east. Ermatinger's journal states that at noon, May 1st they camped "nearly a mile (1.6 km) on this side of the height of land".[12] That position would make it very close to the camp of David Thompson.

David Douglas set out from this camp at 1 pm after a late breakfast to climb the mountain that he would soon name Mount Brown in honor of R. Brown, Esq., the illustrious botanist. He writes that, "The view from the summit is of that cast too awful to afford pleasure — nothing as far as the eye can reach in every direction but mountains towering above one another . . ."[13] He also named Mt. Hooker to the south in honor of his early patron, Dr. Hooker. Upon reaching the summit in five hours he somehow accomplished this Herculean feat and returned to camp and was ready to go again next day at 3 am to cross the Committee Punch Bowl and descend into the Whirlpool River valley.

It is true that Douglas was in his prime, healthy and used to long expeditions in the bush, however, over the years many people have expressed the opinion that it was not possible for Douglas to climb Mt. Brown after the party's six hour trek uphill in the morning and then tackle the climb from a point below the Pass. In 2007 a group of six of us which included David and my grandson, Andrew, set out from the Pass about 9:30 am to climb this mountain but only gained about 500 m in elevation by lunchtime. Realizing that we had no chance to reach the summit we had a leisurely lunch and turned back. I was seventy at the time and am afraid that I held the others back. It is not a difficult mountain and there are wonderful views from the summit and near the summit but all Douglas' descriptions would apply from below the summit of Mt. Brown as well.

There is a very interesting article in the 'Jasper Booster' newspaper dated September 11, 2002, entitled "Did David Douglas Climb Mt. Brown?". A mock court case was held charging Douglas with fabricating his ascent of Mt. Brown with expert witnesses called to testify for and against the defendant. National Parks Superintendent, Ron Hooper, presided over the enquiry. The final judgment was that it was doubtful but not impossible for him to have done so and therefore Douglas was acquitted.

Valley of Pacific Creek

From the Pass the old trail drops down about 5.5 km into the lush green grass and high valley of Pacific Creek. The reason why it is so lush is that it is covered with deep snow for most of the year. In late June, July and August it is saturated with snowmelt from the surrounding mountains. There are only a few natural campsites here for that reason. Our group camped here in August 2007 but by then there were a few dry spots.

From here the trail ascends about 750 m to a small ridge that separates Pacific and Jeffrey Creeks and then plunges down what is known as 'The Big Hill' or 'Grande Cote' about five and one-half kilometers to the Wood River. I have climbed this hill twice, once in 2002 and again in 2007 and can attest that it is extremely difficult to locate the trail in the thick, sub alpine slide alder and the rank undergrowth up to seven feet high. The trail switchbacks are very short, perhaps 30 m and seem to disappear into the bush. Once it is found and marked it quickly grows over again by the following year.

In 1824 Simpson's party was traveling down the Big Hill and describes the trip as taking four and one-half hours from the Punch Bowl to Wood River, with two hours to descend the 'Grande Cote'. He states "Our descent could not be less than forty feet (12 m) per minute. . . . This was a most harassing day to our horses and many a cruel blow they got from their unfeeling drivers."[14]

David Douglas' party was going up and had a much tougher time. On April 30 they made it two miles (3.4 km) up Jeffrey Creek and camped. Douglas writes, "The snow being so deep, exceeding 6 feet (2 m), the foot path markings on the trees were hidden, so that some difficulty was experienced in keeping the way; steep ascent, the deep gullies, and brush wood and fallen timber rendered it labourous."[15] On May 1st the thermometer was 2 degrees below zero, Fahrenheit (-19°C) and the snow was six feet (2 m) deep. He writes "At ten a.m. we had the satisfaction of reaching the summit." [of the ridge][16] Here they rested, then descended to Pacific Creek and carried on to their camping spot upstream by midday.

Alexander Ross, formerly a North Wester, who continued to work for the Hudson Bay Company in 1824 until his retirement in 1825, returned easterly over the Pass with Governor Simpson in the spring York Factory Express from Fort Vancouver. He writes "At 9 o'clock we commenced the ascent of the Grand Cote and continued to ascend in a thousand sinuous windings until 5 o'clock in the afternoon." He adds that "the ascent was so precipitous and the short and intricate turnings so steep that we had to get up them by clinging to the branches".[17] There was eight feet (2.5 m) of snow at the top of the hill.

Thompson writes about his trip off the 'Big Hill' on January 11 "the descent made the sleds to rush down and take the dogs down. They came against large trees; the sleds were on one side, the dogs on the other".[18] He added "Before sunset we were at the foot of the mountains". Thompson called this camp Moose Camp and the river Flat Heart River because of his men's timidity. Ross called it Portage River and Franchere called it the Little Canoe River, but it is now known as the Wood River.

Franchere writes about ascending the Big Hill when the crust of snow was frozen hard and states "After two or three hours of incredible excursion and fatigue we arrived at the summit."[19]

From the junction of Jeffrey Creek and Wood River (Moose Camp) the straight line distance to Boat Encampment downstream is about 24 km. The distance measured along the river is about 31 km. Almost all the journals indicate how this section was so terrible. The best old descriptions were usually written over the Wood River section from west to east possibly because it was such a shock to leave the Columbia River boats and be immediately transferred into the Wood River swamps and channels; perhaps those coming from the east were just too worn out to write vivid descriptions.

In 2002 Bob Hallam, local Hinton historian, Tom Peterson, Alan Ballash and myself hiked from Moose Camp down part of the Upper Wood River Batture and discovered firsthand the difficulties involved. The choice lies between pushing through a timbered bog flushed with ground vegetation and sprinkled with a generous supply of windfalls, or walking in the fast, deep current of the river to get around the inner bend to the next gravel bar. We found it particularly exhausting in this area.

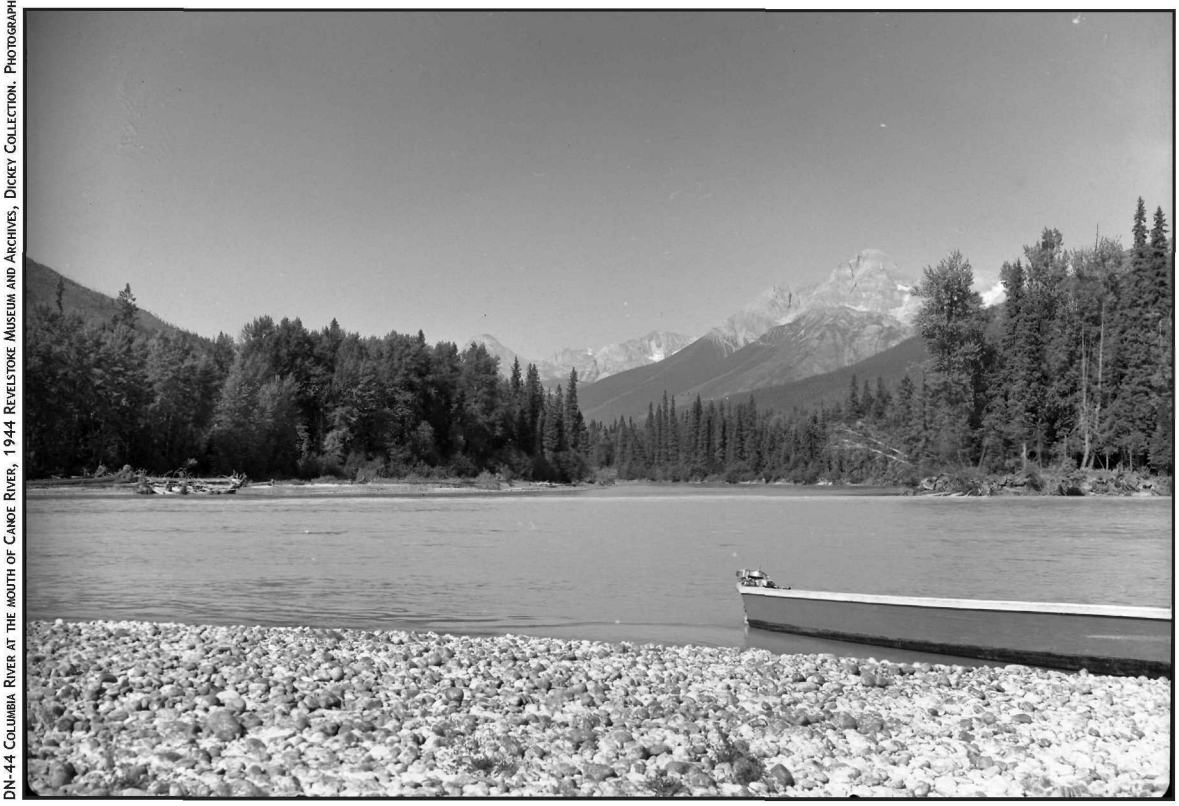
Since the Mica Dam on the Columbia River was completed in 1973, the Wood River has backed up its valley about 20 km. Therefore only about 10 km of the original route still exists. From Boat Encampment the original easterly trail consisted of swamp or flooded woodland to the first point of woods, then through the woods for a total of 14.5 km, then

following the batture of the river for another 16 km to the second point of the woods, then passing through the woods for 4.8 km, and finally back on the river batture to the base of the 'Grande Cote'.[20] These approximate distances are estimates and reflect the many sinuosities of the trail and river.

Kane expresses his sentiments in traveling easterly through the second point of the woods, "My horse stuck in a mud hole up to his head and it was with the greatest difficulty that one of the men extracted himself alive".[21] Franchere forded the river on the upper batture a dozen times with sometimes water up to their necks.[22] Cox, soon after leaving Boat Encampment on May 28th writes " . . . we found it impossible, from the great rise of water to pass the ordinary fords".[23] The party diverted into the woods and made difficult and fatiguing progress. Describing the same area, David Douglas said that he was "knee deep in water covered with rotten ice through which we sunk to the knees with every step".[24] One of the most detailed descriptions was made by Alexander Ross. On the second day from Boat Encampment he stated, "Before night I had sixty-two [river] traverses marked on my walking stick".[25]

Boat Encampment was the end of the portage over the mountains. David Thompson had intended to carry on down the Columbia River from this point but instead, because of lack of labor and inability to rapidly build a suitable boat, he was forced to spend the remaining winter in constructing a plank, cedar craft, thus this camp became known as Boat Encampment. There are dozens of maps and descriptions identifying the location at the mouth of the river, but according to Ian MacLaren, Alberta historian, the work of A.C. Anderson, Ware and Frank Swannell, all trained surveyors, more or less agree on a position. Ian quotes Swannell, "There is a small brushy flat here and nearby many very old moss- covered cedar stumps . . . and may well be the remains of trees cut down from which boat timber was split.[26] Swannell was in the locality in 1936 doing a connecting triangulation survey. From this flat, Moberly took the time to read angles to three known points, thereby fixing the exact position by mathematical resection. If the valley is ever reclaimed in the future the position of this historical place can be reestablished.

DN-44 Columbia River at the mouth of Canoe River, 1944 Revelstoke Museum and Archives, Dickey Collection. Photographer: W. Earle Dickey



The Big Bend of the Columbia River near Boat Encampment, Canoe River coming in from the upper left and the Wood River coming fro the upper right. 9/12/1944

Endnotes

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17. Alexander Ross, *Fur Hunters of the Far West*, Volume 2, Smith, Elder & Company, 1855, p. 195

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23. Ross Cox, *The Columbia River*, p. 281

24. David Douglas, *Journal kept by David Douglas*, p. 71

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26. Ian MacLaren, *Splendor sine occasu: Salvaging Boat Encampment*, Canadian Literature (Autumn/ Winter) 2001, p.172

Start of the Grande Cote Trail- Alan, Andrew and David- note 2 meter Devil's Club (Aug. 2007)

Photo by John A. Whittaker.

1917 Car Trip

by Henry Stevenson

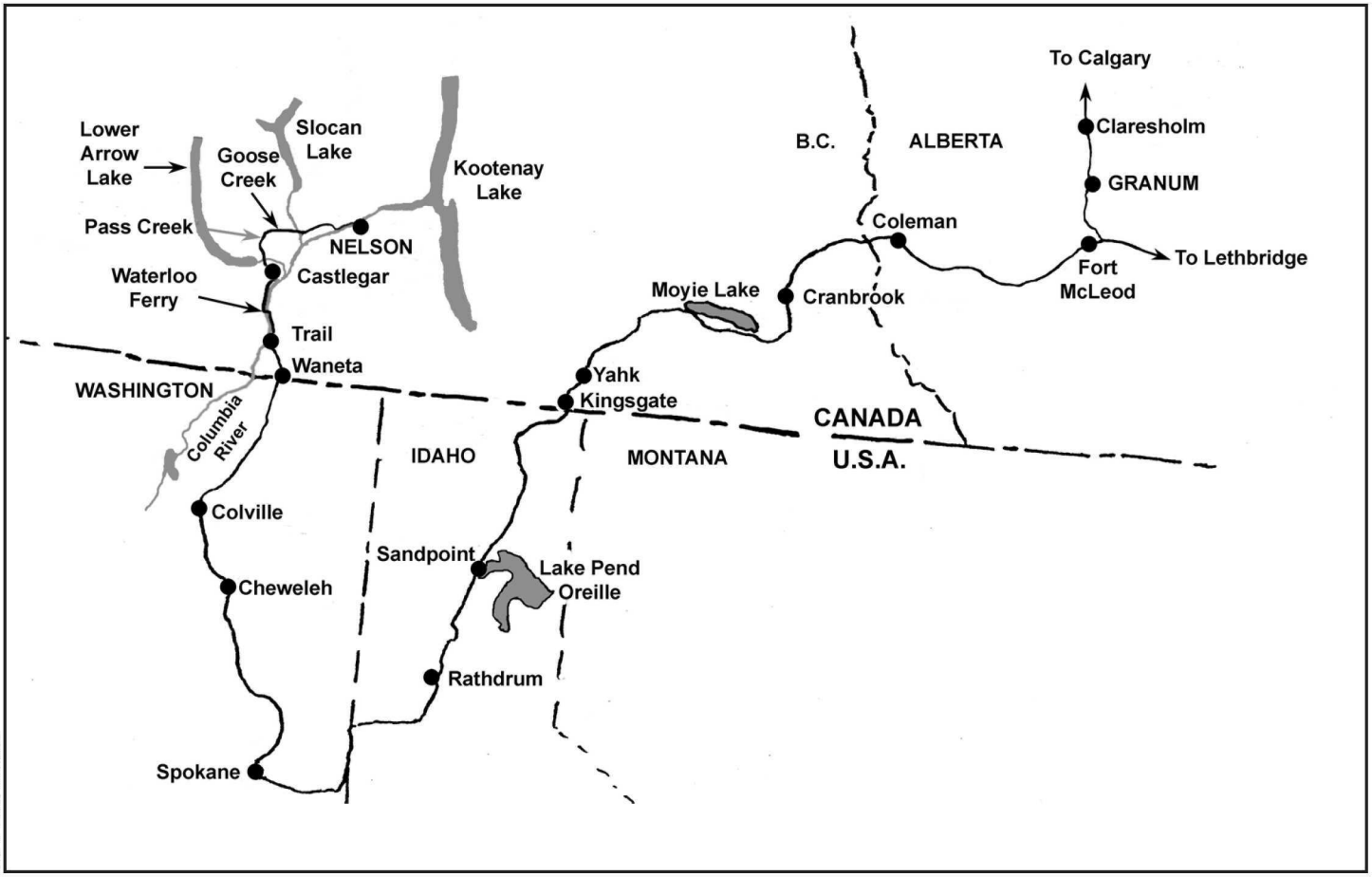
The story of the Stevenson family's six day car trip from Granum, AB to Nelson, BC when Henry was a baby of a year old was recounted many times by Henry's father.

Henry Stevenson was a blacksmith and machinist just like his father. Henry and his wife Audrie have four sons and live in Nelson, BC.

My father began his blacksmith business in Nelson in 1911. Business was slow in 1917 so he accepted a job in Granum, Alberta and moved there with the family, Mom, Dad my sister and myself. A few months after arriving at Granum, I was taken critically ill, the alkali in the prairie water was burning the lining of my stomach and the only food I was able to digest was white of egg beaten up in milk. The doctor warned my parents that. In his words "it is back to mountain water or he will die." A few days later the Stevenson family was on the way back to Nelson in their 1913 Model T Ford Touring car.

Following the only roads that connected Granum to Nelson took us south to Fort McLeod, then west through Crows Nest Pass to Cranbrook. We crossed the Canada – U S border at Kingsgate then to Bonners Ferry, Idaho. There were no paved roads to travel on, only rough gravel and dirt. Flat tires and muddy surfaces slowed our progress and by the time we reached Rathdum, Idaho we had spent three days enroute. From Rathdum we were able to make it to Spokane in fairly good time. Our next stop was at Chewelah just a short distance south of Colville. At this town my father had to repair the transmission bands and purchase two new tires.

Trip from Granum, AB to Nelson, BC via Idaho and Washington; the only available road between the two towns in 1917.



Map by Erica Williams.

We crossed the US-Canada border at Waneta and arrived at Trail late in the day, we overnighted at the Arlington Hotel. My father was offered a job at the Trail smelter that would pay $4.00 a day; $2.00 of it would be paid by cheque, the other $2.00 would be retained in Consolidated Mining and Smelting Company of Canada Limited (CM&S) stock. He refused the offer because he figured that $2.00 would not feed, clothe and house his family.

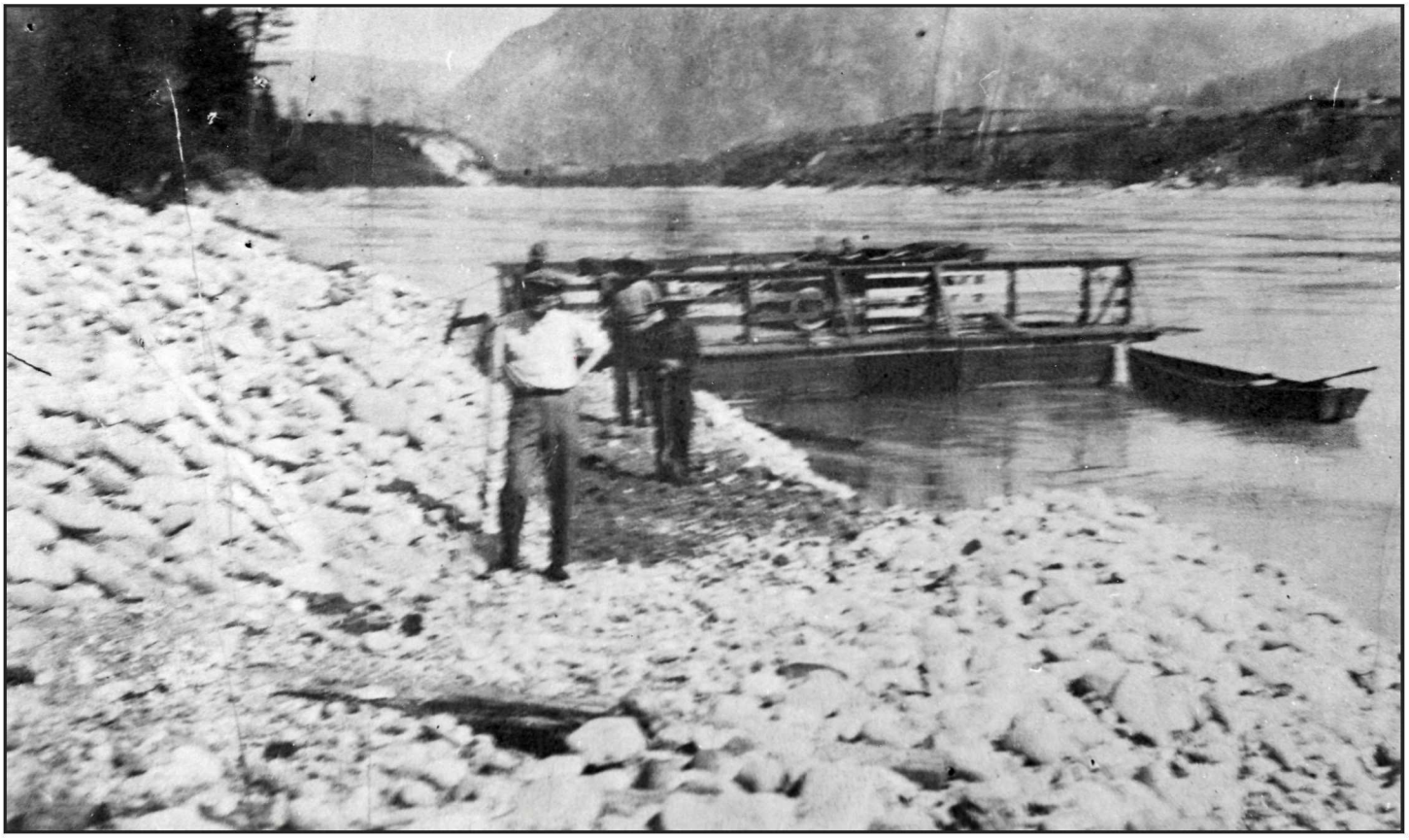
Father learned that the only road toward Nelson ended at Waterloo Ferry, a small town about ten miles north on the bank of the Columbia River. We were too far along our route to change plans, so we drove on.

The Waterloo Ferry was a primitive raft type of vessel, it operated on an overhead cable that was anchored at each side of the river. A double sheave device traveled along the cable; it had two cables, one shortened and one extended by a winch on the ferry would angle the ferry so that the river current would cause the vessel to cross to the other side.

My father must have been in shock when the ferry landed on the east shore. No roads existed on the 35 degree slope of the river bank and the top bench was at least 40 feet (12 m) above the ferry. Our car was the first to cross; the only traffic prior to our arrival had been passengers and a few horses. There was no way that the little 20 horse power Ford could climb up to the flat above. To some people it might have appeared impossible however Dad had a motto "never be stuck, there is always a way to overcome the obstacles".

He drove the car off the ferry, then walked to the top of the bank where he found a pile of wooden fence posts. A group of Doukhobors had gathered to watch, none could speak or understand English but with hand signals he instructed some of the men to assist him in carrying armfuls of posts down to the stranded automobile. He jacked up the rear wheels of the car, placed the fence posts crosswise under it, then jacked it up again, placed more posts under repeating the process until the pile began getting unstable. Next he climbed into

The Waterloo Ferry in August 1917, on the Columbia River just below Castlegar. A touring car is loaded on the ferry.



Larry Ewashen Archival Collection

The Brilliant suspension bridge, circa 1915.

the car, revved up the engine making a run until the engine powered out. At this point mother would ram a post between the spokes of the rear wheel to prevent the vehicle from rolling back. He had the onlookers hold the car while he gathered the posts, jacked the car up again placing the posts into position, etc. It took several of these "ramps" and several hours of time to finally reach the crest of the river bank. In the meantime the Doukhobor ladies were taking turns caring for my sister and I.

The Ooteshenia Flats now reached, the onward travel seemed like a "piece of cake" until we reached the Doukhobor Bridge at the Kootenay River. Here we were met by Peter (Lordly) Verigin who was waiting for us. Verigin was the first Russian that we had encountered who could speak English, he adamantly denied passage over the bridge. He said the car was too heavy for the bridge to handle. My father argued that the automobile was not as heavy as a team of horses and wagon. Just then a wagon loaded with logs drawn by a large team of horses crossed over. Dad asked Verigin to instruct the husky driver to lift one wheel of the wagon. The teamster tried in vain, then Dad asked that he try lifting the rear wheel of the car. The man lifted the car wheel easily. Verigin was now convinced and gave us permission to go, but insisted that mother would have to carry Margaret and I across, but he found it easier to carry me himself, probably the first baby over the bridge.

We drove on to Brilliant where we learned that there was no road between that town and South Slocan, nor was there a road to Castlegar or Robson. Dad drove the car along a road that paralleled the railway track to the rail bridge. He cut the CPR wire fence, drove the car into the enclosure, repaired the fence then proceeded to climb up the railway embankment but was halted by a CPR section foreman who was passing on his handcar. He ordered us off the CPR property accusing us of trespassing. He also informed us that a train was expected at any moment. My father thought that the section man was using the train warning as an excuse. As soon as the handcar was out of sight Dad began climbing the bank with the car, we had to quickly retreat as the train did arrive but immediately after it passed, we were on our way. We bumped along the railway ties over the railway bridge quickly reaching the west side. At the first sign of a road below the railway, we

drove down, cut the wire fence, drove through, repaired the fence and proceeded to Castlegar where we had lunch and refuelled the Ford.

At least we were back on dirt roads again. The little single-sided ferry at Castlegar took us across the Columbia River to Robson. From here our route took up Pass Creek to the Summit, the down Goose Creek, across the Slocan River to Crescent Valley. From here everything seemed in our favour. We drove through South Slocan, Bonnington and to Taghum. By now it was dark so the acetylene headlights were put into service. We had left Trail at 6:00 am and there were more frustrations coming before our trip was finished.

It was now 10:00 pm, we had been on the road from Trail sixteen hours and the fuel was getting low. To explain our next problem one must know that Model T Fords had a gas tank that was situated in such a position that a low gas supply would not flow to the engine while climbing a steep hill. To alleviate this enigma the vehicle could be turned around and driven uphill in reverse gear, in this position the fuel would reach the engine readily. The difficulty in our case was the darkness and the curvy road up Taghum Hill.

Dad removed the portable kerosene tail light from its bracket at the rear of the car, opened its hinged door, lit the wick then handed it to mother instructing her to walk up the hill on the high side of the road carrying the light in such a way that he could keep her in sight while he backed the car up the hill.

On arrival at the top of Taghum Hill he turned the car around to make a conventional final lap into Nelson. At 11:00 pm we arrived home it had taken us 17 hours from Trail, We had been on the road six days. That same trip today can be accomplished from Granum to Nelson easily in about six hours. ●

1913 Ford Model T Touring Car

The price of the Ford new was $600.00, it was 5 passenger 4 cylinder 20 horse power. Price of car new was $600.00 f.o.b.[1] Detroit, Dad paid $500.00, about $7,855.26 in 2011 dollars, for it in Claresholm, Alberta. It was equipped with a folding top, "automatic" brass framed windshield, speedometer, two 6" acetylene headlights, kerosene tail lamp, tools and jack.[2]

1. free on board (FOB) adj. a reference to the place where purchased goods will be shipped without transportation charge. Example: if an automaker in Detroit sells a car "FOB Detroit," then there will be a shipping charge if delivery is taken anywhere else.
2. In 2011, $1 CDN from 1917 was worth $15.71. Source: Bank of Canada. (accessed May 3, 2011).

Archives & Archivists

by Kobi Christian; edited by Sylvia Stopforth

Sylvia Stopforth is a Librarian and Archivist at Alloway Library at Trinity Western University.

Kobi Christian is the Arts and Heritage Curator at the Langley Centennial Museum. She is responsible for collections, exhibits, the community archives, and assisting researchers.

Kobi Christian writes about The King's Speech and Langley Centennial Museum

Len and Isabella Rowlatt Fonds, MSS 069, 1874-1973

Leonard (Len) Rowlatt was born in 1887 in England and came to Canada in around 1907. He moved to 80 acres of what was Joseph Annand's original property, in South Langley, in 1914, and lived in what is now known as the Annand/Rowlatt house in today's Campbell Valley Park.

Len married Isabella Maddison in 1917, and the childless couple lived on the farm for many years. Isabella died in 1964, and when Len passed in 1973, many of his possessions – including furniture, clothing, photographs, and letters - were transferred to the Langley Centennial Museum's collections.

While little is known about Isabella Rowlatt, we have quite a record of Len's activities, but even these have been unused over the years. As frequently happens in archives, if a particular collection is not something that relatives or researchers are accessing often, it can often be overlooked by staff.

A distant cousin of Isabella Rowlatt's currently working in Saudi Arabia recently made an inquiry at our archives, and had two local researchers come in to do some research for her. What they found was quite interesting.

Image courtesy of Langley Centennial Museum

Len and Isabella Rowlatt at the back door of their Langley farm in the 1950s.

In addition to running what was predominantly a dairy farm, Len and Isabella corresponded regularly with family in England. One interesting letter, particularly in this year of both a royal wedding and the Oscar-winning movie, "The King's Speech", was dated May 23, 1937, from Len's sister. It mentions King George VI's coronation on May 12, 1937 and reads:

> *I wonder how you got on if you heard the king's speech on the wireless. He spoke very nicely but slow so that you could hear every word. It really was a great day for England. It was very nice having the whole of the service broadcast as thousands could hear the service in their own homes which of course made it more interesting.*

Len also earned quite a reputation as a water diviner, a gift that came to him suddenly after a period of depression. A letter in the fonds describes this discovery:

> *I used to think to myself, 'What am I good for? What am I good for?' A small voice inside me would say it. And I was piling wood one day, and I had me arms out like that, and I felt something and, like a flash I said, 'That must be water.'*

The fonds includes letters from people asking him for help finding water on their properties, thanking him for finding it, and letters from family asking him to not do this divining too often as it could ruin his health. He kept records of his travels around the province to help people find water, and of the payment they gave him, often five or ten dollars.

To access archival collections, explore museum exhibits, enjoy the work of local artists, or to check out our summer programs, visit the Langley Centennial Museum in historic Fort Langley — or online at www.langleymuseum.org — or contact us at 604.532.3536.●

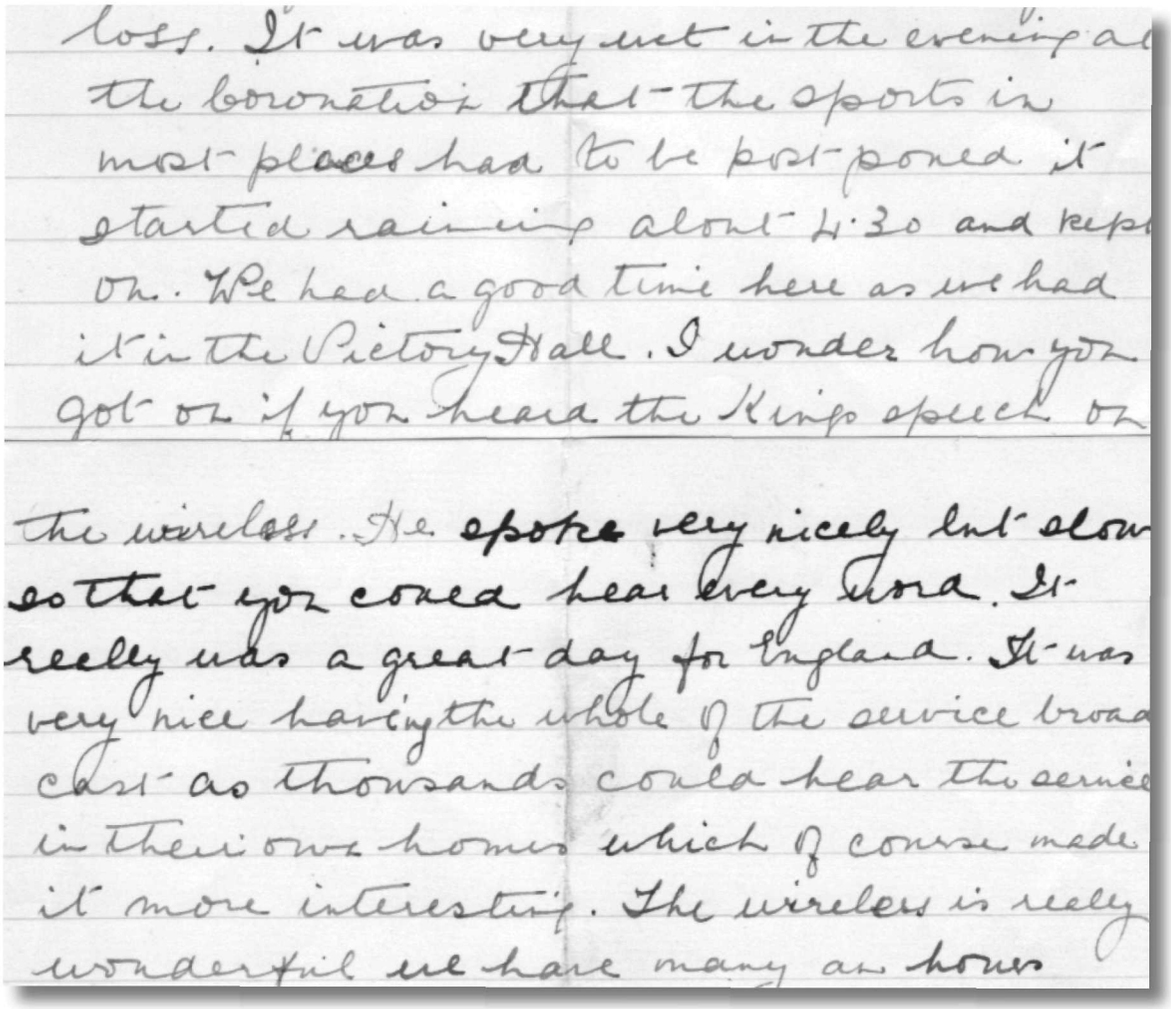

loss. It was very wet in the evening at the coronation that the sports in most places had to be post-poned it started raining about 4.30 and kept on. We had a good time here as we had it in the Victory Hall. I wonder how you got on if you heard the King's speech on the wireless. He spoke very nicely but slow so that you could hear every word. It really was a great day for England. It was very nice having the whole of the service broadcast as thousands could hear the service in their own homes which of course made it more interesting. The wireless is really wonderful we have many an hours

Image courtesy of Langley Centennial Museum

Excerpt from May 23, 1937 letter about the King's Speech.

From the Book Review Editor's Desk

by K. Jane Watt

Talking of Many Things

"The time has come," our Janey said,
"To write of many things.
Of rails -- and chips (pulp, that is) -- and mending axe,
Of CPR – and flings
And why the wife is wailing not
And whether Orchard sings."

While apologizing for my ham-handed mimicry, I'll also admit that — in this issue, at least — we do not review the range of topics that Edward Lear's Walrus recites: from shoes, ships and sealing wax to cabbages and even royalty. But we do come close. Leaving the royalty to others, we cover place names and trains, the conversations that make up oral history, stories of logging on Vancouver Island, and the men and women of the fur trade.

Great books come from great writers and visionary publishers. I am excited about the new historical series called Unheralded Artists of British Columbia being created by Mother Tongue Publishing of Saltspring Island. Turns out publisher Mona Fertig is looking for a professional writer for the sixth book in the series, *The Life and Art of Jack Akroyd and Peter Paul Ochs*. Mona notes that the writer must have some art history background, love researching, be passionate about the series and live in Vancouver. The manuscript deadline is 30 December 2012 with publication slated for June 2013. Send resume and enquiry to mona@mothertonguepublishing.com

Speaking of small presses: two books have come across my desk from Abbotsford's Judson Lake House Publishers. *At the Gates of Moscow: Or God's Gracious Aid through a Most Difficult and Trying Period*, was created in celebration of the eightieth anniversary of the 1929-1930 emigration of Mennonites from Moscow - many of whom made it to the Fraser Valley. Described in the subtitle as "an eyewitness report concerning the flight from Moscow to Canada, the Land of Freedom," the 2010 edition is a reprint of a 1964 edition of the book, enhanced with archival photos from numerous sources in Canada and abroad. Neil Klassen's introduction notes that "By 1929, after more than a decade of abuse at the hands of the Bolsheviks, many of the German Mennonite people in the USSR realized that there was no longer a future there for them or their children. This realization came hard. Their families had lived and worked diligently in Russia for more than a hundred years. They had cherished the privilege of worshipping God freely. Many had been in the forefront of progress in Russia's agriculture and industry. But the brutal policies of the Bolshevik regime left them no alternative but to try to leave. Some succeeded. Many others were forced to stay behind and continued to suffer terribly. *At the Gates of Moscow* tells the stories of many of these remarkable, ordinary people." It is a handsome book that intermingles, in the words of John B. Toews, "joy and tragedy, high drama and lament."

Susanne Remembers: A Mennonite childhood in revolutionary Russia (Judson Lake House, 2009) is a striking memoir by Susanne Willms Thielman, edited by Philip Sherwood and illustrated with family photographs as well as original watercolours by Selma Willms Turner. It details her family heritage, her childhood on the Molochna Colony in the southern Ukraine, the breadbasket of Russia. Thielman notes that "The Colony comprised 57 towns and villages, and innumerable beautiful farms. Our village, Tiege, was founded in 1805." *Susanne Remembers* traces a life rooted, not in the British Columbian world she would come to live, work, and marry in, but in "a world far removed ... a world that no longer existed - the Mennonite settlements of southern Russia." If you are interested in the scope of Mennonite history in our province told from a personal perspective, don't miss reading *Susanne Remembers*.

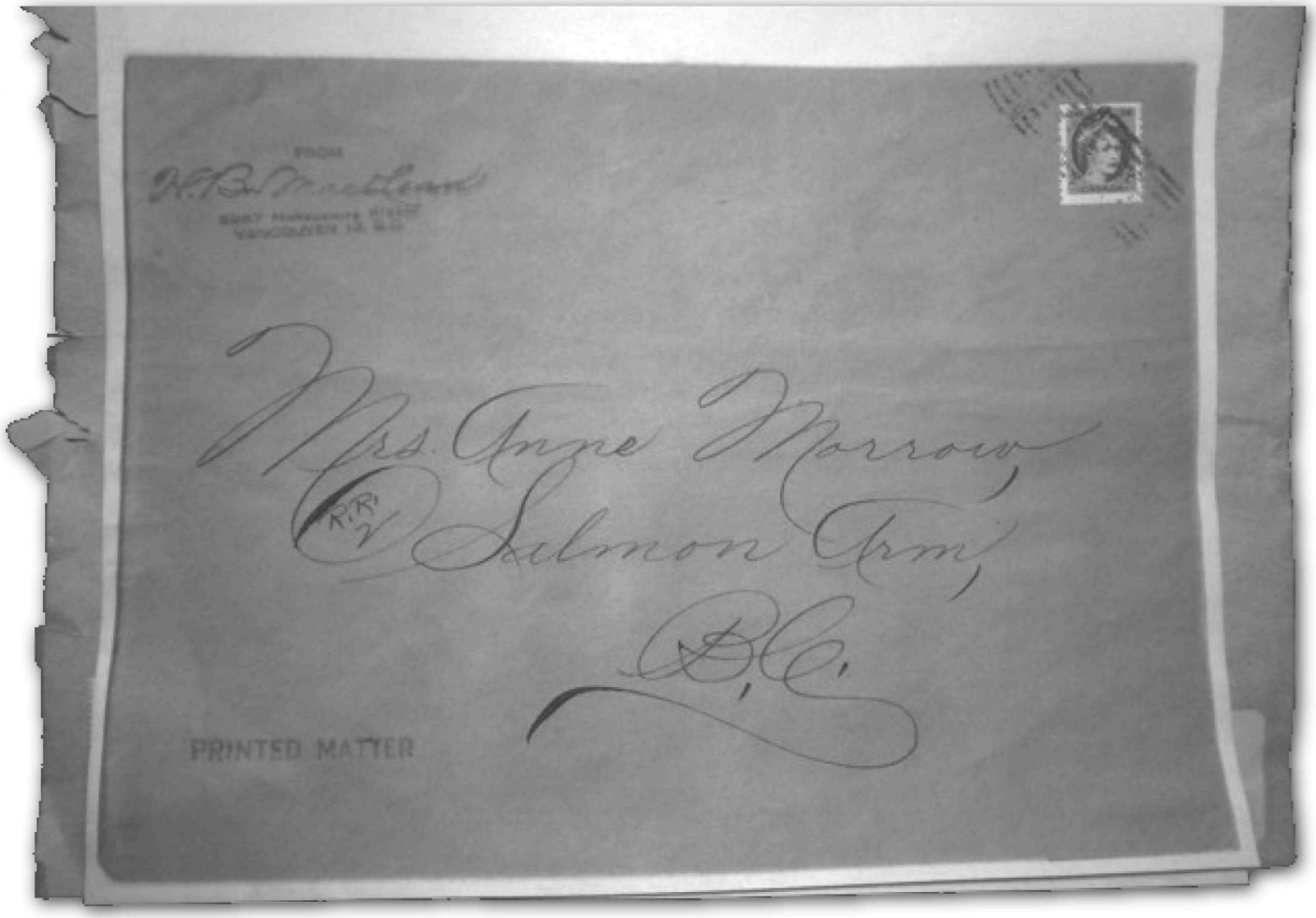
We've received our first ebooks for review — and it's about time. Bruce Watson's *Lives Lived West of the Divide* is reviewed below. And *Schools of the Boundary: Early Schools in the Boundary Area of British Columbia* by Susan Dahlo and Alice Glanville, published by the BC Genealogical Society, will be reviewed in our next issue.

I'd also like to begin to include essential websites and blogs as part of our review section — so send along a note about the websites you can't live without, about those that are beautiful and functional, about those that help us to see and experience BC's past in new ways.

I look forward to hearing from you.

K. Jane Watt, Book Review Editor

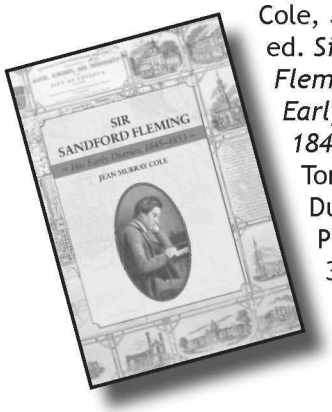
This envelope was received from reader T.A. Morrow of Prince George after she read the editorial on penmanship and civility in our last issue. Sent from H.B. MacLean to Morrow's mother when stamps were a mere two cents, it illustrates the beauty and simplicity of MacLean's style.



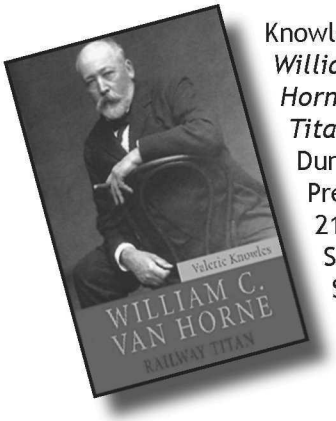
Book Reviews

Books for review and book reviews should be sent to:
K. Jane Watt, Book Review Editor, *British Columbia History*
Box 1053, Fort Langley BC V1M 2S4

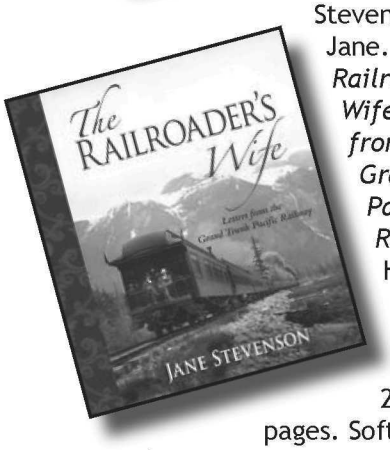
Prequels and Great Achievements



Cole, Jean Murray, ed. *Sir Sandford Fleming: The Early Diaries 1845-1853*. Toronto: Dundurn Press, 2009. 328 pages. Hardcover $30.00.



Knowles, Valerie. *William C. Van Horne: Railway Titan*. Toronto: Dundurn Press, 2010. 214 pages. Softcover $19.95.



Stevenson, Jane. *The Railroader's Wife: Letters from the Grand Trunk Pacific Railway*. Halfmoon Bay: Caitlin Press, 2010. 196 pages. Softcover $24.95.

These three railway-related books gravitate around a single person and take very different approaches to the history of railway building in Canada, together forming a timeline of Canadian railways in their initial, mature and later stages of development.

A key figure in early railway development is Sir Sandford Fleming (1827-1915). He came to Canada from Scotland in 1845, a teenager already schooled in the surveyor's art and eager to seize opportunities in a land on the verge of developing into a country. Author Jean Murray Cole presents young Sandford's first eight years through his diaries, prefacing each year with a useful summary. The diaries themselves do not make for terribly exciting reading. For the most part, Fleming uses daily entries to record expenses in different monetary systems – reflecting the gradual demise of the sterling system in Canada in favour of a decimal system more closely aligned with the US dollar. A sense of thrift and caution is evident in Fleming's accounts. He begins to loosen the purse strings only when at last employed as a surveyor in his position as Assistant Engineer for the developing Ontario, Simcoe and Huron Union Railroad between Toronto and Collingwood – then called Hen and Chickens!

Although he is first employed as a draughtsman and lithographer engaged principally in the development of maps and city plans, Fleming's prospects in Peterborough gradually improve when he passes the Surveyor's exams. Later he obtains the position which will eventually blossom into a brilliant career.

Few intimacies are revealed in his diaries, although we learn that on Sundays he goes to church -- sometimes twice. He spends what little leisure time he has with close friends playing a game called Logic. Far more attention is paid to mundane details of surveying, including a harrowing winter survey in January of 1852. His endurance in the outdoors will serve him well through much of his career.

Fleming's interest in the Canadian Institute, of which he is a founder, is a recurring theme, as are its meetings. His disappointments when he is not properly credited for his work and initiatives are also noted. The most thoughtful entries seem to occur on New Year's Day, for Fleming a time for reflection and resolution. The book is occasionally illustrated by Fleming's picturesque drawings. It is a prequel to his subsequent life and great achievements, especially as regards the development of future railways in this country.

Valerie Knowles' *William C. Van Horne, Railway Titan* presents a condensed biography of an extraordinary man whose energy and ability saw the Canadian Pacific Railway built five years ahead of the time specified in the contract with the Canadian government of the day. The 213 page paperback is an easy read, and an interesting one. It is, however, far less engaging than the same author's *From Telegrapher to Titan - The Life of William C. Van Horne* published in 2004, also by Dundurn. The latter runs to 500 pages and has to be the essential biography of Van Horne, exploring in some depth every facet of this man and his insatiable curiosity, interests, and appetites. It provides insights that the new condensed version can only hint at. It was a memorable read and so makes this shorter book a disappointment.

Perhaps there is some marketing need for a condensed version, and we can only admire the courage of Ms. Knowles to attempt a Van Horne redux. But in the case of a man of this stature and complexity, less information is just that -- and it leaves us wanting to know more.

The Railroader's Wife is perhaps the most engaging of the three books in that it presents a first-hand account

– from a woman's point of view – of one of the last epic feats of railway building in Canada. The Grand Trunk Pacific was built in British Columbia between 1908 and 1914 largely under the corporate presidency of Charles Melville Hays, whose death aboard the *Titanic* meant that he did not see the final realization of his vision. The book is a compendium of letters by Bernice Martin (née Medbury) to her family in Wisconsin from 27 February 1912 to April of 1914. The letters are sensibly grouped by seasons since these greatly influenced the progress of construction, as well as the living and working conditions of the people involved. Bernice's husband, a bookkeeper for the subcontractor Donald A. Rankin, was charged with clearing and preparing the grade along the Skeena River. The letters do not necessarily describe the construction of the railway but are most eloquent as an eyewitness account of the conditions along the right-of-way, some of the most difficult terrain encountered by the Grand Trunk Pacific. Construction was being driven both from Prince Rupert on the Pacific coast, beginning in 1908, as well as westward from Winnipeg. Edmonton had been reached by 1909, and the Yellowhead Pass on the Continental Divide in 1910-1911. Mrs. Martin was there to witness the most difficult stage of the construction from the Kitselas Tunnels through to Decker Lake, and as the Rankin contract preceded the laying of track, crews and office staff travelled little by train, mostly relying on horses and wagons or sleighs.

The presence of mud in this damp, cold, and generally inhospitable climate sets the general atmosphere although the remarkably resilient Mrs. Martin does not allow the northern climate to dampen her spirits. Her letters home are generally upbeat and optimistic, with a keen awareness of the temporary nature of the task at hand in temporary lodgings. She is resourceful, resilient, and shares the pioneering spirit of early railroaders.

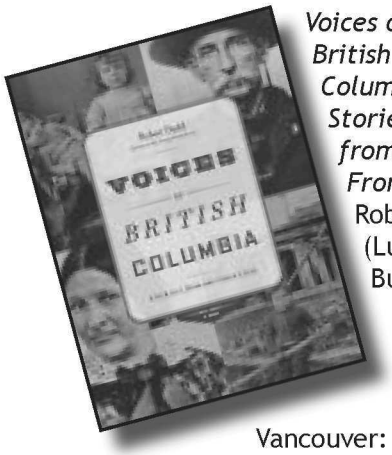
The letters are framed by various informational introductions by author Jane Stevenson that put the letters in context, much as Jean Murray Cole does in the early Fleming diaries. Stevenson's texts fill in what is left unsaid in the diaries, including anecdotes, the general history of the railway, and details of its final years of construction. This is a story not often told, foreshadowed as it is by the earlier epic story of the building of the Canadian Pacific Railway, a national project with large implications for British Columbia that Van Horne pushed through in the early 1880s when no one thought it possible. By the early 1900s, the well-managed Canadian Pacific Railway had momentum and a good profit record: it survives to this day.

What clouds the Grand Trunk Pacific Railway story, and its contemporary rival, the Canadian Northern Railway, is that both were stymied by the advent of World War I, and by optimistic predictions of traffic along its lines that never really materialized. Both railways went into receivership. They were taken over by the government that, between 1918 and 1923, amalgamated the failed railways it had encouraged as well as others in financial difficulty. This new entity was called the Canadian National Railway. It was privatized in 1995.

John Melville Hays' vision of the Grand Trunk Pacific Railway, including his grand designs for Prince Rupert, deserves a far greater presence in the Canadian psyche -- even though photographs of its opening ceremony on 7 April 1914 cannot rival that quintessential and iconic Canadian photograph taken at Craigellachie by Alexander Ross on that drizzly day of 7 November 1885.

Roger H. Boulet has had a career as a curator and administrator in Canadian museums and public galleries spanning almost 40 years. He has several publications to his credit, the most recent of which is *Vistas: Artists on the Canadian Pacific Railway*, which accompanied the exhibition of the same name he curated for the Glenbow Museum. He lives in Summerland, BC.

Poignant and Fascinating Tales



Voices of British Columbia: Stories from Our Frontier. Robert (Lucky) Budd. Vancouver: Douglas & McIntyre, 2010. 216 pages. Softcover (with accompanying CDs) $35.00.

In *Voices of British Columbia*, Robert (Lucky) Budd mines an important collection of oral history for poignant and fascinating tales of British Columbia's past. The book features interviews conducted by Imbert Orchard of the Canadian Broadcasting Corporation (CBC) between 1959 and 1966. Orchard, along with recording engineer Ian Stephen, interviewed 998 people from all parts of the province, collecting

over 2,700 hours of recordings. While several of the interviews were used in CBC broadcasts, the majority were never heard by anyone other than Orchard and Stephen.

In 1974, the reel-to-reel recordings were donated to the Provincial Archives of British Columbia. In the summer of 2000 Budd and another archivist were hired to catalogue and digitize the collection. *Voices of British Columbia* represents Budd's efforts to make the stories more accessible to a wider audience. He has carefully selected excerpts from 24 interviews, which are featured on three CDs included with the book.

Divided into seven thematic chapters, each with a well researched and carefully written overview, *Voices of British Columbia* includes excerpts from several interviews in each chapter as well as an introduction to the events described, a biography of the interviewee, related photographs, and a transcript. Readers are invited to read the introductions, and then to listen to the excerpt on CD.

We are fortunate to have such an experienced guide to what Budd describes as the "greatest hits" of the Orchard collection. One can only imagine the effort involved in listening to thousands of hours of recorded material.

Budd's skill as a guide is evident in the chapter called "Pioneering Women." The chapter begins with an excerpt from an interview with Mrs. H. Williams, a woman who left Scotland in 1914 to settle in the Columbia Valley with her husband. Like many women, she felt isolated. Orchard interviewed her in 1964, and her voice still conveyed deep sadness. In today's era of mobility and instant communication, the impact of Mrs. Williams' separation from her family is hard to comprehend. Her voice bridges that gap in understanding: we can relate to her sadness even if we cannot fully grasp her situation.

Budd contrasts Mrs. Williams' story with that of Sarah Glassey, the first woman to pre-empt land in British Columbia. Glassey's interview is also emotional, her voice cracking as she describes her love for the land. The stories of Williams and Glassey illustrate the many strengths of *Voices of British Columbia*: Budd's careful selection and arrangement of content, the ability of oral history to capture the stories of under-represented subjects, and the power of the human voice to express aspects of a story that are much deeper than the words themselves.

Voices also includes interviews about important historical figures, such as James Douglas, and notorious characters, including Billy Miner. Interesting everyday lives are featured as well as individual perspectives on significant events. In the epilogue, Budd interviews Ian Stephen, the recording engineer who travelled with Orchard.

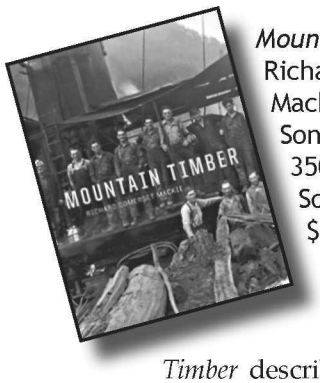
Aimed at a general audience, *Voices of British Columbia* will no doubt please with its illustrations and compelling stories. For the academically-inclined, it makes a significant contribution to understanding the practice of oral history in the province. Budd's goal is to increase use of the Orchard collection by the general public and to draw the attention of researchers to the thousands of oral history recordings in archives across the province.

Budd had to listen to many, many hours to find the gems of stories he included — but how far is a member of the public, or even a serious researcher, going to go? Finding the key to connect people to under-utilized oral history resources may be too ambitious for this volume — despite Budd's efforts. And presenting the information as a book with enclosed CDs was a little awkward: going back and forth between the book (to read the introductions and view the images) and the CD (to listen to the individual tracks), I wondered why I was not consuming this content on my IPod. In fact, by the time Stephen was interviewed for the epilogue, it was too late to include the interview on the accompanying CD, so it is available for download instead. The project's technology was eclipsed before the project itself was complete.

For a larger discussion of oral history and the work of Imbert Orchard, I recommend Budd's MA thesis, available through the University of Victoria. I also recommend adding *Voices of British Columbia* to your book collection, as the storytellers provide a personal tour of the province's history that you will not find anywhere else.

Lisa Codd is the Curator at the Burnaby Village Museum and the new Managing Editor of the BC Museums Association's *Museums Roundup* quarterly online publication. She is also the owner of Shared Solutions Inc., a company that works with museums on research, collections, and communications projects. She completed a directed studies project on the history of oral history collecting in British Columbia that is available at www.museumsharedsolutions.com.

Testament of Another Time



Mountain Timber. Richard Somerset Mackie. Winlaw: Sono Nis, 2009. 350 pages. Softcover $42.95.

Mountain Timber describes the people, communities and progress of the Comox Logging Company's timber harvesting activities in and around Courtenay and Comox Lake from the boom times of the mid 1920s, through the lean and uncertain 1930s, until the early post World War II period. *Mountain Timber* is very much a social history told through individual stories of this time and place. An impressive emphasis — both in writing and in photographs — is placed on the immigration, migration, and settling down of working families on subsistence farms in the Comox Valley area during the two decades of logging and development that are narrated and visually presented in the book.

The Comox Logging Company used steam railway, steam winch, and high tension cable technology to move -- or skid -- felled timber from the hillsides of the Comox Valley to railheads – what Mackie describes as the "edge of the world economy." The text is replete with very industry-specific terms – these terms even specific to their times. Logging jargon has come and gone since the early twentieth century as technological shifts have created new vernaculars. Fortunately, these terms are aptly explained and a fine glossary is included in the book.

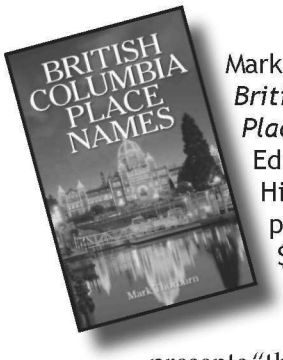
Perhaps one of the most rewarding aspects of *Mountain Timber* is the depth of personal reminiscences and the number of accompanying photographs of people living their working lives through the years covered by this history. *Mountain Timber*, above all, is a testament of another time and another place -- a place of farming and forestry, a place of hard work and thankfulness and raising families. As Mackie makes clear, these families were tied, sometimes through generations, not only to their early-twentieth-century farms in the Comox Valley but also to the Comox Logging Company itself.

Many of the young men chronicled in the stories and recollections entered the woods as teenagers. Since I, too, entered the woods in my teens as a chokerman on a high lead logging show, I found this a particularly memory-provoking text to absorb. As I moved through the woods and university I found myself working for Crown Forest Industries, the reorganized form of Crown Zellerbach, which owned the former timberlands of the Comox Logging Company. The names of rivers, people and places in Mackie's book are like roll call to me. To us working in the woods around the Campbell River and Courtenay areas in the 1980s, the men who logged with tension skidders and cold deckers in the 1920s and 1930s were like giants. The railway logging trestles built by the Comox Logging Company, many of which were still standing at that time, were like objects created by superior beings. We logged only with flimsy machines, with maybe two or three lines, with hydraulic diesel-powered loaders and yarders, with logging trucks that could fit in your driveway.

Mountain Timber concludes on a contemplative note. At the end of World War II as diesel-powered dozers and skidding arches replaced labour and capital intensive skidding and cold decking, the machines, labour, skills, and way of life of the 1920s and 1930s were no longer needed -- or workable. As the post-war decade rolled on, the way of life retold by Mackie in *Mountain Timber* was replaced by reorganized, less costly, and more mobile harvesting technologies. Today as the coastal forest industry struggles to remain globally competitive, it finds itself again in a period of necessary technological change with a similar dislocation of families, skills, and needs. This is an experience that working families in 1946 from the Comox Logging Company would have known.

Greg Antle, of GMA Cascade Industrial Group Ltd., has worked in the Western Canadian forest industry for three decades, most recently working with sustainable wood product solutions for the secondary woodworking sector in the Pacific Northwest.

It's a Gem!



Mark Thorburn, *British Columbia Place Names*. Edmonton: Dragon Hill, 2010. 336 pages. Softcover $18.95.

This book presents "the names of all the province's incorporated communities plus a number, but not all, of its unincorporated settlements, as well as the monikers of the tallest mountains, largest lakes and islands, the longest rivers and other place names that might be considered significant, entertaining, or of historical interest." It is a gem!

Thorburn acknowledges his predecessors, G.P.V. Akrigg and Helen Akrigg for their 1969 book of the same name that was updated in 1997. Not only has he added many place names,

he frequently offers two or three alternative reasons for the initial choice of name. He describes the location as the number of kilometres north, south, east or west of a well known community via highway. In contrast, the Akrigg's reference system was very formal: they merely listed the code number of the National Topographic Map for the district.

Twenty-six pages are devoted to a single mount! Thorburn's explanation begins with the information that a peak named for a person is called a "mount" rather than a "mountain." Added to the naming of peaks for politicians was the move to honour local lads killed in WW II with some geographical feature.

Thorburn bravely uses First Nations names and spelling. It is easy to understand why our European ancestors devised their own spelling of words in aboriginal tongues. A prime example of the complexity in translation is Okanagan, a name with forty known variations. Even mapmaker David Thompson spelled the word four different ways! Later, colonial governor Frederick Seymour requested that the name of the waterways on the British side of the line be "Okanagan" while the Americans called it "Okanogan."

When necessary, Thorburn reports on places or geological features with the same name and notes the final differentiation between them. Valhalla Mountain and Valhalla Ranges is one such justified duplication.

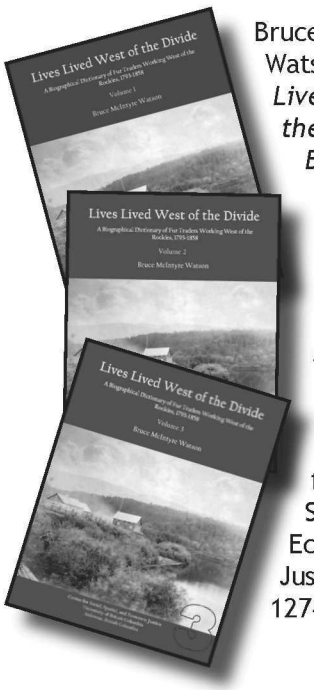
Thorburn has extensively researched every name presented in this book and has checked maps from various years. When alternative names came into use, he notes the date the change was made. He uses population figures from the 2006 census. He neatly relates local legends about how a name was selected and/or rejected and chooses wording to convey the smile or giggle that goes with the historical facts. Each entry is neatly composed.

I challenge only one fact: Roosville is a border crossing near my home. The author claims there is a Roosville, Montana as well as the one in BC. I have never found one in place or on a Montana map.

To conclude his well written book on place names, Thorburn lists his sources: books (3 pages); journals, magazines and newspapers (1/2 page); and websites (9 pages). Now I have to accept that books, book research and computers can work together.

Former editor of *British Columbia History*, East Kootenay historian and author Naomi Miller is also active in the BC History of Nursing Society.

Fur Traders in Context



Bruce McIntyre Watson. *Lives Lived West of the Divide: A Biographical Dictionary of Fur Traders Working West of the Rockies, 1793-1858.* 3 Volumes. Centre for Social, Spatial, and Economic Justice, 2010. 1274 pages.

Available online from Lulu.com for $13.50 per volume or as a free downloadable pdf.

Bruce Watson's trilogy is just what its title indicates — plus a lot more.

Watson places the lives of the fur traders in context in a lengthy introduction. He describes the ethnic origins of the people who took part in the fur trade, how the land-based fur trade was structured, how the participants lived, and how the trade changed the landscape. He also discusses details of life in the posts and the posts themselves, and ties everything together in a chronological narrative of the fur trade.

The author has spent much of his life visiting the fur trade posts he mentions. All good historians enjoy such research, and the breadth and depth of Watson's research shows. *Lives Lived West of the Divide* is richly illustrated with primary and secondary illustrations of every aspect of the fur trade. A much-needed appendix shows the location of the numerous fur trade posts mentioned and provides details about the managers and personnel who spent time at each of the posts. The appendix also includes information on the ships on the Pacific coast that supported the land-based trade as well as other interesting details -- such as what the fur traders read.

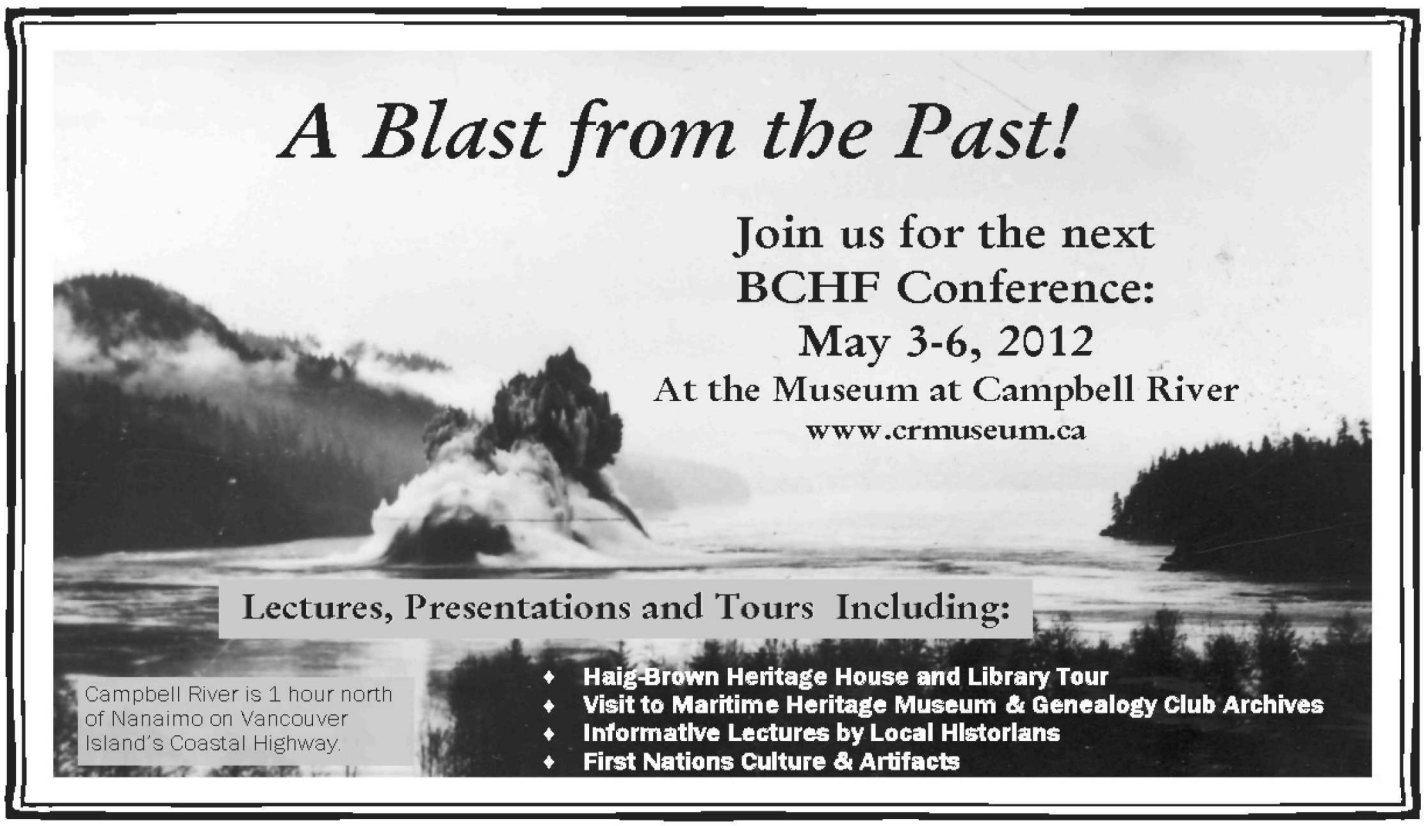
When I researched and wrote a history of the HBC-First Nations fur brigade trail of 1848-49, I found it difficult to find information on all of the people and places mentioned in the primary sources I located. *The Dictionary of Canadian Biography* was helpful with some of the major figures such as Alexander C. Anderson, James Murray Yale and Henry Peers, but it was not very helpful with minor events and figures such as Donald Manson, Ovid Allard and Jacob Ballenden. What experience did these men have in the fur trade? Where were these men stationed during the years 1846-49? Where were the places mentioned in their letters? A myriad of such

important details are conveniently found in Bruce Watson's book, as well as references to sources for further research.

I was similarly unable to find information on the specific trail I was interested in. The best book on the topic of the fur brigades was James R. Gibson's *The Lifeline of the Oregon Country: The Fraser-Columbia Brigade System, 1811–47*. As the dates indicate, Gibson was interested only in the connection of the brigades with American history, and basically ignored the brigade trails of 1848–49 through Fort Yale and the 1849–1860 brigade trail through Fort Hope. Bruce Watson, on the other hand, ignores political boundaries and details the fur trade in the region west of the Rockies. This geographical scope makes his books a valuable addition to the reference books available on the fur trade. Only those interested in a detailed discussion of the role of First Nations peoples and in the related sea-based fur trade will have to look elsewhere.

Historians, researchers, students and others interested in the fur trade period, and those interested in such topics as genealogy, cemeteries and local history, will find much information in Watson's three-volume set that would be difficult to find elsewhere. The author and his publisher have made their search easy and the material readily accessible: the books can be downloaded at no cost or can be ordered direct from the publisher at a very reasonable cost.

Charles Hou taught Social Studies in Burnaby for 34 years. He has coauthored books on the Riel Rebellion and Canadian political cartoons, and recently prepared a booklet on the HBC-First Nations trail of 1848-49.



Letter to Authors

from Jacqueline Gresko

British Columbia Historical Federation
PO Box 5254, Station B
Victoria, BC, Canada, V8R 6N4

Dear authors,

Back in the 1980s the British Columbia Historical Federation (BCHF) entered into an agreement to have back issues of the journal available at libraries through the Proquest database. In 2002, the Federation made indexes and a few sample copies of BC Historical News available for download from the Federation website.

In 2010, the BCHF moved further into the digital age making a partnership with UBC Library to digitize back issues, 1923 to 2007, of BCHF publications. This meant adjustments to BCHF digitization efforts. It also became apparent that the Federation needed a publications agreement with its authors. It is standard practice for publishers to have such agreements with their authors. These agreements protect authors from unauthorized use of their work.

The Publications Committee has worked with Smart & Biggar, Canada's largest firm practising exclusively in intellectual property, and leaders in intellectual property and technology law for over a century, to craft an agreement.

This agreement acquires a copyright license from the author for the author's contribution for a period of 12 months and grants to BCHF the non-exclusive, worldwide irrevocable, royalty-free, fee-free, fully paid-up right and license to publish the article in print and electronically.

If you have published an article in British Columbia History in Volume 41 No. 1 (2008) to Volume 44. No. 2 (Summer 2011) you will be contacted by a BCHF representative to retroactively sign the agreement prior to the next phase of digitization with UBC Library.

The Publications Agreement will go into effect with British Columbia History Volume 44 No. 3, the Fall 2011 issue. In the event of a Canada Post strike these dates may be impacted. Please go to bchistory.ca to view the agreement or contact Andrea Lister, editor of *British Columbia History,* or any BCHF Publications Committee member.

If you have any questions or concerns regarding this new policy please contact Jacqueline Gresko, BCHF Publications Committee Chair.

Regards,

Jacqueline Gresko
BCHF Publications Committee Chair
publications@bchistory.ca

Submission Guidelines

British Columbia History publishes feature-length articles as well as documentary selections, essays, pictorial essays, memoirs, and reviews relating to the social, economic, political, intellectual, and cultural history of British Columbia. Articles can vary widely in word length, from 1000 to 5000. It is published four times a year, in March, June, September and December, with strict, set copy deadlines, by the British Columbia Historical Federation. Editing is conducted in consultation with the authors and the Editor reserves the right of final sign-off.

We also accept submissions for the following regular departments:

- Miscellany – small items, research notes, advocacy.
- Archives and Archivists – contact the Archives and Archivists editor
- Book Reviews – contact the book review editor
- Cabinets of Curiosity – do you have an object with an interesting story? Send us 300 to 400 words with a high-resolution image of the object, telling the story of the object.

An Editorial Advisory Committee supports the editorial process. The Advisory Committee advises on policy, the tone and direction of the journal, and the publication's role as the Federation's flagship publication.

The Publications Committee and the editor of *British Columbia History* invite well-written, well-researched, and informative submissions from authors at any stage of their career, from BC and beyond, to explore any aspect or period of British Columbia history.

If your idea or submission appears to be a good match for *British Columbia History*, you will be

contacted by the editor to discuss it further.

Editing and production needs mean that we are often working on content six months or more in advance of publication. Story proposals and article submissions should take this into account.

BCHF Publications Agreement

Authors should familiarize themselves with the BCHF Publications Agreement prior to submission. This agreement grants to BCHF the non-exclusive, worldwide irrevocable, royalty- free, fee-free, fully paid-up right and license to publish the article in print and electronically. It also protects the BCHF from any copyright infringement on the part of the author. The author agrees to a 12 month exclusivity clause with the BCHF.

If a manuscript is accepted for publication, major changes will be cleared with authors before publication. Authors will also have the opportunity to do a final proof check prior to publication.

The *British Columbia History* Audience

British Columbia History readers are devoted to BC history. Some are interested general readers; some are professional historians; some have an interest in one particular area of BC's story. Readers are young and old, from teenagers to mid-nineties. Authors should be aware that, for every reader who is well-versed in your particular history specialty, there is another reader for whom the subject is entirely new. Thus it is important to provide as wide a context as possible for the uninformed reader.

What We are Looking For

British Columbia History publishes approximately thirty articles a year. Before submitting an article proposal to *British Columbia History*, contributors should become familiar with the magazine by reading one or more of the recent issues from cover to cover. This will give a reliable picture of the magazine's current range, approach, and style.

Style

The ideal *British Columbia History* story is a pleasure to read and it is informative. When readers have finished an article, they should feel that they have been engaged and have learned something about BC history that they never knew before. The magazine is looking for:

Articles with strong leads. The first few paragraphs must be able to capture readers and compel them to read on.

- Crisp, clear, and concise prose. British Columbia History is not an academic publication. No theses please. Avoid jargon, arcane language, and inflated prose; employ instead the descriptive language of good fiction.
- Accuracy. Readers of *British Columbia History* are well informed and expect names, places, and dates to be correct and based on credible sources.

Declining a submission does not necessarily mean that it lacks merit; the journal may have recently published a similar article, may only be seeking articles that focus on a particular era or subject, or may simply have a full inventory of articles awaiting publication.

To submit an article

Manuscripts that have been published elsewhere or are under review for publication elsewhere, will be considered at the editor's discretion.

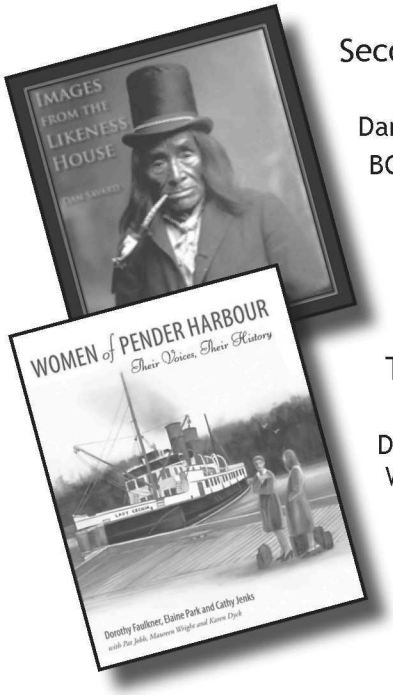
- Word Count 1000 to 5000.
- Electronic version, with file extension (either .doc or .rtf), will be required should the article be accepted for publication.
- Endnotes should follow Chicago Manual of Style, do not insert notes in text.
- Photocopies/scans of research material (pages from books, documents, or journals you have used) for fact checking are appreciated.
- Illustrations provided with article submissions are encouraged:
- sufficient resolution for high-quality reproduction, 300 DPI (dots per inch) minimum or a pixel dimension of 1200x1500 pixels, (with the exception of images such as coins; minimum 600x600 pixels) preferable in jpg or tif format;
- Not embedded in text—send as separate files;
- Please provide suggested captions for the illustrations;
- Image credit information must be provided with all illustrations;
- Low-resolution images may be sent with initial submission in cases where images would need to be purchased from an institution.

Historical Writing Competition

2010 Winners

First Place and winner of the 2010 Lieutenant — Governor's Medal for Historical Writing

Sylvia Olsen. *Working with Wool: A Coast Salish Legacy and the Cowichan Sweater*. Sono Nis Press, 2010. $38.95



Second Place

Dan Savard. *Images from the Likeness House*. Royal BC Museum, 2010. $39.95

Third Place

Dorothy Faulkner, Elaine Park and Cathy Jenks. Women of Pender Harbour: Their Voices, Their History. Pender Harbour Living Heritage Society, 2010. $45.00

Honourable Mentions

Alan Twigg, *The Essentials: 150 Great BC Books and Authors*. Ronsdale Press, 2010. $24.95

Robert Budd. *Voices of British Columbia: Stories from Our Frontier*. Douglas & McIntyre, 2010. $35.00

Jane Stevenson. *The Railroader's Wife: Letters from the Grand Trunk Pacific Railway*. Caitlin Press, 2010. $24.95

Read reviews for Voices of British Columbia: Stories from Our Frontier *and* The Railroader's Wife *starting on page 35.*

BCHF 29th Annual Historical Writing Competition

The British Columbia Historical Federation invites submissions for the 29th Annual Historical Writing Competition for authors of British Columbia history.

Eligibility

To be eligible for this competition, books must be published in 2011.
Non-fiction books representing any aspect of B.C. History are eligible.
Reprints or revisions of books are not eligible.
Books may be submitted by authors or publishers.
Deadline for submission is December 31, 2011.

Judging Criteria

Judges are looking for quality presentations and fresh material. Submissions will be evaluated in the following areas:

- Scholarship: quality of research and documentation, comprehensiveness, objectivity and accuracy
- Presentation: organization, clarity, illustrations and graphics
- Accessibility: readability and audience appeal

Lieutenant-Governor's Medal and Other Prizes

The BC Lieutenant-Governor's Medal for Historical Writing will be awarded together with $600 to the author whose book makes the most significant contribution to the history of British Columbia. The 2nd and 3rd place winners will receive $400 and $200 respectively. Certificates of Honorable Mention may be awarded to other books as recommended by the judges.

Publicity

All winners will receive publicity and an invitation to the BCHF Award's Banquet at the Federation's annual conference May 2012 in Campbell River.

Submission Requirements

Contact the Chair of the Writing Competition Committee for mailing instructions: William R. Morrison 250-245-9247 writing@bchistory.ca

Submission Deadline: December 31, 2011

By submitting books for this competition, the authors agree that the British Columbia Historical Federation may use their name(s) in press releases and in its publications.
Books entered become property of the BCHF.

Miscellany

Announcements, research notes, and advocacy

Parks Canada turns 100

Founded on May 19, 1911, Parks Canada is celebrating a century of world leadership in protection, education and visitor experience that is admired around the globe. Parks Canada protects 167 national historic sites, 42 national parks and 4 national marine conservation areas, which together make up one of the most extensive networks of protected national heritage places in the world.

Check their calendar of events http://www.pc.gc.ca

Arthur Erickson landmarks awarded prestigious architectural award

Two Vancouver landmarks – the Museum of Anthropology and Robson Square – are among four buildings to win the 2011 Prix du XXe Siècle Award for 'enduring excellence in Canadian architecture'.

The awards, from Architecture Canada and the Royal Architectural Institute of Canada, were announced May 3.

"These iconic buildings have stood the test of time and become national landmarks," Alex Rankin, Chancellor of the RAIC College of Fellows, said in a statement. "They are a testament to how architecture can add quality-of-life to society. They are proof positive that architecture matters."

Award for Community History

Canada's History Society and the Canadian Museums Association have announced three new national history awards, including the History Alive! award for museums and art galleries across the country.

"Our cultural institutions play a vital role in preserving, presenting, and commemorating our history," said Canadian Museums Association executive director John McAvity. "This new award will bring well-deserved recognition for the many ways our dedicated professionals give relevance and meaning to the past in our communities today."

Two new community history awards are intended to recognize the efforts of smaller volunteer-led organizations to commemorate important aspects of Canadian heritage.

"Canada's national history can only resonate with Canadians when they are able to see themselves in our stories, stories that are brought vividly to life within the social and geographic communities in which they live," said Canada's History Society president and CEO Deborah Morrison.

More information about the awards, including application procedures, is available at CanadasHistory.ca/PublicHistoryAwards.

Happy 125th Birthday Vancouver!

April 6, 2011 marked Vancouver's birthday. On April 6, 1886, 125 years ago, the City of Vancouver was incorporated.

May 28, 1886 Vancouver's first fire department, Volunteer Hose Company Number One, was formed.

June 13, 1886 A furious, swift fire destroyed Vancouver in a time variously reported between twenty and forty-five minutes, when flames from a brush-clearing fire blew into tinder-dry brush to the west of the city.

September 1, 1886 Vancouver's first bank, the Bank of British Columbia (no connection with today's) opened on the site of today's CPR station.

Source: www.vancouverhistory.ca/

Posters and Broadsides in Canada

Library and Archives Canada (LAC) has launched a new website about Canadian posters and broadsides:

http://www.collectionscanada.gc.ca/posters-broadsides/index-e.html

Here you will see the results of an extraordinary effort, initiated almost five years ago, to make good on an LAC proposal to scan a large number of Canadian posters and broadside, which was funded by the Department of Canadian Heritage. The project encompasses six major themes, and includes a general introduction to Posters and Broadsides, as well as essays on Visual Literacy, Political Posters, Broadsides, Arts and Culture, Design, War and Military, and Advertising and Marketing.

A major part of the work was to try and describe and scan as many posters from LAC holdings as possible, with the result that there are now almost 30,000 descriptions of posters and broadsides now available online, with accompanying digital images available for almost 7,500 works. More images will be added as the project continues.

What can Canadians learn about the art and history of Canadian posters, their purpose and meaning, how they connect us, and why they exist? LAC hopes this website can provide some answers.

Best of *British Columbia History* Contest

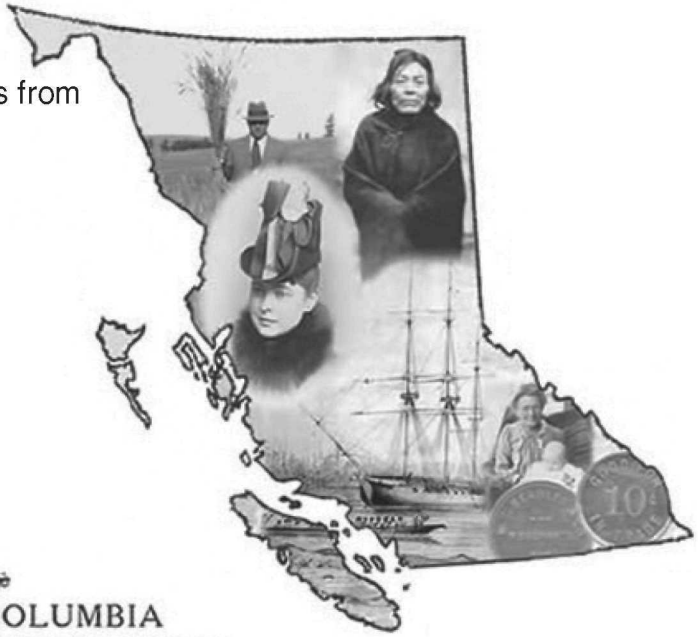
From now to August 31, 2011, check out back issues of Federation publications

Pick your favourite articles in your own collection of:

- *British Columbia Historical Association Report and Proceedings* 1923 to 1929
- *British Columbia Historical Quarterly* 1937 to 1958
- *British Columbia Historical News* 1968 to 2004
- *British Columbia History* 2005 to Present

or at your local library or used book store or online at www.bchistory.ca
or at http://bchistory.library.ubc.ca/?db=bchf#

You can order back issues of more recent issues from
Subscription Secretary
211-14981-101A Avenue, Surrey, BC V3R 0T1
or subscriptions@bchistory.ca



Send entries to:
BCHF Publications Committee
10991 No. 1 Road Box 36105
Richmond BC V7E 1S0
or email
bcheditor@bchistory.ca

The BRITISH COLUMBIA HISTORICAL QUARTERLY
"Any country worthy of a future should be interested in its past."

Report and Proceedings

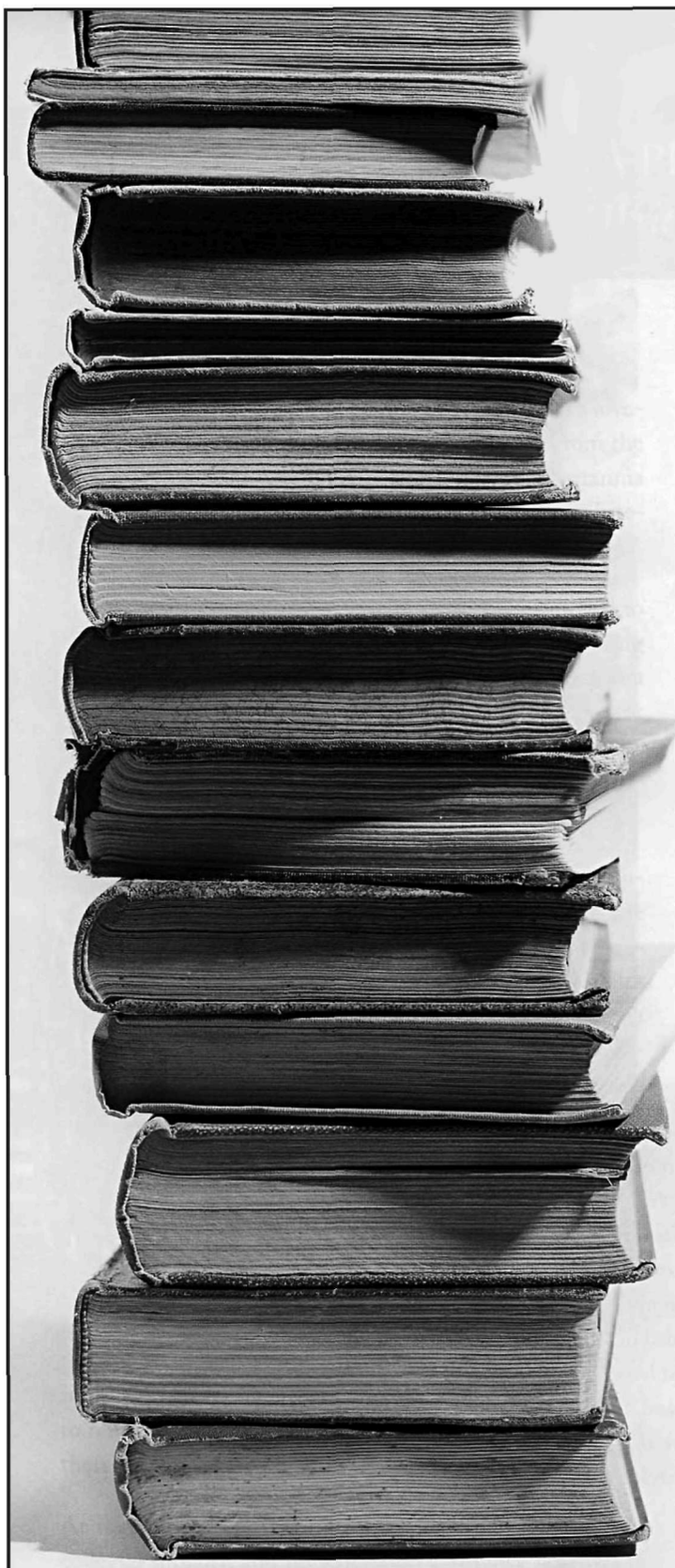
British Columbia **HISTORY**

BRITISH COLUMBIA HISTORICAL NEWS
Journal of the British Columbia Historical Federation

Contest Rules
The BCHF Publications Committee are the contest judges. Judges will select from the nominations and will have discretion with final selection of winners. If your suggestion is selected then you win a prize. Multiple contest entries from the same person are allowed but each entry must be for a different article.

Contest deadline is 31 August 2011

Preprinted with permission from *POSTSCRIPT* —The Magazine for Retired Teachers, Vol 15 Issue 1 Spring 2011



What Do You Have LURKING in Your Basement or Attic?

Some of you may have the "BOOGIE MAN", Ghosts or Just Plain Junk ! However others may have some valuable material taking up space. Valuable to whom? Well it may be of great value to a younger colleague or the "community-at-large" (Remember, one person's junk can be some one else's TREASURE).

I am referring to the piles of teaching/resource material that you created or collected over the years (decades). If your material is still applicable/current you could seek out a younger colleague who is currently teaching- just go to any school at lunch time and you will find many interested/grateful young teachers. OR - take the material to:

1. Local or provincial BCRTA Heritage committee.
2. Local school district(s) heritage committee.
3. Local community museum.
4. Regional heritage groups/museum.
5. Nearest College or University (especially the Education Department)
6. The Royal B.C. Museum (in Victoria)

*Note - one or more of these groups will be interested in your material.

Finally, please ask your colleagues, who are retired or especially those who will be retiring this year, to donate their material in a similar manner.

Thank you from your BCRTA Heritage Committee
REG MILLER

Cabinets of Curiosities

Ingenuity in the Face of Adversity

Andy Motherwell, writes about Paul Krestenuk, a enterprising trader in a very remote and under-populated area of Quesnel in the 1930s and 1940s.

Courtesy of the Quesnel & District Museum and Archives

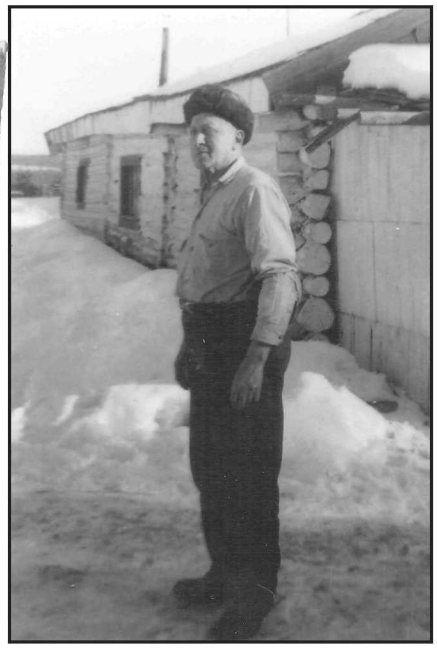


Image courtesy of Betty Paley

Left: The Paul Krestenuck log.
Right: Paul outside his Nazko store.

The Quenel Museum recently discovered a log while doing a collections review. They had a couple of large pieces of wood on a top shelf in storage. The collections records merely indicated that they had come from the Blackwater region. When they got up to investigate they discovered that one was pretty clearly marked, "BILT BUY PAUL KRESTENUK 1930 NOV".

Further investigation determined that the wooden stump was cut off and donated in 1970 by Walter Lampert who lived west of the Home Ranch on Krestenuk's road.

Paul Krestenuk was born Nov. 8 in the Ukraine in 1887, escaped a Siberian jail sentence, then moved to Canada where he arrived in Quesnel in time to work on the grade for the P.G.E. railway around 1912-15. In Quesnel he earned a bootlegging sentence, then he got involved in fur trading for the HBC, which was still a viable business. He wanted to be his own boss and thus went into the store/trading business, establishing posts in Quesnel, at Nazko 100 kms. west, then at Kluskus, a further 70 krns. and finally at Ulgatcho, 100 kms. more in the west.

One story tell how he earned the nickname "One 1 percent Paul". He said he bought for $1, sold for $2, a 1% profit. Another story recounts how when prices fell, he left his pelts stored in the basement of the Royal Bank in Quesnel as it was a safe place. They began to smell and manager Ray Commons tried to get Paul to remove them. Paul took his time and eventually sold them for $50, the price Ray charged him for storage.

He dealt with First Nations people and stump ranchers in areas far from town, and they trusted him as they relied on him or his clerk or his teamster to bring much needed supplies. Often he took orders for clothes, implements, harness, horse shoes, wagon parts and food, then returned a week or two later with the goods. He often hauled the loads, by wagon in summer and sleigh in winter, over 280 kms. to Ulgatcho where the only path was the one he created along ancient native trade routes. Portions of his road can still be seen in the upper Blackwater river.

Paul even ran one road arm to Burns Lake from Ulgatcho, his furthest post west. In later years he operated a post office and carried the mail on his path. As part of his business he took possession of many wild hay meadows and hired local people to build cabins, barns and corrals. He then got them to put up hay and stay, to winter feed some cattle and horses. Horses were the rule when power was needed to do a task.

The fur market had its ups and downs especially when the 1929 depression caused him to sell a lot of his stock at about 55% of its value. One year he sold $11,000 worth of muskrats at $1.45 each. Another time he borrowed $10,000 and bought beaver at $35 each but the price fell and the bank sold them for $20 each.

Paul died at 81 on May 7, in 1969 in Quesnel. He loved his adopted country, Canada and the pioneer folk, especially First Nations, such that at his death he left his estate to the government, to improve the Nazko road. •

Do you have an object of curiosity in your cabinet?

Send me 300 to 400 words with a high-resolution image of the object, telling me the story of the object. Email your story to: bcheditor@bchistory.ca

Awards and Scholarship Information

for complete details go to http://bchistory.ca/awards/index.html

W. KAYE LAMB Essay Scholarships

Deadline: May 15

The British Columbia Historical Federation awards two scholarships annually for essays written by students at BC colleges or universities, on a topic relating to British Columbia history. One scholarship ($750) is for an essay written by a student in a first or second year course; the other ($1000) is for an essay written by a student in a third or fourth year course.

To apply for the scholarship all candidates must submit (1) a letter of application and (2) a letter of recommendation from the professor for whom the essay was written. First and second year course essays should be 1,500-3,000 words; third and fourth year,1,500 to 5,000 words. By entering the scholarship competition the student gives the editor of *British Columbia History* the right to edit and publish the essay if it is deemed appropriate for the magazine.

Applications with 3 printed copies of the essay should be submitted to: Marie Elliott, Chair BC Historical Federation Scholarship Committee, PO Box 5254, Station B, Victoria, BC V8R 6N4

Anne & Philip Yandle Best Article Award

Deadline: To be eligible, the article must have appeared in the BCHF journal British Columbia History ***for that year.***

A Certificate of merit and $250 will be awarded annually to the author of the article, published in *British Columbia History*, that best enhances knowledge of BC's history and provides reading enjoyment. Judging will be based on subject development, writing skill, freshness of material, and appeal to a general readership interested in all aspects of BC history.

BC History Web Site Prize

Deadline: December 31

The British Columbia Historical Federation and David Mattison are jointly sponsoring a yearly cash award of $250 to recognize Web sites that contribute to the understanding and appreciation of British Columbia's past. The award honours individual initiative in writing and presentation.

Nominations for the BC History Web Site Prize must be made to the British Columbia Historical Federation, Web Site Prize Committee, prior to the 31st of December each year. Web site creators and authors may nominate their own sites. Prize rules and the online nomination form can be found on the British Columbia Historical Federation Web site: http://bchistory.ca/awards/website/index.html

Best Newsletter Award

Deadline: March 1

Newsletters published by member societies are eligible to compete for an annual prize of $250. They will be judged for presentation and content that is interesting, newsy and informative.

- Only member societies of the BCHF are eligible
- Only one issue of a society's newsletter will be evaluated
- Submit three printed copies of this best issue from the previous calendar year
- BCHF reserves the right not to award a prize in a given year should applications not be of sufficient quality

Submit three printed copies of a single newsletter issue to: Barry Gough, BCHF Recognition Committee, P.O. Box 5037, Victoria, BC V8R 6N3

Certificate of Merit

Deadline: March 1

Group or individual who has made a significant contribution to the study, project, or promotion of British Columbia's history.

Certificate of Recognition

Deadline: March 1

Given to individual members or groups of members of BCHF Member Societies who have given exceptional service to their Organization or Community.

Certificate of Appreciation

Deadline: March 1

Individuals who have undertaken ongoing positions, tasks, or projects for BCHF.

Nominations

Any member of BCHF may nominate candidates for Certificates of Appreciation, Certificates of Merit or Certificates of Recognition. Nominations, supported by a letter explaining why the nominee is deserving of a certificate, should be submitted to the Chair of the Recognition Committee by 1 March of each year.

The Lieutenant-Governor's Medal for Historical Writing

Deadline: December 31

Each year, the British Columbia Historical Federation invites submissions for its Annual Historical Writing Competition to authors of BC history; and the winning author is awarded the Lieutenant-Governor's Medal for Historical Writing.

Eligibility

- To be eligible, a book must be about BC history and be published within the competition year
- Non-fiction books representing any aspect of BC history are eligible.
- Reprints or revisions of books are not eligible
- Books may be submitted by authors or publishers
- Deadline for submission is December 31 of the year in which the book was published

Submission Requirements

- For information about making submissions contact Lieutenant-Governor's Award for Writing
- Authors/Publishers are required to submit three copies of their book
- Books are to be accompanied by a letter containing the following:
  1. Title of the book submitted
  2. Author's name and contact information
  3. Publisher's name and contact information
  4. Selling price
- Books entered become property of BCHF
- By submitting books for this competition, the authors agree that the BCHF may use their name(s) in press releases and in its publications

William R. Morrison Email: writing@bchistory.ca Phone: 250-245-9247

Judging Criteria

Judges are looking for quality presentations and fresh material. Submissions will be evaluated in the following areas:

- Scholarship: quality of research and documentation, comprehensiveness, objectivity and accuracy
- Presentation: organization, clarity, illustrations and graphics
- Accessibility: readability and audience appeal

Publicity

All winners will receive publicity and an invitation to the Award's Banquet at the Federation's annual conference in May following the year of publication.

Lieutenant-Governor's Medal and Other Awards

The BC Lieutenant-Governor's Medal for Historical Writing will be awarded together with $600 to the author whose book makes the most significant contribution to the history of British Columbia. The 2nd and 3rd place winners will receive $400 and $200 respectively. Certificates of Honourable Mention may be awarded to other books as recommended by the judges.

Johnson Inc. Scholarship

Deadline: September 15

Canadian residents completing high school and who are beginning post-secondary education. 100 scholarships of $1500 each for Canada.

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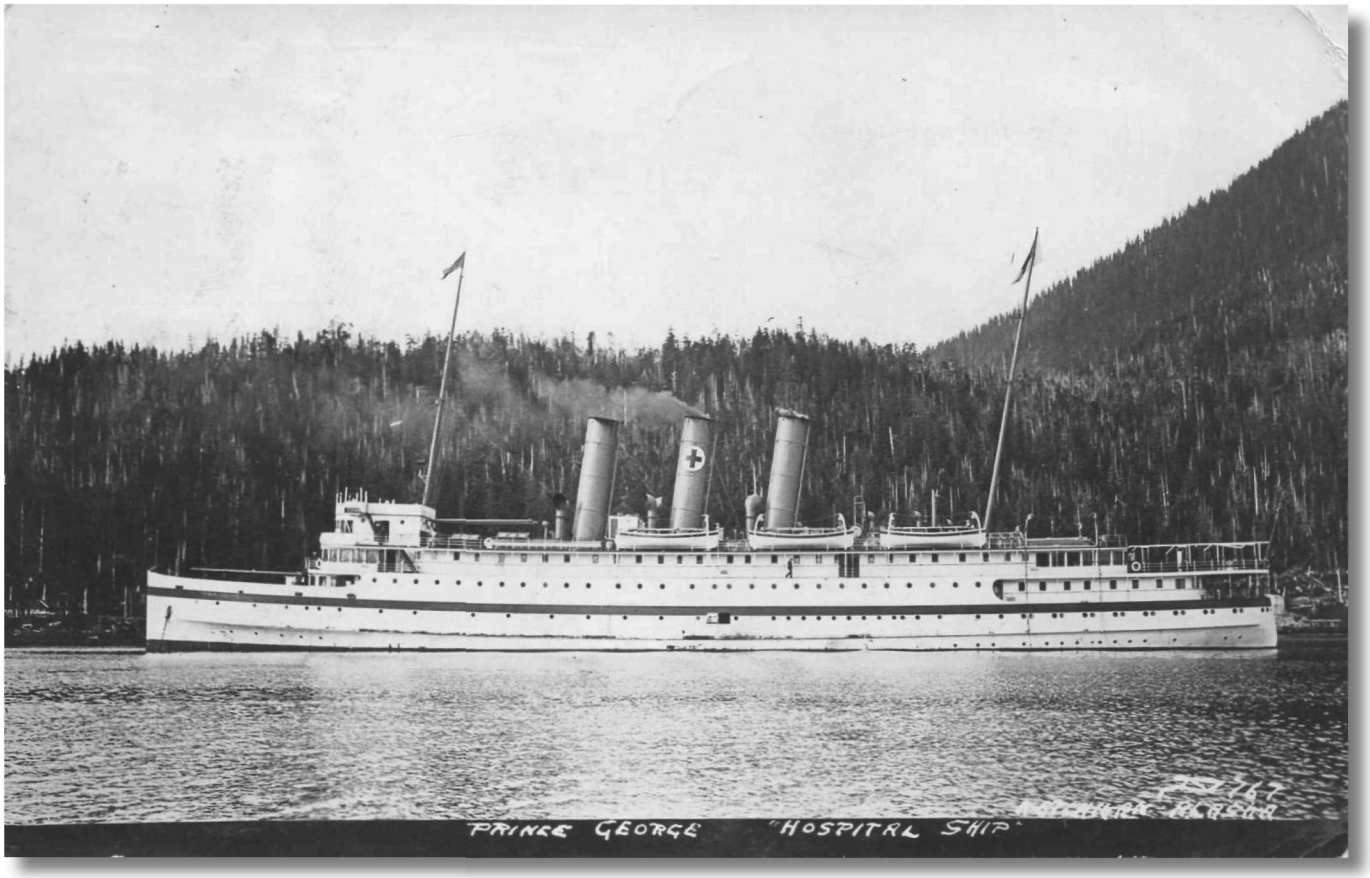
Publications Mail registration No. 09835



Postcard view of HMCHS Prince George *at Ketchikan, Alaska, in a quest for fuel oil.*

Courtesy of Jon Johnson