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THE [redacted]

SEVENTH REPORT

of the

Okanagan Historical Society

Vernon, B. C.

1937

Price $1.00

(Founded 1925)

PENTICTON MUSEUM & ARCHIVES
PENTICTON, B.C.

TO

THE NAITAKA, OR OGOPOGO,

IN OKANAGAN LAKE

SARA JEAN MCKAY

Last of a race primeval, while men are sleeping,
Do you not laugh that they would tame you to their wills;
You who hold through all years in your royal keeping
The strange elusive secrets of the silent hills?
Weird monarch, safe in your domain, should your laughter
Shake the hill silence with echos as of thunder,
We shall know you laugh because the years hereafter
Will but keep your kingdom safer still from plunder.

Lord of crystal clean and sanded halls of lake blue;
When potlatch fires burned and the Redman's songs were sung,
Know you, fools even then did not believe in you;
You who were old in wisdom when the hills were young.
Let scientists map the stars, and proudly swagger,
And boast of their achievements and of knowledge wide;
They will never find the proper kind of dagger
To probe your secret — or to pierce your armoured hide.

ON THE WEST KETTLE RIVER ROAD

George E. Winkler

This is the old log stopping place
Where Gorman West held sway;
Abandoned now, and gone to waste
Since Gorman passed away.

And here the ancient dining room,
Where hungry men were fed;
And in this bar they looked upon
The wine when it was red.

And heard the man who sat apart,
And sang familiar lays;
The old, old songs that touched the heart,
Recalling bygone days.

And when the singer's song was done,
All took up the refrain,
And in full-throated unison
They roared it out again.

And Father Pat within this room,
With Irish wit enticed,
Many a mining man to come
And hear the words of Christ.

The peaceful flowing river winds
The stately spruces through;
And few remain of olden times
That Gorman's hostel knew

A motor road new interests vest,
And strangers go their ways;
But Father Pat and Gorman West
Belong to other days.

THE SEVENTH REPORT

of the

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Princeton Place Names

REV. JOHN C. GOODFELLOW

A Paper read before the Similkameen Historical Association, July 26th, 1936.

There are few studies more delightful, or more profitable, than the place names of our Province. In this paper I propose to confine myself to the place names of Princeton. The wealth of history locked up in such names is a worthy reward of patient research.

There are seven names of particular interest to all who live in Princeton. Two of these names are of Indian origin. We turn to the two Indian names first which, of course, are Similkameen and Tulameen.

I. SIMILKAMEEN. There is no agreement as to the meaning of Similkameen. We know it as the name of our valley which, as old Charley Squakin used to say, was called after the river which flows through it. It has many variations in spelling and pronunciation, and the meanings attached to it are varied.

Moberly writes "Shemilkomean" in his *Rocks and Rivers of British Columbia.* (p. 34). In *The Mission Field*—a monthly record of the proceedings of the Society for the propagation of the Gospel at home and abroad (London, 1870; Vol. XV, p. 239)—we find the name spelled as if it were two words:

"And what shall I say of poor Quonilquali, the blind chief of Simil Kameen? He is one who regards himself in the light of Bartimeus of old and, being led by the hand, has come all the way from Nicholas to follow Jesus . . . ." Local Indians pronounce the last syllable as in the Scotch word "enough". In *The Similkameen Star* for 23rd Nov., 1910, we find the amusing variation "Jimhilkameen".

The meanings given for the word are as varied as the spellings. According to Teit and Father Le Jeune it is a word descriptive either of the people or of the land in which they lived. We have no one alive to-day so well qualified to interpret the word, yet the definition they give is delightfully vague. For the rest we have a choice of Yellowa earth, Waters' meet, Swift water, Muddy water, etc.

One thing is certain—the affinity between Similkameen and Tulameen suggested by the common ending is quite misleading. There is no such affinity in the original words. The endings have been forced into the same phonetic groove by the white people of the valley.

It is quite likely the Indians had a definite name for the site we now call Princeton. It was not Similkameen. More likely it was a word signifying "the forks of the rivers". In the early sixties the Tulameen was also known as the North Similkameen. The north and south branches took the name Similkameen.

II. TULAMEEN. There is no such ambiguity about the word Tulameen. This sister-word looks pleasant to the eye and sounds musical to the ear. White men to-day pronounce the word in a sharp, crisp, business-like way, but only to those who linger on the word—giving the old Indian values to the long syllables—does it suggest anything of the past glories of a passing (?) race. Listen to the Redman echoing the syllables of the word, mark the rise and fall, mark the cadence of the voice, and one almost believes that the hills and valleys have given something of their rise and fall to the melodious pronunciation of the word. Moreover, Tulameen is the custodian of history and art. She guards her secrets jealously, and only the patient wooer can win the knowledge she has to bestow. She is older than we might expect, and her mind is a veritable treasure house. Dame rumor has so read many contradictory tales. We must proceed cautiously.

Mrs. S. L. Allison was the second white woman to visit our valley, and the first to remain. She came

here in the sixties. I called to see her one morning, and, in the course of conversation, asked the meaning of the Indian word Tulameen. "Well," she said, "my husband came here in 1858. He knew Douglas, and the Hudson's Bay people. He learned from them — and they should know. Tulameen means 'red earth'. The Indians used to get this at Sam Pierce's Bluff. With this red earth or red ochre, they smeared their faces, and made pictures on the rocks. It was very highly valued, and the Blackfoot Indians and the Kootenays came long ways here to trade for the red earth. They traded blankets, and beadwork, and other things for this red paint. This place (the Allison home on Allison flat in 1887) was then called Yak-Tulameen, which simply means 'the place where red earth was sold'. It was the market place."

This answer suggested both history and art to my mind. I asked what she meant by "our" Indians, and learned that in early days (a very elastic phrase) numbers of Chilcotins had come here. Presumably they had come to trade, but remained to fight. War and Commerce often go hand in hand down the long avenue of history. It was a bitter fight. Many were killed but the newcomers held their own. They could not be dislodged. They had come to stay. Arrowheads frequently plowed up confirm the tradition. One has only to close one's eyes, recall that Tulameen means "red earth," "red paint", and the imagination will do much to recreate the past, when Might was Right, and the Redman's word was law—before the coming of the white man.

We have learned this much about the place names of Princeton—that the flat now known as Allison's flat was known to the Indians as Yak-Tulameen, or "the place where red earth was sold."

III. RED EARTH. We now come to our English names. We need not be surprised to learn that the earliest name we have been able to discover is Redearth, or Red Earth Forks. This is simply an English translation of the Indian word Tulameen. Sam Pierce's Bluff, referred to by Mrs. Allison, is a large outcropping of red ochre between Princeton and Coalmont. We can trace the name on early maps, and in early literature.

I am indebted to Major G. G. Aitken for this first reference: "An item of mapping interest is the map 'B.C. Vancouver Island, J. Arrowsmith, 1859—Routes and Communications with Gold Reaches of Fraser' chiefly compiled from routes of A. C. Anderson and Mr. McKay. Redearth appears in the position of Princeton. Black mountain is shown 30 miles north-westward of Redearth. Blackey's camp is shewn about 23 miles east of Black mountain, and on a route which is named 'Blackey's Portage to Fort Hope'. Blackey's camp is depicted about seven miles north of 'Encampment des Femmes'. The outline is so sketchy to what we know now that Blackey's portage intersects a section of what may be read to be Tulameen river." (Letter 19, 7, 1935).

Governor Douglas also mentions Red Earth Forks in an early report to the Colonial Secretary.

Another reference to this name is to be found in a little book called *The Rocks and Rivers of British Columbia.* It was written by Walter Moberly C.E., and printed in London, England, in 1885. The copy I possess was given me by Denys Nelson, who was particularly interested in the place names of the Lower Fraser valley. In chapter XIII (pp. 33, ff.) Mr. Moberly tells us that in the spring of 1860 he visited New Westminster and "entered into a contract, in partnership with Edgar Dewdney, to build a trail from Fort Hope on the Fraser River to Shemilkomeen River on the east side of the Cascade Range of mountains, to reach the gold diggings on the latter river, where gold of a very fine quality had been discovered." Meeting with a severe accident he was laid up for some days in a miserable swamp. His only companion was an Indian boy. During the night a panther tried to get into the house where Moberly lay sick. When Moberly's work on the trail was drawing to a close he went to "Shemil-

komean to sell some surplus stores to the miners there".

Moberly tells us that he started "at the persuasion of a person who had opened a house at the *Red Earth Forks* of the Shemilkomean and who had stayed a day or two at one of my camps, departing in great good humor as I had given him a small keg of my best H. B. Company's rum. I reached the mining camp and went to my friend's house six miles further on, where I made the acquaintance of one of the first Gold Commissioners of British Columbia. We passed a pleasant evening, drank several glasses of the rum I had given the proprietor of the house and consumed some fresh eggs. On leaving in the morning I was at a loss to know whether to offer to pay for my night's entertainment or not, as I was an invited guest. However, I suggested in a delicate manner that in such a country it was necessary to pay. My landlord, my supposed host, without hesitation produced a small slate with my bill already made out: meals 2 dollars 50 cents each; drinks, 50 cents each; the confounded eggs 1 dollar apiece, and 75 cents per pound for the barley for my horse. I paid the bill and jumped on my horse vowing it would be some time before I accepted another invitation or enjoyed the luxury of fresh eggs."

Apart from the story itself which is worth retelling, there are three points to notice in this question. First, the mining camp. Later on in our story we shall come back to it. But there was a mining camp six miles distant (in a westerly direction) from the forks of the river. The second point to note is that Moberly tells us that his host had opened a house at the Red Earth Forks. This is definitely one of the names for the site now known as Princeton. Lastly, at the Red Earth Forks Moberly made the acquaintance of one of the first Gold Commissioners of British Columbia. This was in the fall of 1860.

The Gold Commissioner referred to was P. O'Reilly who was stationed at Hope in 1860. He was the nearest Gold Commissioner to Similkameen. Under him were W. G. Cox at Rock Creek and J. C. Haynes as Revenue Collector, also stationed at Rock Creek in 1860. We know that Mr. John Fall Allison was also a Gold Commissioner, but his appointment as such did not take place until 1885, the year Mr. Moberly's book was published in England. We shall have occasion to refer again to the mining camp. six miles west of Red Eart Forks. Meanwhile we turn to the fourth name.

IV. ALLISON. Before thinking of Allison as a place name let us recall briefly the story of the man whose name has become a household word in our valley.

John Fall Allison was born at Leeds, England, in 1825. At that time his father was house surgeon to the Leed's infirmary. The son's education was begun at Leeds, but in 1837, at the age of twelve, he came to the United States, settling in Illinois where his education was continued. In 1849 he answered the call of the West, and joined the gold diggers in California. The journey was made by Panama, and Mr. Allison remained in California until 1858. By this time the gold excitement in California had died down. The centre of attraction was now British Columbia. Mr. Allison was 33 years old when, in the language of today, he "followed the birds to Victoria". He arrived armed with introductions to Governor Douglas by whom he was sent to prospect the Similkameen and Tulameen for gold. Meeting with success he returned to Victoria, and the following year came back to Similkameen. Here he continued to stay even when most of the miners had been lured away by the more promising discoveries in Cariboo.

Governor Douglas employed him to work out the shortest route across the Hope mountains, and to locate and construct what is now known as the Allison trail. This done he entered into partnership with an American named Hayes, buying a band of Durham cattle and settling down as a stock raiser. In 1867, the year of Confederation, he was married to Miss S. L. Moir, youngest daughter of Stratton Moir,

Ceylon. In 1876 he was appointed J. P., and in 1885 Gold Commissioner. In October 1897, he died in his 72nd year.

This bare outline gives little idea of how much Mr. Allison contributed to the life and development of our valley, but it must serve as an introduction to this section of our study of the place names of Princeton.

The valley of the Similkameen is a land of light and shade. There is seldom fog in the valley, but the winters are long and often severe. Nature has a delightful way of striking a balance. Life is full of compensations. Wherever winters are severe hearts are warm. When the struggle for existence is hard the finer qualities of the human heart seem to thrive. Friendship and courage often take firmest root in stony soil.

The old timers in these parts had an interesting way of marking distances. Mr. Allison, as we have noted, was one of the earliest settlers here. Now he sleeps with others of his family at the base of a little mountain, known locally as Castle Rock. In early days Allison had often sat on the summit of this height. Looking west he would see the Similkameen and Tulameen come together. In the forks of the two rivers is the Princeton of today. Looking east the united streams, under the name of Similkameen, wind their way between narrowing heights. It is a glorious panorama this valley of the Similkameen. How truly the home of the Allison valley became the centre of this valley is evidenced by the fact that even today distances are still determined as from this first centre of modern civilization in our valley. The creeks east of Princeton are still called, One Mile, Five Mile, Twenty Mile, because the place where they joined the Similkameen was that number of miles from the original Allison home. And the the roads following these creeks are known respectively, as One Mile road, Five Mile road.

There is no doubt that before the present townsite of Princeton was established Allison was used as a place name just as much as Princeton. Thomas Elwyn, Deputy Provincial Secretary, in the eighties, was sent into Granite Creek to report on the gold discoveries. In the *Annual Report of the B.C. Department of Mines*, 1886, p. 492, Mr. Elwyn writes: "This stream (Granite Creek) is a tributary of the Tulameen or north fork of the Similkameen, and flows into that river on its right bank, about 12 miles above its junction with the south Similkameen at Princeton—perhaps better known as the Vermillion Forks, or still better as Allison's."

Thus it would seem that not only was there a townsite east of us known as Allison, but even the present site of Princeton — the Forks—was formerly definitely known as Allison. When we come to sum up the place names of today and see how they keep in remembrance the pioneers of old, we shall have more to say about Allison. For the present, let us turn to the name Vermilion Forks which in 1885, was more familiar than Princeton, and only less popular than Allison.

V. VERMIL(L)ION. The questions that naturally suggest themselves regarding the word Vermilion are by whom, when, and why was the place so named. Strictly speaking, our study does not call for any digression into the origin of the word itself, but this is so interesting that a reference to it may be appreciated. It is interesting to learn from the *Oxford Dictionary* that the word means "brilliant red", and was originally given to a pigment of that color. The old French word, vermillion, was born of the Latin, vermiolus, the diminutive of vermis, which means a worm. The particular little worm from which the brilliant red pigment was derived was the kermes insect. The name of this insect leads us still farther afield. It is derived from the Arabic and Persian word, quirmiz. The insect referred to was the pregnant female, which was formerly taken for a berry. It fed on the kermes oak, an ever-green oak of southern Europe and northern Africa. From the dried bodies of these insects was made the dye, bright red in color, which we call vermilion.

The word today is usually spelled

with one 'l'. In Douglas's *Diary* for 1860, concerning his visit to this part of the Interior. we find the word spelled with two "l's". Both spellings are given in the U. S. *Handbook of Indians* (Vol. 2, p. 882). It has, however, become customary to use only one "l".

I have not been able to discover by whom the name was first suggested. E. Waterman of Princeton, and W. C. McDougall of Olalla, both have recounted local legends accounting for the name.

According to E. Waterman credit for the name is given to Dr. G. M. Dawson. Looking up the Tulameen one evening he saw the red bluffs bathed in the light of the setting sun, and the name Vermilion suggested itself to him.

But W. C. McDougall has always understood that the name was suggested by the sun's reflection on Old Red Top—the massive landmark behind Wolf Creek, which we know today as Agate mountain. He quoted Allison as his authority, but agreed with E. Waterman's story so far as Dawson was responsible for the name. Anyone who has seen the setting sun shining on Agate mountain will have no difficulty in believing it might have been responsible for the name Vermilion.

When we consider the matter in the light of chronology Dawson is definitely ruled out as the originator of this place name. Dawson's earliest Reports are dated 1877-78. Governor Douglas, in 1860, makes frequent mention in his *Diary*, of Vermillion or Vermillion Forks. In the map made by the Royal Engineers, dated 24th Nov. 1859, the place is marked, Vermillion Forks. Major G. G. Aitken has supplied a transcript of the page titles of the original "*Survey of Princeton, etc.*" The survey was made in October 1860, and Vermillion Forks is mentioned a number of times in the field book of Sergeant W. McColl.

In 1859 Lieut. H. Spencer Palmer, R.E., explored as far east as Fort Colville, and made a report which is dated 29th Nov. 1859. Here Palmer states that "the junction of the two rivers is named Vermillion Forks from the existence in its neighborhood of a red clay or ochre from which the Indians manufacture paint." From this we may safely conclude that the place was so named in 1859 and that Dr. Dawson had nothing to do with the naming of it. In September 1851 James Douglas was appointed Governor of Vancouver Island. His commission arrived in November of that year (Sage p. 171). In a very early report to the Colonial Secretary, Douglas mentions Red Earth Forks. We seem to have no such early mention of Vermilion. When Mr. Sands, son-in-law of J. F. Allison, sold his land (now the site of Princeton) to the Company which was formed to plot out and sell the new townsite, it took the name of The Vermillion Forks Mining and Development Company. That was in October, 1897.

VI. BLACKFOOT. We come now to a name which seems to have disappeared from human ken, Blackfoot. The only place of that name recorded in the *Geographical Gazetteer of British Columbia*—1930 is the name of a creek in the Kootenay country. One day this summer E. E. Burr asked me where Ruby City was. I suggested that he meant Ruby Creek, but he was quite emphatic that it was Ruby City, and that it was in the vicinity of the Similkameen valley. Then he told me it was one of the ghost towns of our Province, and that it had once existed near Nighthawk. All trace of it seems to have disappeared. It is hardly a memory now.

In my turn I asked Mr. Burr where Blackfoot was, telling him that a place of that name had existed six miles from Princeton, and that it had forty houses including miners' cabins. He said he had never heard of the place. Neither had I until a week before when my curiosity was aroused by the following paragraph copied from an early issue of the *British Colonist*, and sent to me by W. A. Newcombe of Victoria.

"Princeton (laid out by order of the Governor last fall) seven miles below Blackfoot is almost deserted. Blackfoot Flat and its immediate neighbourhood contains 40 houses including miners' cabins."

Later, Miss M. Wolfenden of the

Provincial Archives Dept. sent me this further reference, taken from the Colonist of the 14th. Sept. 1865:

"Great stampede of miners to the Blackfoot mines . . . . . The gold region is said to extend from the creeks and tributaries."

I could not discover a single person in Princeton who had ever heard of the place. The nearest approach to such person was Bob Jameson, who scratched his head and said, "I seem to have heard that name before."

My first clue came from E. Waterman who said that it must have been at Kruger's bar. This is not far from Bob Jameson's house. The only place he knew that suggested the name was Black mountain, but that was too far away.

My next clue came from Mrs. R. B. White, Penticton. She was able to produce a bill headed "Blackfoot flat, May 6th, 1861." This bill was addressed to Marshall & Co., and was from Theodore Kruger. Now here the two names were brought together, Blackfoot and Kruger's bar. This, then, was the mine that Walter Moberly had in mind when he spoke of "his friend's house" six miles further on, at the Red Earth Forks of the Similkameen. Curiously enough the first item on the bill is "1 Bttl Rum .....$3.00." Later another bottle of rum is recorded: 1 Bttl Rum (sinking a shaft, good prospect) .....$3.00. Still later, 1 Bttle Rum (house raising) $2.50 Items such as these are interspersed with items of candles, butter, coffee, etc.

Wondering how this place came to be named Blackfoot, I remembered that Mrs. Allison had said that Blackfoot Indians had come to trade at Yak-Tulameen for red paint, but this fact may not have accounted for the origin of the name. In a sense Blackfoot cannot be included as a Princeton name, but it seems to have been the very first community of any size in our whole neighbourhood. As such it should not be forgotten. It is also worthy of note that Kruger is often quoted as having settled at Princeton. To the oldtimers the two may have been synonymous.

VII. PRINCETON. The last, and best known, name with which we are concerned is Princeton. Here is a paragraph which I prepared for the *Princeton Star* in March, 1932:

"Who named it? Princeton was named in honour of Edward Prince of Wales, afterwards King Edward VII. As Prince of Wales he visited Canada, and the eastern states of the American Union, in 1860. The story of this tour is contained in an ample book, printed by John Lovell in Montreal in 1890. The full title of this volume, 'by a British Canadian' is 'The Tour of H.R.H. the Prince of Wales through British America and the United States'. At the time of the Prince's visit, British Columbia was not part of Canada. It remained a Crown Colony till 20th July, 1871. The original townsite was surveyed by the Royal Engineers under Col. Richard Clement Moody, in the early sixties. Governor Douglas is given credit for the selection of the name. In the early days it was spelled, Princetown. These statements regarding the name are part of local tradition. The Provincial Archives have been ransacked in vain for documentary proofs. But we shall continue to cherish our connection with Edward the 'Peace-maker'."

In the above paragraph there is little to change. The date of the original survey, given as "the early sixties" should be altered to read, Oct. 1860. And it should be clearly noted that the Prince of Wales comes into the picture only because the townsite was named in his honour in the same year in which he visited Canada. The only living link Princeton has with the visit of Edward, Prince of Wales, to Canada in 1860 is Mr. A. E. Howse. He still remembers being taken to see the proceedings on the occasion of the Prince's visit. He was only five years old at the time, when in Grimsby, Ontario, his uncle Jacob Beamer hoisted the little Albert Edward on his shoulder so that he might get a good view of the Prince.

We do not know who was responsible for suggesting the name: local tradition gives the credit to Governor Douglas, and it is quite likely that this is correct. But we cannot point to any definite source as authority for this.

In *Sir James Douglas and British Columbia,* by Dr. W. N. Sage (Toronto, 1930) we have extracts from the Governor's *Diary* covering his visit to the Similkameen in 1860. The journey to Rock Creek was made from Victoria via Hope, Yale, Lytton, Nicola and Keremeos: "The return journey was made by way of Vermillion Forks along what Douglas characterizes as a 'good road, fine grassy plains' . . .The next day, Oct. 2, Douglas instructs Sergeant McColl, R.E., 'to continue the road to Vermillion Forks or as far as requisite, and to act in all other respect under the instructions issued to him by Col. Moody.' He was also to 'mark out the lower townsite at Vermillion Forks and to push on over the watershed without delay before winter sets in'." (pp. 318-319).

The original townsite was about a mile east of the present townsite, and was about a mile and a quarter square. Its eastern boundary was the Allison creek; its western, a line running from Swan Lake to the River. When the present townsite was surveyed and mapped out into lots, the name, Princeton, was finally adopted.

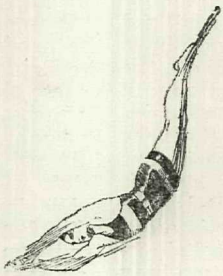
With the exception of Red Earth and Blackfoot all the names we have reviewed are perpetuated in some connection. Similkameen remains the name of the river and valley as well as a political division. Until a few years ago when it was burned down, we had the Similkameen Hotel. And our Historical Association is called the Similkameen. Mrs. Allison has been our Honorary President since it began in April, 1932.

Tulameen is also well remembered. Besides being the name of the river, it is the name of one of the Princeton hotels, a coal company, and also the name of a settlement a few miles west of Coalmont. The lake at that point is often called Tulameen although its official name is Otter Lake.

Allison, too, has given its name to a railway station on the Great Northern Railway only a few miles east of Princeton. The flat formerly known as Yak-Tulameen is known today as Allison's Flat. The Allison Trail and the Allison Pass have been much in evidence these days since the construction of the road between Princeton and Hope has been commenced. Then we have Allison Creek which is the official name for the creek usually known as One Mile Creek, and formerly as Hunter's Creek or Graveyard Creek.

Vermilion was the name of the company formed to develop Princeton and Vermilion is one of its principal streets, and the Vermilion caves still have a peculiar interest to all who are interested in our local history.

Princeton is reminiscent of the "early days". of the Royal visit to Canada in 1860, and of Sir James Douglas and Col. Moody, and of the Royal Engineers.



Over the Penticton Trail

BERNARD LEQUIME

When my parents first came to British Columbia in 1858 we lived for a time on Strawberry Island, an island in the Fraser River about half way between Hope and Yale. In the spring of 1861 they travelled over the Hope trail to Rock Creek which was then booming. They were on their way to the Wild Horse Creek mines, but Rock Creek was flourishing and the prospects for it seemed so bright my father decided to cast in his lot with the camp.

I was born at Jamestown, California, on the 30th April, 1857, and I was therefore a little over three years old when we reached Rock Creek, and I had a younger brother. There was also a little girl in the camp, Mary Mansfield, a daughter of one of the miners. The camp was unfortunate for my brother and me. He was drowned in a miner's ditch and I was kidnapped by the Indians.

Naturally we three children were great favourites with the miners; they would do anything for us and were always ready to play with us. My mother never insisted on keeping me close to the house, but allowed me considerable freedom in playing around. She knew when I was with the miners I was safe. When the Indian carried me off she did not miss me for a while, but when she gave the alarm the miners dropped their tools. The Indian came from some place near Cheesaw across the Boundary line. He was well known to my parents as he had often been to our store. He always took great notice of me and was always ready to play with me. They suspected him at once, and the miners formed themselves into a posse and followed him. They rescued me and the Indian was never seen or heard of afterwards. If the law now in force in the United States which decrees death as the punishment for kidnapping was enforced on that occasion, the miners said nothing about it.

In the spring of 1861 the miners began to desert Rock Creek, and my father and Joseph Christian decided to go to Cariboo. On the trail between Penticton and the Mission we met Father Pandosy who recommended my father to settle at the Mission and start a trading post with the Indians. And on my father saying that he would not like to settle with his family near so many Indians, and that he would not stay if Joseph Christian went on to Cariboo, Father Pandosy replied that he thought he had some influence with Christian and that he would speak to him. I believe it was on the recommendation of Father Pandosy that my father and Joseph Christian decided to stay instead of going on to Cariboo.

It is strange how impressions received in childhood's hour will remain with one through life. When we came over the trail I was a little over four years old and of the journey I remember but two things and of these I have to this day a clear-cut, distinct recollection—the appearance of Father Pandosy when we met him, and of the cow I was being carried on. Father Pandosy had a long beard and was bald-headed and dressed in a suit of buck skin, and was mounted, and had no hat. The sun was shining on his bald head and I suppose it fascinated me. As for the cow, I knew her as I knew my own father's face. She was roan colored and had short stubby horns. Strange to say I saw one at the Mission recently which reminded me of her very much.

Even in 1861 there was quite a settlement at Okanagan Mission, among others, Father Pandosy, Father Richards, Brother Vernaine, Theodore Lawrence, Suprient Lawrence, Francois Ortoland, John McDougall, William and Gideon Peon, and in 1862, August Calmel and Chaprius and Victor Barre. John McDougall, the founder of the McDougall family, was then running a branch store at what is now the Guisachan Ranch for the Hud-

son's Bay Company under Chief Factor McLean who was then at Keremeos. I knew William Peon, the discoverer of placer gold on Cherry Creek.

In 1861 the priests had a grist mill near the Mission. It was not much bigger than a coffe mill and was operated by a sweep with a horse attached. The bolting cloth was coarse and let a lot of the shorts or middling through and the flour was brown in color. This mill was operated for some years after our arrival.

In his letter to Father D'Herbomez of the 9th Oct. 1859, Father Pandosy mentions some grape vines he was going to bring in and plant, and then, he said, they would be able to sing:

"C'est surtout a l'abri du vent
Qu'il se chauffe au soleil levant
C'est une vine."

But if any such grape vines were brought in I never saw or heard of them.

The apple trees the priests first planted grew to be enormous trees. They have since been removed, when, and by whom, I do not remember. The trees there now bearing the small under-sized apples must be of a subsequent planting.

When we first came to the Mission we had no way of telling the time. Clocks were not articles of furniture the miners packed over the trail. My father had followed the sea for many years and had some knowledge of navigation and he soon improvised a sundial. By setting up two stakes in a line with the polar star he obtained the direction of true north and south, and he then staked out with some degree of accuracy no doubt, the hours on the ground from six to twelve and from twelve to six so that we could always tell the time as long as the sun was shining.

I remember the late Mrs. B. F. Young very well when she was living with her uncle and aunt. Mr. and Mrs. Joseph Christien. There was also a Frank Christien who lived with Joseph for a time. Some of his descendents are now living on Kettle River.

The incident of the Indian attacking my father with a knife, as related on page seven of our first Report, is quite true. My father saved himself by out-speeding the Indian to the house and shutting the door. When the door was slammed-to it caught the Indian's arm and held it fast, and my father shouted to my mother for the axe to cut the arm off, but my mother's softer counsels prevailed—it would cause further trouble with the Indians, she said. W. G. Cox, the Gold Commissioner, in passing through, always stopped at our place, and on my father telling him of the attack his advice was: "Mr. Lequime, if anything like that happens again be sure to get in the first shot, and it will be all right" . . . there would be no lengthy and troublesome legal investigation over it. When the whites first arrived the Indians were opposed to their settlement on the land, and some of them were very bitter about it

Some time after this two Indians came into the house during my father's absence, and made themselves quite at home.

There was a large trunk setting alongside the fireplace in which we kept our most precious possessions. The Indians after standing in front of the fire for some time, asked my mother to open it, which she refused to do. Not liking the demeanor of the Indians my mother told me to go to the Lawrence house, about half a mile away, and tell the men to come over at once. The Indians when they saw the men coming decamped, but that night they returned and after pounding at the door and demanding to be admitted they tried to get in at the window. My mother drew the sixshooter which my father had left with her, and when they appeared at the window, she told them that when she counted three she would fire. They did not wait. That was the only time my mother was molested by the Indians while my father was absent.

For three and a half years—1869-1873—I went to school in New Westminster. Among my school mates were Captain John Irvine who died recently, W. H. Keary, Thomas Fraser York and Alexander McClure of Sumas, Alexander and Donald McLean of Pitt Mea-

dows, and Tilman and St. John Herring. The Herring brothers lived across the river at what was then known as Brownville, and they brought milk across every morning and delivered it to their customers before coming to school. For two years I lived in Victoria learning carpentering, and while so employed I worked on Judge Begbie's house which was then being built.

In 1877 Phil. Parkes built the waggon road from Priest Valley to the Mission. There was a man named John Birmingham who had a sub-contract under Parkes, and when the road was finished this man, Birmingham, built the first Mission Creek bridge. His foreman on the bridge was named Curvreau who later was foreman on the Coldstream. I knew him well and followed him and worked on the ranch for six months.

It is very noticeable how fast the wild sunflowers are dying out. At one time they grew in profusion. There was one place in particular, on the north side of the Coldstream valley commencing about opposite to the place where the buildings now stand and running up the valley towards the old Kieffer place, which every year in early summer was a blaze of color, the soft golden yellow of the sunflowers blending harmoniously with the dark green of the new bunch grass. The smell of the sunflowers and the bunch grass was peculiar. It was like the fragrance of fresh meadow grass with a wild acrid tang added. It was very noticeable as one rode along. There was a horse thief from Oregon in the valley for a while and he always said Okanagan was the great land of sunshine, sunflowers and sons of b——hs.

Our stone grist mill was built in 1887. The turbine wheel which drove the mill and the upper stone rotated on the same shaft. While the mill was being built there was considerable discussion among our neighbors as to whether the power would be sufficient. The fall was only eight feet clear and some said the fall was not enough, but the ditch and short flume which delivered the water to the wheel was five feet wide by four deep so that the large volume of water compensated for the short fall and we always had lots of power.

We brought the mill in over a very narrow and rough road between Enderby and Sicamous. It was the first year the road was opened. I went out for the mill in June, 1887, with two four-horse teams and three or four men. In my team I had two stallions and some of the horses had not been broken in to work very long and it was a hard team to handle. On my waggon there was no proper brake, only an improvised one rigged up with a rope wound around a log with a spoke in it. I drove and Joe Bishop, who at one time was very well known around the Mission, tended brake.

In coming home all went well until after we crossed the divide south of Vernon when, in going down a hill, the horses began to travel pretty fast, and Joe Bishop instead of sticking to his post got scared and jumped. With the brake released any chance I had of controlling the team vanished and they ran away. Fortunately at the foot of the hill I managed to switch them off the road and run them up a steep slope and bring them to a standstill. When I looked around for Joe Bishop to tell him what I thought of him, he was on the road to Mission and travelling fast. He did not wait to hear what I had to say to him and it was just as well for him that he did not. He should not have jumped and left me in the lurch as he did. I never saw Joe Bishop after that day.

When Norman McDonald who was driving the second team came up he said in a soft, drawling way he had of speaking, "You know, Bernard, people have been saying you would not have fall enough for this mill of your's, but when I saw your team running away I thought for sure, you would soon have more fall for it than you would know what to do with." Such was life in those days.

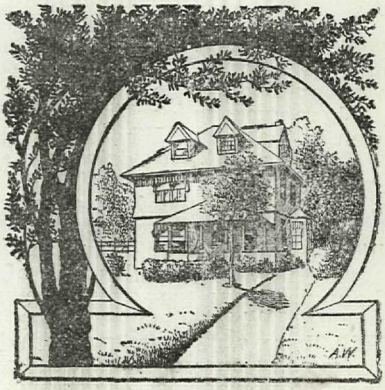
We Lequime boys in choosing our wives, stuck pretty closely to the pioneers. My youngest brother, Leon, was married on the 5th. April, 1893, at the church at

O'Keefe's, by Father Walsh to Miss Delphine Christien, the eldest daughter of Louis Christien and a niece of Joseph Christien who came over the Penticton trail in 1861 with my father. My next brother Gaston was married in 1885 to Marie Louise Gillard, a niece of August Gillard who settled at the Mission in 1862, and I was married in San Francisco, Cal., on the 21st Sep. 1892, to Miss Margaret Dowling. Mrs. Lequime was born in San Francisco, and is a daughter of James Dowling, a native of Dublin, Ireland, who came to California in 1852, and was in the vanguard of the miners when they first reached Cariboo in 1859, where he mined for several years.

The first church, a log building, and the first grist mill was built at the Mission in 1861, and the second church in 1886. On the Lequime ranch the house was built in 1872, and the store in 1875. Last summer (1936) I went over the ground again and marked the sites of these buildings, and the sites were afterwards surveyed by G. C. Tassie, C.E., of Vernon, who tied up the surveys with Government survey posts in the vicinity. He also made a very good map of part of the old Mission property and of part of the Lequime ranch, showing the location of the sites. A copy of the map was given to the Okanagan Historical Society, and another will be deposited in the Okanagan Museum at Kelowna.

I left Okanagan Mission to live at Kelowna in 1895. My brother Gaston died from injuries received while riding after cattle in 1889, and Leon died at Lewiston, Idaho, on the 15th April, 1935.

On page 202 of our Sixth Report Judith N. Pope gives 1857 as the date of the founding of Okanagan Mission, while in our First Report F. M. Buckland gives 1859 as the date. The founding of the Mission would relate back to the date on which the Church first decreed that a Mission should be established. But after it so decreed considerable time would necessarily elapse in arranging for men and money to carry out the project. The Mission would be founded before it would be a going concern, as it were. As far as I am aware both dates are correct. The Mission was probably founded in 1857 but the necessary buildings were not erected and the Mission was not established until 1859. There is a distinction between founding and establishing.



The Welby Stage Coach

JESSIE EWART BIRD, B. A.

Pioneers and oldtimers in the Similkameen and Okanagan Valleys will know that Princeton and Penticton have only been connected by a road since after 1900. The Welby stage coach, now owned by the Similkameen Historical Association, is well known to many of them. They all remember its owner, Mr. W. E. Welby, and any trip travelled in the coach between Penticton and Princeton is vivid in their memories.

The story of this coach, the events leading up to its need, the vivid personality of its owner, the roads of the Similkameen, the years of active use of the coach, its gradual disuse, its abandonment and rehabilitation is a fascinating one, and one that has been a privilege and pleasure to study and discuss. The heartfelt thanks of the writer must be expressed to the oldtimers of Princeton, Hedley, Keremeos and Penticton who so freely gave their time and reminiscences to assist her in finding the material.

In 1898 a well known mining engineer, Mr. M. K. Rogers, during a visit to a mining exhibition in Victoria, noticed some very interesting gold ore samples. Instead of going to Alaska as he had intended, he went to Hedley and examined the claims on which this ore had been found, and as a result of his examination, in 1899 work was begun on the now famous Nickel Plate Mine. At this time Princeton was connected with the outside world by a stage coach line from Spences Bridge via Nicola and Granite Creek. The southern part of the valley was reached by a trail which was used by pack trains and ranchers who brought their cattle to the higher lands for summer pasture. The definite discovery of gold and the consequent influx of people made a connecting road between Penticton, Keremeos, Hedley and Princeton a necessity. During 1899 and early 1900 a road was built from Penticton through Keremeos and to Hedley, and after much delay, was finally completed to Princeton in the fall of 1901.

This mining boom, when Hedley grew with amazing rapidity, necessitated a regular mail route and express service, but it was not until 1903 that tenders for a bi-weekly mail contract were called for. The contract from Princeton to Hedley was awarded to Mr. Fred Revely, (who was killed in January 1937 in a motor accident in Vancouver) and from Hedley to Penticton to Mr. W. E. Welby.

On the strength of this contract Mr. Welby bought the L. C. Barnes Livery Barn in Penticton and used it as his headquarters. At first he used a democrat on the route, but as the volume of business increased he invested in a coach. There is a note in the *Hedley Gazette*, April 6th, 1905: "Fred Baker came in on Saturday with a brand new Concord, which has been placed on the Penticton - Hedley stage route. The quality is all right, but it is a little out on the score of frequency. So fine a rig should be seen oftener than twice a week. Proprietor Welby is bound to keep abreast of the times."

This coach was built by Henderson & Sons of Stockton, Calif., and according to Mr. T. Roadhouse, who was manager for Mr. Welby for a number of years, it came brand new, direct from Stockton in 1905 and was used only on the Penticton - Hedley route and later through to Princeton. As the coach has the letters "U.S. Mail" on its sides, it has been presumed by some that it was used for that purpose on the other side of the line. It is doubtful if this was the case, as the Similkameen Historical Association has a letter from the Stockton Chamber of Commerce stating that coaches similar to this type were manufactured up to about 1903 or 1904, and it would appear that this particular coach was built as a regular type then being sold to the U.S. Government for use in carrying the mails. This coach is a thoroughbrace model and the only one of this type used between Penticton and Princeton. An article called "When Life and

Death rode West" describes them thus: "It is swung on leather straps attached to "C" springs front and rear—and are claimed to be the easiest riding overland stages ever invented." It is a covered model with rolled up doors or shutters, seats six in the cab, and the driver and one or two others on top; has a boot front and back, both of which are used for mail and baggage—and the power required to draw it—four horses.

This thoroughbrace model was a well known sight on the road between Penticton and Hedley from 1905 to 1913. Here is a day's schedule, the rate being $7.00 Penticton to Hedley one way. Leaving Penticton at 7 a.m. it arrived at Clark's on the Green Mountain Road for lunch and change of horses, in Keremeos from 4 to 5 p.m., and again changing horses and it reached Hedley between 8 and 9 p.m. This was the schedule spring, summer, autumn and winter, at first twice a week and later three times, and it carried, according to Mr. Welby's advertisement in the *Hedley Gazette*,

"Royal Mail, Passengers and Express"

The first few years were the golden ones for our stage. During this time it carried to Penticton the gold bricks from the Nickel Plate Mine. These bricks were about 5 by 14 inches, and were packed in a wooden box. This box was put in sacks with the ore and taken through as ore samples. The sacks were placed in the front boot and often Mr. Rogers rode on top beside the driver. Mr. George Riddell of Hedley told me the drivers never knew when this gold brick was going to be sent out. Only once did the carrying of this brick require an armed guard and this when there was a rumour of a pending hold-up. On this occasion four armed men were placed in front and two behind.

The stage was not always business bound; on such special festive days as the Queen's Birthday or Dominion Day, it extended its journey to Princeton with a load of merrymakers. The fare for the round trip from Hedley to Princeton was $5.00. It is easy to imagine the coach with its four horses gayly decked with ribbons, driver on top of the front boot, flanked by a passenger or two and a full coach bowling quickly along the road and over the hill into town, its arrival announced by the blare of a bugle. This bugle is the best remembered part of the coach and was a true touch of old England and most satisfying to Mr. Welby. It was later used on a rural mail route in Penticton and is now in the possession of Mrs. A. H. Wade.

It was not only an ornament; it had its use during the hot and dusty summer months. Mrs. Tweddle of Keremeos told me that often when the coach was coming down the long hill at Green Mountain, the passengers would see a cloud of dust near the bottom and not know if it were a freighter or a herd of cattle, the driver would blow a mighty blast on the bugle, and if the dust was caused by a teamster, he would pull his wagon to one side and give the coach the right of way, while it would entail a long and dusty manoeuvre to pass cattle.

Mr. Welby's advertisement of 1907 reads:

"A beautiful drive over the best of roads.
Fast stock and the best of drivers."

No doubt he was quite correct about his stock, drivers and the beauty of the road but all old timers who remember the stage and the trip are most emphatic about the condition of the road, and according to their stories it was far from "the best of roads". Mr. Roadhouse very graphically described the Green Mountain road which consisted of miles of steep pitches and downhill grades and wound over the top of a mountain. In winter the trip was through snow, in spring through mud and in summer the dust was everywhere and many an old timer told me tales of dusty, bump trips.

In spite of the condition of the road, in searching the pages of the *Similkameen Star* and the *Hedley Gazette* there were few records of accidents. One incident reported in the *Hedley Gazette* on December 7th, 1905, reads as follows:

"Welby stage broke down on Sat-

urday between Olalla and Keremeos. As the stage was going through some of the short pitches on the road the tongue broke. The resourcefulness of Driver McKenzie was, however, equal to the occasion and lashing the broken tongue together with sundry ropes, he arrived safely in Keremeos."—and it goes on to say "after speedy driving between Keremeos and Hedley the stage was only two hours late into Hedley."

However, the following incidents though not stories of Mr. Welby's coach, will illustrate some of the trials and troubles of the road. The first, referring to Mr. Revely's stage is dated July 6th, 1995, in the *Hedley Gazette*—"Princeton stage was late on Monday. On making enquiries the cause was learned—a mishap on the way. One of the hind wheels came off and allowed the axle to plow through a mudhole. When the passengers had scrambled out they resolved themselves into a committee of ways and means. The axle was cleaned, the wheel put on again, but on a dry axle—what was to be done? There was no dwelling within miles; the driver was in despair, the male passengers had gone their limit, when a lady passenger came to the rescue and produced the thing necessary—a lubricant—this she fished out of her travelling bag in the shape of a bottle of castor oil and all went merry as a marriage bell. Castor oil is an old standby—good alike for babies and stages—God bless the ladies."

The other happened on the Nicola route and is from the *Similkameen Star* Local and Personals, March 21st. 1903: "Mr. Silverthorn returned from the Coast on last week's stage, at least as far as Otter Canyon, when the stage got stalled in a snowslide. Mine host of the Hotel Jackson found walking poor between that place and J. Thynne's, a distance of nine miles. Mr. Silverthorn finally arrived here Wednesday on the top of a load of hay after spending nearly a week on the road between this place and Nicola Lake. Such is life in the far West."

And here are some of the questions curious and interested passengers asked of the driver. "Are your horses skittish? What size is the axle? Are there no highwaymen along the route?" Similar to those questions asked the bus-driver today, though, of course, applying to a different type of vehicle.

From 1905 onwards a branch of the Great Northern Railway, the V. V. and E. (Vancouver, Victoria and Eastern) was being built into British Columbia via Oroville, Chopaka, Keremeos and Hedley to Princeton. It was completed to Keremeos in 1907 and to Princeton about 1914. Mr. Welby still ran his stage line but after 1908 mail was carried only from Penticton to Keremeos, the Great Northern having the charter from Keremeos to Hedley. Gradually the competition of the train and the advent of the motor car signalled the end of the career of the stage coach. By 1911, old timers remember that cars, or more accurately, one or two cars were being used as jitneys to Penticton and the period from 1911 to 1913 seemed to have been one of gradual decline both for Mr. Welby and the coach. It has been extremely difficult to find any exact data concerning these years. Mr. Welby still owned his livery stable in Penticton and the coach was housed in the barn and possibly used occasionally. In 1913 this stable was burned and Mr. Welby lost much of his equipment and several head of stock. This fire put an end to his stage line.

The Concord was one of the few pieces of equipment saved from the fire, and in 1914 it was bought by a Mr. Adams and driven to Princeton. For a period of six months to a year he used it on the Princeton-Copper Mountain route. But a stage coach was no longer efficient and the motor car definitely showed that the era of the coach was finished forever in this country.

Mr. Adams sold the stage line to Mr. Frank Buckless in 1916 and the coach passed into his hands along with other effects. Now, as far as Mr. Buckless was concerned, the coach was an out-moded and outworn contrivance, almost a liability, and something that was continually in the way, so it was left

outside to the mercy of the elements. The coach was returned to the limelight during Richter's Rodeo in 1917, when Mr. A. D. (Cowboy) Kean made a film of the countryside around Princeton. It was used in a number of scenes and Mrs. Elizabeth Daly of Keremeos and Mr. Jim Wallace (deceased) of Princeton rode in the coach and played the part of the pioneers of the story. These two were also pioneers in their own right as both had come to the Similkameen valley many years before.

After this exciting event the coach was forgotten and it stood in a shed behind the F. P. Cook Estate store, to be remembered only on occasions of hilarity and deviltry. Once or twice, drawn by exuberant guests, it conveyed a bride and groom through the streets of Princeton, but mostly it lay a prey to the hands of vandals and small boys on Hallowe'en.

But it's fate was not to deteriorate and gradually crumble into oblivion. Princeton had the good fortune to have called to the pulpit of the United Church, Rev. John Goodfellow, a person of great capability and keenly interested in British Columbia history. He saw it and enquired about its story and began to find ways and means of preserving it. In 1931 through his instigation, the Similkameen Historical Association was formed and one of its first acquisitions was the coach which was presented to the association by Mr. Perley Russell, manager of the F. P. Cook Estate. It was then renovated and repainted in colours as near the original as possible.

Its first appearance after the renovation was on the occasion of the Silver Jubilee of King George V. It was driven in a parade by Mr. W. A. (Podunk) Davis, who says he is a mere chee-chako who came to the Similkameen in '85. Its passengers were Mr. and Mrs. A. E. Howse, old timers of the Nicola and Similkameen Valleys, dressed in the fashions of the 1900's. Needless to say, the coach and its occupants were the objects of much admiration and favorable comment.

Shortly after the Jubilee celebration destruction again menaced the coach when the arena in which it was housed was entirely demolished by fire. Fortunately it was saved and now has found another temporary shelter. It is the ambition of the Similkameen Historical Association to erect a suitable structure to serve as a permanent home for the coach and also to act as a museum for its pictures, manuscripts and relics of past years in the Similkameen.

Thus Mr. Welby's coach, which was used during the last decade of coaching in British Columbia, and did much to assist in the opening up and developing of the Hedley and Princeton districts, has at last arrived to sanctuary and care —truly a museum piece of much value and interest, at last protected from a society that did not realize its historical significance.

Why the Okanagan Is a Dry Belt

GEORGE W. JOHNSON

Although this valley is generally referred to as "the dry belt of British Columbia", precipitation is by no means evenly distributed. It is heavier in the north end, diminishes towards the south as will be seen from the following averages of yearly precipitation taken over a number of years. In calculating precipitation, 10 inches of snow is regarded as equivalent to one inch of rainfall. Vernon 15.54 inches; Kelowna 11.50 inches; Summerland 9.72 inches; Penticton 10.64 inches and Oliver 7.94 inches. Fairly central in the limits covered by these north and south boundaries is Summerland, and as meteorological observations have been taken at the Dominion Experimental Station over a period of twenty years, we will take this as the point of our investigation.

A glance at a topographical map of the Okanagan valley will show that it is surrounded on all sides by mountains and high plateaus. The Lake itself is 1130 feet above the sea. Those high altitudes to the west of the Valley are of particular significance as it is from the west that a large proportion of the moisture-bearing clouds approach the valley. Meteorologists tell us that the majority of the storms that approach the southern part of British Columbia originate in the Pacific Ocean, generally to the south of Japan where the polar continental air currents from Asia come in contact with tropical maritime air from the warm Japanese current and the resulting disturbance causes storms which ultimately strike our continent.

Cloud formation is the first stage in the production of rainfall and it is necessary here to digress briefly to show how this is brought about. Cloud is formed by the condensation of the invisible water vapour present in the atmosphere into the form of small liquid drops. To bring this about air must be cooled to below the dew point. The only process in nature that is capable of giving rise to sufficient condensation to produce an appreciable amount of rainfall is that involved in the cooling caused by a transfer of air from low to high levels. The principal causes for the rise of air are the meeting of currents with different temperatures, when the colder, being the heavier, thrusts itself under the warmer and lifts it up, and the passage of air currents from lower to higher levels on the earth's surface.

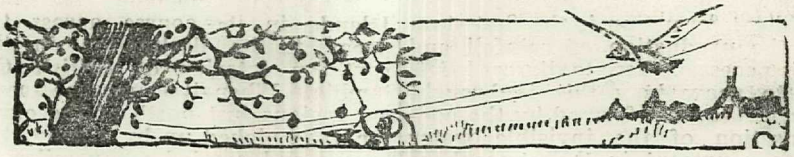
As we know, air always contains moisture in the form of invisible vapour, and the amount of water which can be carried before the air reaches saturation, varies with the temperature. Warm air is capable of carrying more moisture than cold air. At 60° F. there may be as much as 5.8 grains per cubic foot of air, whereas at 40° F. the air may contain 2.9 grains only. Therefore if a cubic foot of saturated air at 60° F. is cooled to 40° F., 2. 9 grains of water will be condensed on the dust particles floating in the air and appear as fog or cloud. At the lower levels, provided no heat is supplied from an independent source, air cools approximately at the rate of 1° for each 180 feet of rise, and conversely heats at 1° for each 180 feet of fall; this rise and fall being quite independent of the path the air may take.

As we have said most of the storms which reach this section of British Columbia originate in the Pacific Ocean, and in imagination we will endeavour to trace a unit of air, say, a cubic foot, from the neighbourhood of the Philippine Islands in its course across the ocean to its destination in the southern interior of British Columbia. When it leaves the tropical regions just north of the equator, it is picked up by a good stiff breeze and carried many miles in the prevailing winds in a northerly direction. As it approaches Japan it turns almost due east. We will assume that the temperature of this

cubic foot of air is 60° F. When it started out it was comparatively dry, but as it passed over the ocean it soon sucked up moisture and approached saturation which as we have seen would be a content of 5.8 grains of invisible moisture. In its course across the ocean it encountered various obstacles, shed a little moisture here, picked up a little there, eventually reaching our coast cooled slightly by land breezes but still carrying its quota of moisture. On striking the mainland, it encounters a further shock. Land surfaces are generally cooler than water surfaces, and as it passes over Vancouver it sheds a little moisture. It continues up the Fraser valley still shedding moisture until it reaches the mountains in the Hope and Coquihalla districts. Here it is forced up the mountain sides to an altitude of from five to seven thousand feet. A plateau of about this height continues for several miles. The once moisture-laden atmosphere at 60° F., by the simple process of rising and thereby expanding, has been cooled off to, say, 20° F., at which temperature a cubic foot of air can only carry 1. 23 grains of water in the form of invisible vapour. The balance has been disposed of in the form of cloud, rain, hail, snow, dew or some form of precipitation. As already stated, the temperature falls at the rate of approximately 1° F. for every 180 feet of rise in the lower levels, and conversely rises as it comes down to sea level. Thus, it will readily be seen in crossing this plateau the air will be depleted of a great deal of its moisture.

By the time the eastern slopes of this plateau are reached the atmosphere, although perhaps still carrying moisture almost to the point of saturation for the higher altitudes, begins gradually to descend. In the process of descending it becomes heated by compression, and thereby capable of carrying more moisture. There is a slight dip in the neighborhood of Princeton, but it is not until Osprey Lake (3606) is reached that the real descent begins. From this point there is a gradual fall to Okanagan Lake (1130 ft.). The complete journey down these eastern slopes involves a fall of nearly 5000 ft. a rise in temperature of about 30°, so that we now have an air temperature of 50°, capable of carrying nearly four grains of water, and the atmosphere instead of shedding moisture, is taking it up by the process of evaporation, and this current of air which we have traced for so many thousands of miles across the ocean, that might have done so much for us in bringing us copious and refreshing showers to revive and replenish the earth, when it does reach our valley it comes down out of the hills like a marauder and robber licking up every bit of moisture going and carrying it off.

These are the simpler and more obvious factors which account for our light rainfalls and cloudless days. There are, of course, many others, each contributing to the ultimate result, but these are a subject more for the meteorologist than for a paper such as this.



The Manson Mountain Grave

REV. JOHN C. GOODFELLOW

In the fall of 1935 Walter Jameson of Princeton, and Harry Squakin of Chu-chu-a-waa (the Indian village near Hedley) reported the discovery of a grave on Manson mountain. At the time there was some doubt regarding the name of the man commemorated by the lonely headstone, but it was known that about the middle of the last century, one of the Hudson's Bay Company servants had been killed by a falling tree, somewhere along the old Brigade Trail where it crosses Manson mountain. This mountain is south of Pierre river, east of Hope, and in the Yale District. The site of the grave is marked by a rock standing upright. On the brigade trail trees have grown up and are now "thicker around than a telegraph pole" to use Harry Squakin's description.

In answer to an inquiry, the Editor of *The Beaver*, says Douglas McKay, communicated with the Archives Department of the Hudson's Bay Company, and received the following reply from London, England.

Extract from letter from Chief Factor James Douglas, to William G. Smith, Secretary of the Hudson's Bay Company in London, dated, Victoria, 7th August, 1855.

"This moment, as the 'Otter' is starting for San Francisco letters have arrived from Langley, announcing the death of Chief Trader Fraser at 'Campment de Chevruil'. A tree fell on him, and he survived the accident only about an hour, and never spoke.

"The other particulars of that melancholy event, by which the Company has lost a zealous and devoted servant and his colleagues a warm hearted friend, will be gathered from Chief Trader (Donald) Manson's letter, which is herewith transmitted . . . ."

Letter from Chief Trader Donald Manson to Chief Factor James Douglas, dated 'Campment de Chiv' 29th July, 1855.

"I have this moment (1 p.m.) arrived here from the Quaquyalla where I left Mr. McLean, at 6 a.m. this morning, with our Brigade—I am now very, very sorry to inform you of the death of our old and worthy friend Mr. C(hief) Trader Paul Fraser, poor Gentleman he only survived the blow about an hour, and during that time he never spoke. I shall see the body interred and arranged as well as our means admit, and bring the Kamloops Brigade on with me to that place where I shall leave Mr. C(hief) Trader McLean in charge until further instructions from the Board.—On reaching Kamloops I shall have his papers collected and sealed up immediately. . . . . N.B. He died yesterday about 6 p.m." —(H.B.C. Archives A. 11/56.)

Municipalities

MAX H. RUHMAN

The following is a list of all municipalities incorporated in the Okanagan Valley, with the dates of incorporation and the names of the first Mayors and Aldermen, or Reeves and Councillors as the case may be, and the names of the first City or Municipal Clerks.

City of Enderby. Incorporated March 1st, 1905. Mayor, George Bell. Aldermen: Robert P. Bradley, Joseph W. Evans, Noah H. Kenny, George R. Sharpe and Edward T. Smith. City Clerk, Graham Rosoman who still holds the position, and is also Police Magistrate for the City, and Stipendary Magistrate for the District.

City of Armstrong. Incorporated March 26th, 1913. Mayor, James M. Wright. Aldermen: F. C. Wolfenden, T. K. Smith, A. E. Morgan, J. Leverington, H. A. Fraser. City Clerk, A. J. Fifer, who still retains the position.

City of Vernon. Incorporated Dec. 30th, 1892. Mayor, W. F. Cameron. Aldermen: S. C. Smith, J. A. Schubert, James Lyons, A. G. Fuller and W. J. Armstrong. City Clerk, R. J. Davies.

City of Kelowna. Incorporated May 4th, 1905. Mayor, Henry Willam Raymer. Aldermen: Elisha Reseau Bailey, David Lloyd-Jones, Colin S. Smith, Daniel Wilber Sutherland, Simon Tackett Elliott. City Clerk, Robert Morrison.

District of Spallumcheen. Incorporated July 21st, 1892. Reeve, Donald Graham. Councillors: Robert Wood, John A. Cameron, Thomas N. Hayes, and Donald Matheson. Municipal Clerk, Henry Seydel.

District of Coldstream. Incorporated Dec. 21st, 1906. Reeve, W. C. Ricardo. Councillors: R. Gillespie, J. L. Webster, B. C. S. Turner, and John Kidston. Municipal Clerk, A. T. Kirkpatrick.

District of Peachland. Incorporated January 1st, 1909. Reeve, W. A. Lang. Councillors: S. F. Callender, M. N. Morrison, L. D. McCall, C. G. Elliott. Municipal Clerk, H. McDougall. The first meeting of the Municipal Council was held in the Orange Hall on the 1st. Feb., 1909.

District of Summerland. Incorporated Dec. 1st, 1906. Reeve J. M. Robinson. Councillors: R. H. Agur, James Ritchie, J. R. Brown and C. J. Thomson. Municipal Clerk, J. L. Logie. The first meeting of the Municipal Council was held on Jan. 21st, 1907.

District of Penticton. Incorporated Dec. 31st, 1908. Reeve, A. H. Wade. Councillors: L. C. Barnes, Sydney Hatch, Henry Murk and John Power. Municipal Clerk, Charles Were. The first meeting of the Municipal Council was held in the Court House on Feb. 1st, 1909.

Canada Kept Faith

L. NORRIS

In the year 1868 the colony of British Columbia was not prosperous. The output of gold from Cariboo had been declining for some years, and the discovery of placer gold on the Big Bend of the Columbia River in 1865, which at one time had raised expectations so high, proved to be something of a flash in the pan.

To improve conditions the Government turned its attention towards securing closer connection with eastern Canada, and in 1868 J. W. Trutch who was then Chief Commissioner of Lands and Works for the Colony, laid before the Government a plan for building a road across the Rockies. The proproposed waggon road was to be of the same character and width as the road from Yale to Cariboo. A branch of the Cariboo road had been built into Savona, and Trutch's estimate of the distance and cost of the proposed road from Savona to the mouth of the Brazeau River by way of Yellowhead Pass, was 515 miles and $1,050,000, and in his reports he added: "From the mouth of the Brazeau River there is good steamboat navigation to Fort Garry with the exception of one spot at the Great Rapids, 12 miles upstream from the mouth of the Saskatchewan."

In the meantime conditions in eastern Canada were changing rapidly. The confederation of the eastern provinces took place in 1867, and by a Deed of Surrender dated the 30th Nov. 1869, the octopus-like hold of the Hudson's Bay Company on what is now the three prairie provinces had been broken, and Sir John A. Macdonald, who was then in power, was preparing to carry into execution his plan for connecting the whole of British North America with a railway from sea to sea.

His overtures to the colonists of British Columbia to enter the Canadian confederation as a province in 1869, were welcomed if not with the desperation of a drowning man clutching at a straw, at least with the relief a swimmer in difficulties feels when he clutches the side of a substantial raft.

The delegates appointed to represent the Colony in settling the terms on which the new province was to enter confederation were J. W. Trutch, Dr. J. S. Helmcken and Dr. R. W. W. Carroll. They left Victoria on the 10th May, 1870.

When they returned the terms upon which the Colony would be admitted to Confederation were so liberal that when they came before the Legislative Assembly for ratification they were accepted unanimously, in fact with a unanimity that to some seemed almost indecent. The Victoria *Colonist* thus desribes the scene in its issue of the 19th Jan. 1870: "Our Legislature yesterday presented a strange study. Just think of it. A Legislature created we might say for the express purpose of deciding the great question of confederation giving a unanimous vote in silence, save only what was said by the mover and seconder. A little opposition would have been preferable to a silence which was scarcely becoming."

When the Bill came before the House of Commons at Ottawa there was no unseemly unanimity manifested. The opposition fought the measure tooth and nail, led by Alexander Mackenzie who declared that it was an insane bargain impossible of accomplishment, and that Canada had been betrayed. The section of the Act over which the controversy raged the fiercest was the railway clause which reads:

"II The Government of the Dominion undertakes to secure the commencement simultaneously, within two years of the date of the Union of a Railway from the Pacific towards the Rock Mountains,

and from such point as may be settled, east of the Rock Mountains, towards the Pacific, to connect the sea board of British Columbia with the Railway system of Canada, and further to secure the completion of such Railway within ten years from the date of Union."

The Bill finally passed on the 1st April, 1871, but only with the majority the Government usually had, greatly reduced. The Railway clause was later modified by a Resolution of the House of Commons and by a speech made by J. W. Trutch.

The Resolution was passed on the 11th April, 1871, and reads: "That the Railway referred to in the address to Her Magesty concerning the union of British Columbia with Canada, adopted by this House on Saturday, 1st April, instant, should be constructed and worked by private enterprise and not by the Dominion Government, and that the public aid to be given to secure that undertaking should consist of such liberal grants of land, such subsidy in money or other aid not increasing the present rate of taxation, as the Parliament of Canada shall hereafter determine."

This Resolution virtually made the building of the road contingent on Canada being able to build it without increasing the rate of taxation.

Mr. Trutch's speech was made at a banquet in Ottawa, on the 10th April, in the presence of every member of the Cabinet except Sir John A. Macdonald who was in Washington at the time. He was then the accredited Agent at Ottawa, of the Colonial Government. He said, among other things: "When he came to Ottawa with his co-delegates last year they entered into a computation with the Privy Council as to the cost and time it would take to build the line, and they came to the conclusion that it could be built in ten years. If they had said twelve or eighteen years, that time would have been accepted with equal readiness, as all that was understood was that the line should be built as soon as possible." (B. C. Sess. Papers, 1875, page 618).

These words cannot be taken as the utterance of an irresponsible man spoken casually and without particular import. The time, the place and the circumstances indicate that his words were well considered, and that the speaker in giving utterance to them must have realized that what he was saying would have, should at any time a difference of opinion arise as to the proper interpretation of the Terms of Union, an important bearing on what the two parties really meant when they were agreed on, especially the Railway clause.

One of the other delegates, Dr. Carroll, who was made a Senator made a speech in the Senate on the 6th April, 1875, which is thus reported in Hansard: "Hon. Mr. Carroll said as one of the negotiators of the first treaty (Terms of Union) with Canada he understood it to mean that the Dominion should commence the survey, locate the line and construct the Pacific Railway as soon as was compatible with its resources, but in order that the clause (Railway clause) should not be too vague, we put in a term of years."

The Union became effective on the 20th July, 1871, and the same day a party of Dominion Government engineers left Victoria bound for Tete Jaune Cache. When the Report of the Chief Engineer, Sandford Fleming, was given to the public the following spring, it was then known that the route from Tete Jaune Cache westward was found to be impracticable, and that a very good route was found from Tete Jaune Cache to the head waters of the North Thompson.

Everything now pointed to the route which Trutch had selected for his waggon road in 1868, and now followed by the Canadian National Railway, being adopted. The Yellowhead Pass is less than four thousand feet (3746) above sea level with exceptionally easy approaches to the summit from both east and west, and on the 2nd April, 1872, it was adopted as the pass for the Railway through the Rockies. There were no engineering difficulties from the prairies to the sea except in the Fraser River Canyon above Yale, and that those difficulties could be surmounted was amply demonstrated by the

building of the Cariboo waggon road.

In the speech from the throne in the local House this reference was made to the Railway. "The Dominion Government has also prosecuted the preliminary survey of the Canadian Pacific Railway with such energy and success that if any doubt ever existed as to the certainty of the work of construction being undertaken within the time limit in the Terms of Union it can now be no longer entertained." (17th Dec., 1872).

Early in 1873 everyone anticipated the early selection of the Yellowhead - Burrard Inlet route, the commencement of construction within the two years, and the completion of the Railway within the ten years tentatively mentioned in the Railway clause. And then came, like a bolt from the blue, the Order-in-Council of the 7th June, 1873, naming Esquimalt as the terminus. An untoward event had happened in the fall of 1872, something not contemplated when the Terms of Union were framed, the importance of which seems to be strangely overlooked.

The award of the German Emperor of the 21st Oct., 1872, gave San Juan Island to the United States. This meant that if war broke out between the United States and Great Britain, all shipping by the usual route between Esquimalt and Victoria and the terminus of the Railway, if located on Burrard Inlet, would be intercepted, and all ships bound for the open sea, even vessels carrying coal from Nanaimo to the naval base at Esquimalt, would have to proceed around the north end of Vancouver Island. It was a serious matter. The Victoria *Colonist* in its issue of the 10th Dec., 1872, refers to the award of the German Emperor as "the transfer of the key of British Columbia to the United States."

War with the United States was not then the remote possibility that it is today. The relations between the two countries were being continually strained, and neither nation ever lost sight of the possibility of war, in dealing with the other.

Sir John A. Macdonald had always looked upon his pet scheme of a transcontinental Railway as something which would not only help to bind the different parts of British North America together, but also as an Imperial Highway which would serve to bind the different parts of the British Empire together as well and help to consolidate and conserve it. And now he was confronted with the possibility, on a certain contingency arising, of seeing this Imperial Highway terminate in something like a *cul-de-sac* in the hands of the enemy.

The Chief Engineer, Sandford Fleming, estimated the cost of building the line from Fort William to Port Moody at $60,000,000. Had the Railway been built through to Esquimalt it would have had to be taken to Bute Inlet, the Gulf of Georgia bridged at Seymour Narrows, and then carried down the east coast of Vancouver Island at an additional expense of at least $20,000,000 more. It is very unlikely that Macdonald ever seriously contemplated building the Railway to Esquimalt. The Government at Ottawa was nonplussed for the time being. The Americans had been awarded San Juan Island, and had the rock bluffs commanding the narrow neck of water which separates it from the mainland of Vancouver Island surveyed, and had scored a point, and Macdonald countered by naming Esquimalt as the terminus of the Railway. It was tit for tat and honors for the time being were easy, but the Canadian Government was far from finding a satisfactory solution of the grave problem which confronted it.

A careful examination of the facts will make it clear that Burrard Inlet would have been adopted as the terminus in 1873 instead of Esquimalt, had it not been for the loss of San Juan Island.

In after years when Macdonald was in power again he saw to it that at least the naval base at Esquimalt was linked up by a railway with the coal mines at Nanaimo. The people on the Island were then content; they considered they were compensated for the delay in building the Railway.

The two years within which work was to be commenced was up

on the 19th July, 1873, and on that day work was commenced at Esquimalt. What was done is thus described in the Victoria *Colonist* of the 20th July: "The terminus of the Canadian Railways was located yesterday. It is at the northeast corner of the fence which surrounds the Admiral's residence at Thetis Cove and is marked by one of the posts of the fence on which is written 'C. P. R. S. July 19th, 1873'. Mr. Smith with his force cut a broad trail through the brush and saplings for a distance of several hundred yards driving stakes at short intervals. No sod was turned except by some of the visitors by way of a lark, and we learn that a telegram was received from Ottawa in the morning that the commencement of the location survey on or before the 20th July, is considered as keeping the terms of the Treaty of Union". The work was continued for two days after the 19th. We do not know how much was accomplished but evidently there was enough to constitute a legal commencement.

The law is the same for a railway as it is for a house, and all the authorities seem to agree as to what is a legal commencement. Broadly it means that if the commencement is made with the bona fide intention of completing the structure and the work is prosecuted afterwards with reasonable diligence, it is enough if the surface of the ground is disturbed and changed sufficient to show the nature and character of the work in hand.

In *Words and Phrases Judicially Defined* a standard American work, the following passage appears on page 1286: "Work done in the breaking of the ground for a cellar is the commencement of a building because it must have changed the appearance of the ground so as to show the nature of the work. A statute giving a Mechanic's Lien priority of a Mortgage recorded after the 'commencement of the building' means the first labour done on the ground which is made the foundation of the building, the effect of which is apparent, such as the beginning to dig the foundation or work of like description which everyone can readily recognize as the commencement of the building."

The *American and English Encyclopedia of Law* on page 314, Vol. 3 says: "Commencement of a building is the first labour done on the ground which is made the foundation of the building, and to form part of the work similar and necessary for its construction."

In *Halsbury's Laws of England*, page 1052, this rule is also laid down: "Written agreements must also be construed with reference to any particular customs and usages applicable to the circumstances of the case."

In dealing with contracts on the Intercolonial Railway, the commencement of the location survey was always considered by the Dominion Government as the commencement of construction. So that technically and according to the customs and usages applicable to the case, the work done at Esquimalt on the 19th July, and subsequent days, constituted a valid and legal commencement of construction.

But the advantage gained by a valid and legal commencement of construction may be forfeited by interruption of the work or failure to prosecute it with reasonable diligence. The authority above quoted, *Words and Phrases Judicially Defined*, in reference to the same subject elsewhere says: "But such work must be done with an intention and purpose then formed to continue such work to the completion of the building, and work done on the ground without any design or purpose to construct a building at the time and which is intermittant is not sufficient."

In this case there could be no question raised of the intention of the Government. From the time the Bill was passed on the 1st April, 1871, onward, the people of Canada were behind the project and were determined to have the road built. Both parties were agreed on this, and the people cheerfully, in the face of the Resolution passed on the 11th April, 1871, consented to an increase of fifteen per cent in the general rate of taxation to meet the expenses incurred. Nor was there any interruption of the work.

From the time the survey party left Victoria on the 20th July, 1871, until the last spike was driven on the 7th Nov. 1885, the Government never ceased in forwarding the project. There were not two projects, two Railways. There was one Railway only and its construction went on without interruption until it was completed.

It might be contended of course that while the trifling amount of work done at Esquimalt in July, 1873, might at the time have been a valid and legal commencement of construction, when the work of actual construction was resumed at Yale in 1880 it could not be regarded seriously as the commencement of the construction of a transcontinental railway, after the lapse of seven years when the elements had pretty well obliterated all traces of the work.

But to render this argument sound it would be necessary to show that time was of the essence of the contract which it was not. When time is not of the essence of the contract and the structure is not finished within the time mentioned in the written agreement, the contract is not cancelled. It still remains a subsisting contract, and the aggrieved party has his remedy in an application to the Court for specific performance of contract and for damages, and the contractor is entitled to a settlement on an equitable basis. But if time is of the essence of the contract and the structure is not finished within the time mentioned in the written agreement, the contract ceases to exist, and the contractor is not entitled to a settlement on an equitable basis.

In this case where time is not of the essence of the contract it is difficult to see how what was once a legal and valid commencement of work should lose its status as such through the mere lapse of time while the contract remained a subsisting contract.

The law on the subject is quite clear:

Law Dictionary, C. S. West, a standard work, says: "When a contract limits time for the performance of an act, the promissor has the right of performing it within a reasonable time after the date unless it appears that performance within the time was intended to be of the essence of the contract."

Chitty on Contracts, page 458: "Unless a different intention appears from the terms of the contract, stipulations as to the time of payment are not deemed to be of the essence of the contract."

And in the *Western Weekly Reports*, Vol. 1, page 1922, Hayden vs. Rudd. "In equity as a rule time will not be regarded as of the essence of the contract unless it affirmatively appears that the parties regarded time as an essential element of their bargain."

In any case the contract between the two governments, insofar as it implied or required a continuation of the work of construction at Esquimalt was null and void as being adverse to the public interest. The situation was this: The plans of the Dominion Government had been upset by the loss of San Juan Island. There were three places available as a terminus, Burrard Inlet, Bute Inlet and Esquimalt. The Government did not know then, and could not know, which was the most suitable. Under the circumstances, to have spent several hundred thousand dollars at Esquimalt only to find later that some other place was the most suitable for the terminus of the Railway, and that the money spent at Esquimalt was wasted, would have been an act of culpable recklessness without justification or legal sanction.

"Any agreement which tends to be injurious to the public or against the public good is void as being contrary to public policy" is the way the rule is laid down on page 394, volume 7, of *Halsbury's Laws of England*.

Work was discontinued at Esquimalt three days after it commenced and on the 26th July, 1873, a stiff note was sent from Victoria to Ottawa protesting against the nonfulfillment of the Railway clause by the Dominion Government. To contend that the Provincial Government was right in its interpretation of the Railway clause would be to argue that a contractor who had spent several hundred dollars in excavating the cellar for

a house, if he went for one day to the quarry for stone would find on his return that the contract was broken, that he was a tresspasser on the premises and unable to collect pay for the work he had done. The Provincial Government always interpreted the Railway clause as if it expressly stipulated that time was of the essence of the contract and the commencement of construction should be followed thereafter by a vigorous prosecution of the work with the number of men employed and the expenditure of money commensurate with the magnitude of the undertaking. Neither of these two provision are in the Railway clause, yet the Provincial Government always interpreted it as if they were.

If the Provincial Government honestly believed that time was of the essence of the contract and that the agreement was broken when the work at Esquimalt stopped, its interpretation of the Railway clause was so widely different from that of the Dominion Government that there was virtually no bargain, no agreement.

Canadian Encyclopedic Digest, Vol. 2, page 842: "Consensus ad idem, For a contract to come into being the minds of the two parties must meet in one and the same intention, and if it be clear that there has been no consensus what might have been written or said becomes immaterial. If one of the parties intends to contract in one set of terms and the other intends to contract in another set of terms, there is no contract unless the circumstances are such as to preclude one of the parties from denying that he agreed to the terms of the other."

Leake on Contracts, page 2. "A consensus ad idem is a prime essential to the validity of a contract, and if one party has not agreed to all the terms there is no contract."

But in this case there was no impairment of the contract through want of a full understanding, through one party thinking in one set of terms and the other in another set of terms. Both were thinking of the same thing and both agreed to the same thing as will be shewn.

Sir John A. Macdonald resigned on Nov. 5th, 1873, and Alexander Mackenzie, the leader of the opposition, after forming a Ministry, went to the country, and during the ensuing election campaign he repeated what he had said in the House of Commons, viz., that in undertaking to commence work within two years and to complete the Railway in ten years the Conservative Government had acted with insane recklessness, and he pointed triumphantly to the fact that the Tories themselves were unable to carry out what they had undertaken to do.

From the time Mackenzie took office onward there was complete agreement between the two Governments, both agreed that the Dominion Government had failed in its engagement. But because the two Governments—the debtor and the creditor—agreed that the bargain had been broken, the one for the purpose of making political capital out of the situation, and the other for the purpose of extorting compensation, it did not necessarily follow that such was the case, that the bargain had been broken.

Had there been the intervention of a third-party interest both Goverments would soon have found that what they had mutually agreed to was immaterial, that the question would have to be dealt with on its merits, and that they had no case.

The Railway clause does not set forth or embody what the Dominion Government undertook to do, because the Bill which includes the Railway clause was not passed by the House of Commons until after the leader of the Government assured the House that the Resolution making the building of the Railway dependent upon Canada being able to build it without increasing the rate of taxation, would be introduced and passed later. The Bill passed, but with the majority the Government usually commanded greatly reduced, the presumption therefore is that if this assurance had not been given the Bill would have been defeated. British Columbia entertained no protest against the Resolution, which entirely altered the import and meaning of the Railway clause, being introduced and passed by the

House, nor did British Columbia repudiate the speech of her accredited agent, J. W. Trutch, or offer any explanation. The presumption, therefore is that the Province at that time, acquiesced in both, in making the building of the Railway contingent upon the Dominion Government being able to build it without increasing the rate of taxation and without time being of the essence of the contract.

The Bill was passed on the 1st April, and the Resolution on the 11th April, 1871, and in the interval, on the 10th April, in the presence of the Dominion Ministers, Trutch made his speech in which he said "all that was understood was that the line should be built as soon as possible."

Now bearing in mind the Resolution of the 11th April, and what it implies, and having regard to the frank admission of the accredited agent of British Columbia, made in the presence of the Dominion Ministers the day before, any claim which might be set up that there was a misunderstanding, that the two parties were thinking each in a different set of terms from the other, or that the Dominion Government was bound to do more than complete the Railway within a reasonable time, would fall to the ground and with it the claim implied by British Columbia that time was of the essence of the contract, and that when work was stopped at Esquimalt the agreement was broken. British Columbia never had an equitable claim against the Dominion for delay in the construction of the road. No lawyer could take such a case into court, and expect to succeed. If he did he would find himself blocked at every point.

In the spring of 1874 the Dominion Government commissioned J. D. Edgar to proceed to Victoria and make a new bargain with the Provincial Government, a new agreement. He was authorized to ask the Province to agree to an extension of the time within which the Railway should be completed, from 1881 to 1890 and to offer to build the Railway from Esquimalt to Nanaimo as compensation for the extension of time. There was no necessity for making this offer. Canada was never bound to complete the road by July 20th, 1881. Two of the three delegates representing the Provincial Government when the Terms of Union were settled, admitted in the most public manner that all that Canada had agreed to do was to complete the Railway "as soon as possible" or "as soon as was compatible with her resources" and that the ten years mentioned in the Railway clause was inserted tentatively as without some term of years, any term, being mentioned the clause would be too vague. Nevertheless it suited the Dominion Government to fall in line with the Provincial Government's interpretation of the Railway clause.

When negotiations fell through and G. A. Walkem, the Provincial Premier, was preparing to go to London to lay his shadowy grievances "at the foot of the throne", Lord Carnarvon, who was Secretary of State for the Colonies at the time, in a letter to the Governor General, Lord Dufferin, dated 18th June, 1874, offered to act as arbitrator between the two Governments, but expressly stipulated that he would do so only if the two Governments agreed beforehand to accept his decision.

Had Lord Carnarvon faced the facts frankly and with an open mind he would, at least, have insisted on the question being submitted to the Supreme Court, and a decision secured first before meddling with it.

British Columbia agreed to accept Lord Carnarvon's decision, whatever it might be, and the following dispatch was sent from Victoria to London on the 3rd Aug., 1874: "Colonial Secretary, London, Upon advice of Responsible Ministers I accept on behalf of British Columbia arbitration offered in your dispatch to Lord Dufferin 18th June. Acknowledge receipt, J. W. Trutch, Lieutenant-Governor."

Mackenzie, on behalf of the Dominion Government, flatly refused to be so bound. Nevertheless the arbitration proceedings went forward, and when the award was handed out, Mackenzie who had refused to be bound by it, willingly

accepted it, while Walkem, the Provincial Premier, refused to accept it.

When the offer was made through Edgar to build the Island Railway it was clearly understood by all parties that it was in compensation to the people of British Columbia for the delay, for the extension of time within which the Railway should be completed. But Lord Carnarvon in his award, while he makes provision for the extension of time and the completion of the Railway in 1890, and for the building of the Island Railway, makes no mention of compensation thus leaving the whole question open.

Had he added a single sentence to his award clearly stipulating that before it would be binding on either party it would first have to be accepted by a vote of the Parliament of Canada and by a vote in the Legislative Assembly in Victoria, and that when the Island Railway was built all claims the Province might have against the Dominion for any delay would be extinguished, it would have cleared up much. But he did not do this and the consequence was that his award when it was handed out, instead of bringing the two Governments into agreement, proved to be a document which was well calculated to, and did, drive the two parties farther apart than ever and left the whole matter more embroiled than it was before. A man in Lord Carnarvon's position might be expected to act with more prudence and foresight than he did. It was this defect in the Carnarvon Terms, in not more clearly defining what would be expected of both parties, that led to the rejection by the Senate of the Esquimalt and Nanaimo Railway bill later on.

No one to this day knows what the Carnarvon Terms mean. The subject was frequently debated in the House of Commons. On the 5th and 20th March, 1875, they were at it hammer and tongs, some contending that the Island Railway was for compensation to the people of British Columbia and other refusing to concede the point. The Carnarvon Terms were never binding on the Dominion Government. Mackenzie accepted them as far as he was able to, but the Bill giving effect to them was rejected by the Parliament of Canada. There are not two Parliaments in Canada. The B.N.A. Act is quite clear on that point: "There shall be an Upper House to be known as the Senate and the House of Commons". Any Bill that does not pass in both Houses is rejected by the Parliament of Canada.

When Walkem was on his way back from England he stayed over at Ottawa and had an interview with Premier Mackenzie. The Dominion Premier was very cordial and friendly. He seemed to think that all differences between the two Governments had been adjusted and that they were now in agreement, and he assured Walkem that the Dominion Government would accept the Carnarvon Terms, and that the Island Railway would be built with the least possible delay, and these facts were communicated to the Government at Victoria in a telegram by Walkem. Mackenzie appears to have frankly accepted the Carnarvon Terms and was prepared to adhere to them, and was much disappointed when the Bill for the construction of the Island Railway was thrown out by the Senate.

Had Walkem accepted the Carnarvon Terms with the same frankness and loyalty, the people of British Columbia would have had their Island Railway built then instead of having to wait for ten years longer for it.

But Mackenzie made the same mistake that Carnarvon did, he did not have it clearly stipulated and understood that when the Island Railway was built it would be accepted by the people of British Columbia in full satisfaction of all claims the Province might have against the Dominion. Both seem to have taken this for granted. Evidently they did not know their Walkem. It was this oversight on the part of these two men which shaped the policy of the Provincial Government.

When the Carnarvon Terms came up for consideration in the Legislative Assembly in Victoria, the Premier, G. A. Walkem, promptly

shifted his ground and declared that there had been no arbitration and no award, only "friendly intervention", and his Chief Commissioner of Lands and Works, Mr. Beaven, assured the House that nothing had been changed and that the Terms of Union had not been altered.

It seems extraordinary that the Dominion Government was prepared to contribute a very large sum, at that time when the resources of the country were so limited, towards a project involving an expenditure of about two millions, for the purpose of compensating the Province for the delay in building the Railway, without first having it clearly understood and stipulated that the Province would accept this enormous sacrifice in satisfaction of its claims, and would agree to the extension of time asked for.

It was Senator Dickey who called attention to the blunder the Government was making in committing itself irrevocably to the building of the Island Railway, and leaving the Government at Victoria free to regard it not as compensation but as part of the mainline of the Canadian Pacific, and free to still pester the Home Government with their groundless claims.

It was probably his speech made on the 6th April, 1875, that killed the Island Railway Bill. It is thus reported in part in Hansard: "He maintained that it was not a treaty as the Chief Commissioner of Lands and Works of the British Columbia Government (Mr. Beaven) stated in the Legislature on the 10th March last, on the occasion of Mr. Walkem laying on the table the report of his mission to England, in reply to a member 'Now, if hon. members will read the reports they will find that no arbitration or legislation took place upon them and that the old terms (with Canada) remain intact'. He made use of these words again 'Although the British Columbia Government had preserved the terms intact'. That was the view of British Columbians of what was called here a new treaty. Under these circumstances he did not see how this Government was justified in putting this heavy expense on the Dominion for what his hon. friend (Mr. Carroll) had truly called a local work."

The Senate in rejecting the Bill for once justified its existence.

When Alexander Mackenzie found himself balked in his efforts to bestow upon the Province compensation to which it was not entitled, he turned his attention to continuing the surveys for three years at an expense of nearly three million dollars thus proving by spirit level and chain what everyone already pretty well knew, viz. that no other route offered so many advantages as the Burrard Inlet route, and, incidentally, what an insane bargain the Tories had made.

In 1876 Lord Dufferin, the Governor General, visited the Province, and in his speech at Victoria on the 20th Sept. he said in reference to the Railway: "The terms of that treaty (the Terms of Union) were that Canada undertook to secure within two years of the date of the union the simultaneous commencement at either end of a railway which was to connect the seaboard of British Columbia with the railway system of the Dominion, and that such railway was to be commenced within two years of the date of the Union in 1871. We are now in 1876. Five years have elapsed and the work of construction even at one end can be said to have only just begun. Undoubtedly under these circumstances everyone must allow that Canada has failed to fulfil her treaty obligations towards this Province." (Victoria *Colonist*, 21st Sep. 1876). Whether the circumlocution was intentional or not, he intended his hearers to understand that Canada had broken her engagement.

On the date on which the speech was made the Dominion Government had legally and according to the customs and usages applicable to the case, commenced the construction of the Railway on the Pacific coast, had raised the general rate of taxation fifteen per cent to meet the expenses incurred by building the Railway, something it was expressly exempted from by the Resolution of 11th April, 1871, and had then four years and ten

months within which to complete the road within the ten years mentioned tentatively in the Railway clause, and it was a well known fact that the first transcontinental railway built in the United States —the railway connecting Omaha with the Pacific—had been built in less than four years.

If there is one rule more generally adhered to than another in English Colonial law it is that the Governor of a Colony that has responsible Government, shall not take sides in party politics. Notwithstanding anything he said to the contrary, Lord Dufferin descended into the arena of party politics, espoused the wrong side, and in his speech made statements inconsistent with the facts and, in so doing, maligned the country whose Governor General he then was, and tarnished and blackened the fair name of Canada.

When the last spike was driven on the first transcontinental railway built in the United States, on the 28th April, 1869, (Bancroft) the Americans were very proud of the accomplishment, of their railway 1775 miles long, and quite justly so. It was a splendid achievement. But when the building of Canada's first transcontinental railway is mentioned—a railway 2500 miles long, and built by Canada with a population of only about one tenth of the United States, and one tenth of her wealth—it arouses little enthusiasm in the breast of the average British Columbian. It reminds him of the Carnarvon Terms and the Pacific Scandal, and these he is apt to interpret, the Carnarvon Terms as meaning that Canada inveigled British Columbia into joining the Confederation by promising to build the railway and then refusing to do until she was more or less coerced into keeping her engagement by the Home Government; and the Pacific Scandal as meaning that Sir John A. Macdonald and his colleagues narrowly escaped having to go to jail for the theft of public funds.

Canada broke no engagement. and the Carnarvon Terms never amounted to more than an abortive and rather stupid blunder on the part of Lord Carnarvon, and there was nothing in the Pacific Scandal. In 1871 Sir John A. Macdonald and his colleagues did no more than what every Government in Canada is doing today, and what every Government has done since Confederation, and what every Government in England has been doing for a thousand years past, viz., accept contributions from their friends towards a fund for defraying legitimate election expenses.

Whether it is right or not for a political party when in power to accept such contributions from men with whom the Government then has business relations, is a question we leave to casuists to decide. We are here dealing with the facts.

It is time Canadians aroused themselves and insisted on the facts being admitted and acknowledged. Canada has lain too long under the unjust imputation of having broken her engagement with British Columbia.

Amid all the welter of confusion and misunderstanding created by the blundering ineptness of Carnarvon, Dufferin and Mackenzie, and the shifty dishonesty of Walkem, the man who stands head and shoulders above them all is Sir John A. Macdonald. His honesty, his frankness and candor in confronting facts, and his common sense, mark him out as a man apart, a man in a class by himself. There are two men—Macdonald and Douglas—of whom British Columbians may well be proud.

Obviously, the subject cannot be dealt with clearly and adequately in an article of this length. It is intended rather as a serious challenge to anyone to show that Canada broke her agreement with British Columbia over the building of the Railway.

The Log Cabin at Summerland

J. W. S. LOGIE

In the winter of 1921-22 the officials of the Labor Party in Summerland were confronted with the fact that many of their members were unemployed and in dire need of the necessities of life. The problem of seasonal occupation is always a pressing one in an agricultural country and the casual worker is the first to suffer. The field of co-operative effort was thoroughly canvassed and it was decided that the establishment of cottage industry, or some form of handicraft, offered the easiest solution to the problem.

It was then found that a high standard of artistry was essential if the product was to command a ready sale, and a branch of the B. C. Art League was organized to coordinate design and color schemes and to supervise all manufacture undertaken by the group. A sales room was the next step and the Log Cabin seemed most fitting for a Western environment. Sceptics said that there were no artists in the community and no funds available, so the problem was thrown back to the Labor Party where it originated. The members thought that community effort would solve the difficulty so a bee was organized and in one day sufficient logs were cut to erect a log cabin.

The neighborhood was combed for specimens of various handicrafts, a great deal of unknown talent was discovered and the Log Cabin, as headquarters of the Art League, was officially opened on June 1st, 1922, by Mr. J. W. Jones, M. P. P.

The next step was to discover branches of handicraft which would be most suitable for the district, and to secure capable teachers. During the next few months experiments with the local clays were carried on and, although experts in Ottawa said that our clay banks were not suitable for pottery making, we decided to try it anyway and found that with special treatment a first class product could be obtained.

Miss Mary Young who was at that time conducting art pottery in Banff was engaged as teacher and classes were opened in connection with the night school in March, 1923. The mixing and preparation of the clay was first taught and the moulding of bowls and other vessels by hand followed in due course. We were told that it would take seven years to learn the use of the potter's wheel but some of our workers learned to be quite proficient in half as many months. A kiln was purchased in collaboration with the school board and with wheels made from old Ford parts we were prepared to take up the manufacture of pottery in earnest. Miss Young returned in November of that year to install the kiln and give instruction in glazing.

The group specialized in two types of pottery— the glazed, and an Indian motive finished in the natural color of the baked clay prepared to make it waterproof. Special mention should be made of the very artistic work turned out by Miss Doris Cordy, Miss Marion Cartwright, Mrs. Cordy, Mrs. Iverson, Mrs. Croil and others who developed a talent bordering on genius in the beauty and finish of their product. A professional potter who had spent his whole life in the industry visited the Log Cabin the following year and said that in his whole experience he had never seen anything to approach the artistry of the product with such a short period of training. Which only goes to prove the contention of the writer that in every home there is latent talent which only needs training and encouragement to bring about the most surprising results.

Miss Cordy is still producing pottery on a commercial basis, and a visit to her home will prove interesting and instructive.

Basketry was the next handicraft to be taken up, and Mrs. Armstrong of Keremeos supervised the manufacture of many interesting designs in raffia, pine needles and

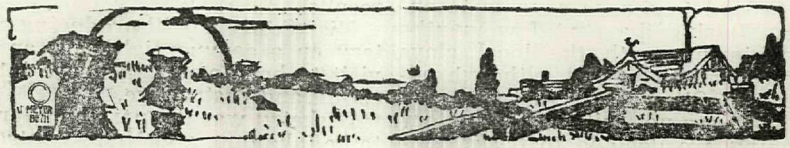
reed. Then a spinning wheel and loom were acquired and experimentation begun with local wools and other fabrics. Mr. Amundson of Faulder contributed some clever specimens of wood carving and the development of other crafts was planned as opportunity offered.

The entire venture was on a co-operative basis, the main object being to furnish a lucrative employment to the fruit growers and casual workers who were forced to be idle during the winter months. The idea is by no means new as it furnishes the bulk of the income of the agricultural sections of Europe, the reputed prosperity of the Scandinavian countries being due to the fact that the peasants and working classes are to a great extent self-supporting and able to make their own clothing and most of the household utensils needed in their daily life.

A district like the Okanagan, with no large-scale industry, could add very greatly to the income of the Valley by making use of cottage industry for the manufacture of articles for home consumption and for sale to tourists who will come into the country in increasing numbers as time goes on. When the movement at Summerland was being organized the writer made the statement that the time would come when the farmer could no longer buy the products of the factory and would be compelled to rely more on the things which he could make for himself and his family. This is not with the idea of rationalising a condition of scarcity in the midst of plenty but, apart from the cultural value which is incalculable, we have here the foundation of a new type of industry which we are told is to be based in the future on production for use.

Summerland was by no means the only district where cottage industry was being fostered as it could be found in all sections of the Valley, mainly sponsored by the various Women's Institutes who conducted training classes and organized exhibitions and sales. The crying need today is just the same as we found it in Summerland sixteen years ago, and that is for an organization such as the Art League which can supervise the manufacture of such articles as are found to have the most ready sale and who can place them on sale in the centres of population and where the tourist traffic is heavy enough to warrant it. The Island Weavers of Esquimalt have had to import weavers from Scotland and cannot begin to supply the demand for their handwoven materials.

In 1927 the writer was given the privilege by the Dominion Government of building Log Cabins on the Cariboo Highway in order to exhibit and sell the products of Summerland and of other places in the Okanagan. His health broke down and he was compelled to abandon the entire project and leave for California. The plan is still entirely feasible, but should be carried out under Government subsidy and patronage until the undertaking can become self-supporting. Some form of co-operative society is indicated and should receive the consideration of Women's Institutes, Service Clubs and all those who are interested in the future development of th Okanagan. The main portion of the history of the development of Cottage Industry in the Okanagan still has to be written.



The Gold Brick Robbery at Camp McKinney

ARTHUR K. W. COSENS

The "Cariboo Mine" at Camp McKinney of which Robert Jaffray was president, George B. McAulay, managing director, and Joseph P. Keane, superintendent, was a paying proposition from the grass roots down. James Monahan of Spokane was also a director of the Company and very instrumental in getting it under way after purchasing the property from the first owners, McKinney and Rice.

Monahan brought in the first unit of the stamp mill from the State of Washington, hauling it in with teams, and passing the customs at Osoyoos. It was said that he presented a check for the amount of the duty which was accepted by Theodore Kruger, Customs Officer, although it lacked a signature, and that by the time it again reached Monahan with a request that he remedy this oversight the mill was running and producing enough bullion to meet all requirements. This story was currently accepted, but truth compels me to add that it was with the consent of the Deputy Minister of Customs at Ottawa that the mill was brought in and erected before the duty was paid. In the year 1896 the Camp was running very smoothly. The stamp mill was pounding away incessantly day and night with only a cessation of the noise from the falling stamps for a short time twice a month during the time the "clean up" was in progress. After the amalgam had been retorted, the quicksilver being retained, the gold bricks of an approximate value of $30,000 per month were ready for shipment to the mint at San Francisco by express from the nearest railway which was at Marcus at one time, and later at Midway, after the advent of the railway to that point.

A certain amount of caution was usually taken when the bricks left Camp. Sometimes I have known them thrown into the jockey box of one of the wagons hauling concentrates or tailings to the railhead for shipment to the smelter at Tacoma. In this case the wagon would be met at its destination by one of the officials or trusted employees of the Company, the brick extracted and shipped, sometimes without the driver of the wagon knowing that he had been its custodian at all.

At other times it would be hidden in a sack of concentrates and the same procedure followed.

Then again it would be taken by the Superintendent on horseback, or driving a buckboard and followed by an armed employee a hundred yards or so behind.

The morning of the robbery in August, 1896, Geo. B. McAulay, who had been spending a few days in Camp and was returning to Spokane, left Camp at 7 a.m., driving a buckboard and had the proceeds of the last clean up with him, some $14,000 in the form of three bricks, the value of the smallest brick being $1,600. About two miles from Camp on the road to Rock Creek he was ordered by a masked man who stepped from the woods with leveled rifle, to throw out the bullion and "keep going". McAulay obeyed until he reached the ranch of C. W. Hozier some eight or ten miles farther on. Here he enlisted the services of Hozier's son, Leonard, a boy of some twelve years of age, to ride to McKinney and notify us of the happening. Leonard reached the Camp store which was in charge of the writer about ten o'clock—no time was lost in informing J. P. Keans the Superintendent, of the occurrence.

There was one person in the store besides the writer when Leonard arrived with the news—standing with his back to the stove—one Matt Roderick. It seemed to the writer that a slight smile passed over Roderick's face when Leonard imparted his message.

Camp McKinney at that time was

what was known as a "One Man Camp", that is to say, that "The Cariboo McKinney Mining and Milling Co. Ltd." was the only company operating and the only employer of labor—therefore a miner who worked for wages, or a laborer, had really no chance there unless he was acceptable to the management of the Cariboo McKinney Mining and Milling Co. Ltd. The rest of the population was composed of claim owners and old time prospectors with interests, or a stake in the country.

There was, besides the boarding house and store which was quite a popular place for the men to "hang around" when not on shift—especially those who did not drink—a saloon run by Hughie Cameron. The Camp later boasted no less than five saloons.

On being informed of the hold-up the Superintendent called out a number of the men and a thorough search of the woods in the vicinity was made, however, without result, nor was at that time the slightest suspicion attached to anyone. Local amateur Pinkertons were entirely at a loss and that the robbery had been committed by one of their own men was certainly farthest from their thoughts.

Matt Roderick, who hailed from Tacoma, Wash., had been employed by the Company as a miner for some time. He was a very reticent, quiet man, very well built, of medium height, and neither drank nor smoked, but he was an inveterate gambler. Every pay day he would get his cheque cashed, pay his bills at the store and immediately get into a poker game where he would usually stay until broke—sometimes over a period of two or three days—ignoring the time he was due to go on shift. He lived in a cabin on the outskirts of the Camp and at the time of the robbery was laid off—ostensibly being sick. The writer remembers that he was looking extremely pale, and owing to his indisposition there was nothing unusual for him to be in the store at 10 a.m. on the morning of the robbery. Some days later he stated that he had better go home to Tacoma and would return when he felt better—he had had the usual gambling reverses and I believe was assisted financially by some of the boys to enable him to go home. The stage left at 7 a.m. Roderick climbed aboard sitting next to the driver in the front seat. He had with him a roll of blankets (it was customary, and I might say, a sign of respectability for a man to travel with his own blankets in those days). Just as the stage was leaving Keane appeared, and Roderick said to him, "Will it be allright for me to come back to work when I feel better, Joe?" Keane replied, "You needn't bother coming back, Matt." Hearing this conversation I took it that Roderick's work had not been satisfactory and that Keane did not want him again for that reason. Being a "One Man Camp" this prevented Roderick returning in the ordinary way, and accounts for the way in which he eventually did return. But there was not the slightest suspicion attached to Roderick at that time.

The management enlisted the services of a detective agency in the State of Washington. First thing they did was to check up on the movements of the few individuals who had left Camp since the robbery—among them, Matt Roderick. They found that shortly after his return home he was paying up taxes on some property which had been considerably in arrears, and generally spending money freely. This naturally threw suspicion upon him and his movements were continually watched. Soon it became apparent that he was preparing for a journey. The supposition was that he had brought out the small $1,600 brick with him, concealed in his blankets, and disposed of it and intended to return for the two larger bricks, which he would probably have cached in the vicinity of his cabin. The Camp was notified that Roderick was headed north and instructed to keep a close look out for him. It was also ascertained that he had purchased a fine iron grey saddle horse from the Sheriff in Conconelly, Wash., and that it would be his means of transportation.

There were two roads leading into Camp McKinney, from the south and southwest, one from An-

archist Mountain, known as the Sidley Road, the other, from the Okanagan, known as the Fairview Road. These roads converged about two miles from Camp. At this point of vantage an Indian, one Alexine from Inkanip, selected for his intelligence and woodcraft, was stationed with instructions to notify the Superintendent of the approach of anyone unknown to him coming toward the Camp after dark.

On the evening of October 26, 1896, at about ten o'clock the writer had just closed the store and adjourned to Hughie Cameron's saloon, and was watching the various card games. Two provincial constables, Louis V. Cuppage and Deane were present, also J. P. Keane, when a knock came at the door. It was Alexine with a request to speak to J. P. Keane. The message was, "He is coming". We left the saloon hurriedly for the store where the writer at their request provided the constables with six-shooters. The store always had quite an arsenal as many of the miners from the States often carried guns and in Canada left them with the storekeepers for safe keeping. It was an absolutely pitch black, dark night. Keane, who was a very alert man of very quick action was on his way, followed by Thomas Graham, before the constables had finished selecting their weapons.

Less than a mile from Camp, Keane overtook Roderick walking in the same direction leading his horse. As he was upon him almost before he realized it owing to the darkness, he accosted him, "Is that you, Matt?" Roderick whirled around, involuntarily the muzzle of the rifle which Roderick was carrying in the crook of his arm was raised. Keane thought he intended to shoot and quick as a flash discharged his own gun. Roderick fell dead, shot through the heart. Upon examination Roderick's rifle was found to have a piece of rag in the muzzle and the six-shooter found in his pocket was quite rusty He had evidently just taken them from their hiding place and was proceeding towards the place where the bricks were hidden. The body was removed to the Company office. The following day Dr. Jakes from Greenwood, coroner for the district, arrived and held an inquest, the following jury being empanelled:

Henry Nicholson, foreman; A. Atwood, W. H. Blick, George Bennett, V. R. Swanson, and A. Cosens.

The bullet from Keane's gun had entered Roderick's body just below the left nipple and was just under the unbroken skin in the back. Dr. Jakes removed the bullet with a hair pin.

Roderick had left the Camp broke, but on the body about $100 in cash was found, and under his coat a canvas harness with two pockets, one under each armpit, of just the right size to accommodate the two larger gold bricks. The jury's verdict was "justifiable homicide". There was not the slightest doubt as to the guilt of Roderick. It was most unfortunate that Keane's precipitate action prevented the capture of Roderick as he might easily have been trailed to the hiding place of the bricks and been taken together with the swag. As it is the bricks were never found—they still await someone to stumble upon them in the jack pines at Camp McKinney.

Keane was tried for manslaughter at the Spring Assizes the following year in Vernon, Monday, June 14, 1897, with Chief Justice McCall presiding. A. G. Smith, Deputy-Attorney-General, prosecuted. The defense was conducted by Mr. Cassidy and J. P. McLeod, of Greenwood. The sentence was one day's imprisonment, which had already been served.

Mrs. T. A. Norris

MRS. ANGUS WOOD

The death occurred on the 21st Oct., 1936, of Mrs. T. A. Norris, at Lumby where she had resided for a long time.

She was a pioneer and the daughter of pioneers, the daughter of Mr. and Mrs. Louis Christien, and a niece of Joseph Christien who came over the Penticton Trail with Eli Lequime in 1861, and settled at Okanagan Mission. The Christien brothers, seven in number, played an important part in the early development of this valley.

She left to mourn her loss her husband and mother, two sons, Louis and Charles; two daughters, Mrs. C. W. Wills of Vernon, and Mrs. E. R. Pierce of Lumby; a brother, Charles J. Christien of Lumby, and two sisters, Mrs. David W. Wilson of Rossland and Mrs. Leon Lequime of Lewiston, Idaho, then on a visit at Lumby. There were also four grandchildren. The maiden name of her mother, now Mrs. Oliver Bonneville of Lumby, was Selina Quesnel, one of five sisters, all of whom were pioneers of this Province.

Mrs. Norris was born at St. Anicet Quebec, on the 14th Nov., 1882, where her parents lived for a short time, coming to Okanagan with them in 1887, and she was married in her father's house in Vernon on the 26th Feb., 1900, by Rev. Mr. Muir, to Thomas Alfred Norris, the first school teacher in White Valley.

It was intended at first that the funeral should be a private one, with only the relatives and a few intimate friends present, but the large number in attendance of friends and acquaintances, from Vernon, Armstrong, Kamloops and Lumby, and the large number of floral tributes bore testimony to the respect and esteem in which she was held. The funeral service was conducted at the house by the Rev. J. Brisco, the resident Anglican clergyman, interment taking place in the cemetery on the hill side above White Valley, about a mile east of Lumby.

There is perhaps no more beautiful spot in Okanagan than White Valley and on this occasion it was at its best. The valley was bathed in the warm autumn sunlight of a perfect afternoon while the variegated colors of the forest trees lighted up and rendered beautiful the slopes of the surrounding hills. It was a fitting setting, so calm and peaceful, for the sad ceremony of laying to rest one who all her life adhered so closely to the Christian precepts of unselfishness, charity and devotion to duty. She was a devoted wife and mother, her whole life being given up to her family. Always tactful and helpful, and friendly in her demeanor, few within the circle of their acquaintances had a proportion so large of warm and sincere friends.

Many of the old-timers, as many as were here at the time, will remember very well the bright, vivacious little girl, dark-haired and dark-eyed, Edna, the youngest of the Christien children, going to school in Priest's Valley forty-five and forty-six years ago who was such a general favourite and in whom so many were interested.

And now we have laid to rest the matron, the mother and grandmother, and another link with the past—a link rendered beautiful by the tender memories which cling about it has been broken by the death of Edna Mary Norris.

NOTES AND COMMENTS

We have now proof that the Aurora is audible without going outside of Vernon for it. It was heard here, quite distinctly, at 11.55 p.m. on the night of June 18th, 1936, by Douglas Kermode, of Vernon, a credible and reliable witness, during an unusually brilliant display of the Aurora. Mr. Kermode describes the sound as "shwoo, shwoo" or like distant waves receding over a pebbly beach.

At last a start has been made towards solving an important problem. In his article in this Report, George W. Johnson, of the Dominion Experimental Station at Summerland, has done good work in tracing the course of a unit of air on its journey from the Philippine Islands to the interior of British Columbia. Further investigation along these lines will no doubt in the end, give us the explanation of the intrusion of the Upper Sonoran Life Zone into British Columbia at Osoyoos.

* * * *

Cosens Bay. Among Okanagan place names this one is of interest. It is the name of a large bay at the north end of Kalamalka Lake, bordering on the Coldstream Ranch, and named after Cornelius Cosens. Mr. Cosens was born in Sussex, England, in 1837. He came to the Okanagan Valley in 1893 with his two sons, Arthur K. W., and Spencer, and was joined later by his eldest son Sidney Cornelius. He died in Vancouver in 1930, at the ripe old age of 93 years. Arthur Cosens is now a well known business man in Vancouver. Sidney owns and operates a fruit ranch near Kelowna, and Spencer died some years ago in the Chilcotin country where he was cattle ranching.

* * * *

In 1935 a survey of our lakes was made for the Pacific Biological Station of the Dominion Government, at Nanaimo, B.C. A report of the findings will be published later on. In the meantime the Director, Dr. W. A. Clemens, has released certain particulars relating to the maximum depths ascertained and the oxygen content of the waters of our lakes which are interesting.

Okanagan Lake. Depth 760 feet, between Carr's Landing and Nahun. The bottom water remains very cold throughout the year and the percentage of oxygen is high, even near the bottom of the lake.

Kalamalka Lake. Depth, 425 feet. Temperature and oxygen conditions similar to Okanagan Lake.

Duck Lake. Depth, 16 feet. There is some drop in oxygen in the bottom.

Beaver Lake. Depth, 79 feet. There is little oxygen below 25 feet.

Chute Lake. Depth, 46 feet. The bottom waters of Chute Lake seemed to be absolutely devoid of oxygen.

* * * *

The Gosnell Fossil. In July, 1931, a fossil Sea Urchin was found by Richard M. W. Gosnell, a boy then of about ten years of age, on the shore of Loon Lake, a lake of about 250 acres in extent, lying about half way between Enderby and Salmon Arm and about two miles west of the Enderby-Salmon Arm road. It is generally conceded that the sedimentary rocks of the Okanagan Valley are of fresh water origin rather than of salt water origin, and the finding of this salt water fossil is of more than ordinary interest.

About a month after the finding of it two affidavits were prepared by R. R. Earle, K.C., of Vernon, and signed by Richard Gosnell, the boy who found it, and by W. B. Gosnell, the boy's father, on whose farm the fossil was found and who knew of the finding of it, thus establishing the time, the place and the circumstances under which it was found. It was then sent to Dr. M. Y. Williams, Professor of Palaeontology at the University in Vancouver, B.C.

Dr. Williams in his letter to this Society, of the 23rd Oct. 1931, says:

"I have now gone into the matter of the fossil Sea Urchin more fully and find it is most closely indentified with a form found in Germany, genus Ismidaster, possibly species Tulai. It is very different from most forms found in America and as the Cretaceous rocks to which the German form belongs have never been recognized near your locality it causes me to wonder how this

specimen could have been carried where it was found. unless, by chance. it had been dropped by some one who brought it from the Old Country. I am informed that German immigrants to this country have frequently carried such specimens as luck stones, and as this does not show the slightest wear, such as beach gravel usually acquires. I am extremely doubtful of its local origin."

It is possible that it was dropped by some one. but any one who has visited Loon Lake and has seen its surroundings and its isolated situation will recognize how improbable such a contingency is. In the meantime we can only wait and see if other fossils of the same kind are found there. We are under an obligation to Dr. Williams for his courtesy and for the time he spent and for the trouble he took over this fossil.

* * * *

The New B. C. Quarterly. The first number of the *British Columbia Historical Quarterly* appeared in January last. It is a pamphlet of some 68 pages containing much interesting information about early days on the Coast. The Editor is Dr. W. Kaye Lamb, Provincial Librarian and Archivist. and the Advisory Board consists of Rev. John C. Goodfellow. Princeton; Judge F. W. Howay, New Westminster; Dr. T. A. Rickard, Victoria, and Dr. W. N. Sage of the University of British Columbia.

It is printed by the King's Printer and is the official organ of the British Columbia Historical Association, the principal historical association of the Province, and as the Association has not published a Report since 1929, the need for some publication of this kind was becoming more sensibly felt from year to year.

Among other papers there is an interesting article by Dr. Lamb dealing with the letters written by Sir James Douglas to his daughter while she was at school in England; a bit of excellent work by Judge F. W. Howay in clearing up the history of shipping and saw milling on Burrard Inlet between the years 1863 and 1870, and an interesting paper by Dr. Sage dealing with Peter Skene Ogden's *Notes on Western Caledonia.* Dr. Sage has also reviewed our Sixth Report at some length. His review is kindy and appreciative, and he ends it with: "A word should be added regarding the poems which are placed at the beginning and end of the Report. They breath the spirit of the frontier and portray those characters of the cattle-range, the cowboy and the tenderfoot."

We hope the members of the Okanagan Historical Society will support this new Quarterly. The names on its advisory board and that of its editor are a sufficient guarantee of its future excellence. The regular subscription is $2.00 per year, but all members of the British Columbia Historical Association receive it free.

* * * *

The Okanagan Museum and Archives Association of Kelowna B.C. is incorporated and was registered in the Office of the Registrar of Joint Stock Companies in Victoria on the 2nd Dec., 1936, under the "Societies Act". Its operations will be chiefly carried on in the territory now covered by the Okanagan Historical Society, viz., those portions of the Province drained by the three rivers, the Similkameen, Okanagan and Spallumcheen. The Directors as registered are: David Chapman, O. L. Jones, A. E. Henderson, J. W. N. Shepherd, S. M. Simpson, E. R. Bailey, and E. C. Weddell, all of Kelowna.

Among other objects the aim of the new Association is "to collect, purchase, secure, catalogue, index and preserve all relics, books, maps, documents, papers, photographs, and things of historical value, specimens of rocks, ores and fossils, specimens of Indian work and craftmanship, human and animal bones of more than usual interest, and specimens of the plants and trees indigenous to the Province of British Columbia."

It would be hard to over-estimate the importance of the work here outlined, or its cultural, educational and historical value to the people in the Okanagan Valley.

The Association in its appeal to

the public for support has pertinently observed: "Numerous articles and records of historical value have been lost or destroyed through lack of a Museum, and a responsible body to arrange for their collection and safe keeping. Throughout the Okanagan Valley there are still many collections and records which will meet a similar fate unless some steps are taken for the proper housing and preservation of them."

We hope the public will support this movement in a manner commensurate with its importance. The names on the Board of Directors are sufficient guarantee that the affairs of the Association will be managed with efficiency. The new Association will have the hearty support and close co-operation of the Okanagan Historical Society in helping them to carry out their splendid undertaking.

* * * *

For over eleven years the principal officers of this Society, the President, Vice-President, Editor and Secretary-Treasurer, have stuck to their posts. They are now beginning to display some of the staving qualities of some of the old-time pre-emptors who lived on their claims for forty and fifty years. Perhaps the fact that so many of the decent, intelligent people of the Okanagan Valley would be disappointed if the work they are now doing were stopped or interrupted, has confirmed them in their determination to see it through as at first outlined. During those eleven years the utmost unanimity and concord has prevailed among our members and officers, at least on one point, viz, that the affairs of the Society were badly managed. All our members thought so, and so expressed themselves, and all the officers from the President down, agreed with them. But for all that we have accomplished something.

Until the publication of our Reports no one knew anything about the past history of the Okanagan Valley, and there was no information to be had, at least, no information that was readily available. The new arrival in the valley, avid of information about its past history, and the tourist passing through, had to pick up as best he could what information he could get, and often from some miner or prospector who delighted in the time-honoured pastime of "stuffin' a towerist", or from some garrulous old timer, whose sense of any obligation he was under to speak the truth, was blunted by his eagerness to please and amuse his visitors. Hence much that was currently accepted as facts had its origin in stories that were fantastic, absurd or misleading. To some extent we have remedied those conditions.

The Canadian Historical Review of the University of Toronto in a recent issue in reviewing our last Report says: "The Okanagan Historical Society was founded in the city of Vernon, B.C., in 1925. During the past ten years six reports have been issued dealing with every phase of the history and territory of the Okanagan Valley. The Sixth Report, for 1935, has recently been received by the *Review* and it is listed in our bibliography relating to Canada. The society deserves to be congratulated on the excellent work of historical research that it is doing in the Okanagan area."

John Ridington, the Librarian at the University of B.C., in a letter to our Editor, says: "The Library is indeed glad to receive this interesting work of more than three hundred pages. It is the repository of a vast amount of miscellaneous and interesting information. I know of no part of Canada in which this work is done more effectively—and certainly there is no part of British Columbia where the work is done as well."

And Dr. W. N. Sage in the British Columbia Historical Quarterly, says "The Society was organized in Vernon in 1925. Its object has been to record the history of the Okanagan Valley, although it has never ceased to be interested in the history of the Province as a whole. The present Report shows how the Society is accomplishing its purpose. It is a storehouse of information."

This is what we have accomplished and it is on this we rest.

THE END

AT THE BALL

At a cowboy dance a notice was usually tacked up above the piano which read, "Please don't shoot the pianist. He is doing his best."

If shooting is done, have a care,
Don't shoot the man pounding the keyes;
His playing makes everyone swear,
Although he is anxious to please.

It is fun, and never a crime,
For a guest to draw and to shoot
In marking a change in the time,
The heel off another man's boot.

But if a man flashes his gun,
And, blazing away without care,
Hits some one and breaks up the fun,
The guests will not like it—beware.

When all the bright lights in the room
Are shot out, they'll pick upon you
For plunging the place into gloom·
And their aim is deadly and true.

And the ladies you think so dear
And sweet, with a pistol can hit
Four bits at full fifty yards clear,
And smiling, think nothing of it.

Then treat them to bunch-grass cocktails,
Meaning rye whiskey and water,
If the time or melody fails—
Join in their fun and their laughter.

Go slow, and don't try to be smart;
Don't splinter his backbone and chest,
And break up the dance, have a heart—
The fellow is doing his best.

ON OKANAGAN LAKE

A creature strange swims in the Lake;
A harmless thing and goggle-eyed,
With sheep-like head, and scaly hide,
And leaving ripples in its wake.

Its name and nature no one knows;
But suddenly it comes and goes,
A visit brief and void of harm;
And then about its size and form
Men argue, and becoming warm,
Dispute, and almost come to blows,
And every day the wonder grows—
A creature strange.

The cowboy wonders more and more,
At what he never saw before,
And greets it with wild whoops and yells;
And then the strangest tales he tells
In camp, of how it made great swells
That broke in waves along the shore,
And of its size, its snorts, and roar—
A creature strange.

THE APPLE HARVEST

Under a soft and cloudless sky
The scented mild autumnal breeze
Gently kisses in passing by
The teeming fruitful apple trees;
And on the apple-scented gale,
From hapless tillers of the soil,
There comes a sad despairing wail,
The cry of unrequited toil.

While purring motors speed their way,
Bearing the blessed earth's increase;
The owner views with grim dismay
The mounting costs of gas and grease,
And scans his tires with anxious dread
Because full well he knows he stands
Only a jump or two ahead
Of service at the Sheriff's hands.

And merry maids a lovely band,
To pick the fruit upon the trees,
Trip through the orchards pail in hand,
In skimpy skirts that show the knees;
They work and sing the livelong day,
Although they're meanly housed and fed;
And wonder if they'll have to pay
For straw they borrowed for a bed.

While all this store of nature's wealth,
Soon at the rate of one a day,
Will bring to each one perfect health
And keep the vile M.D. at bay;
From far and near a sullen roar
Comes from an ill-used race of men,
It is the growers waxing sore,
The price of fruit has dropped again.

I HAVE BEEN IN SIMILKAMEEN

I have been in Similkameen
With the bunch grass growing green,
And the wild rose blushing red
By the lupin's azure head;
Blossoms basking in the sun
Where the sparkling waters run,
With the hill tops mounting high,
Pile on pile into the sky;
Saw the wonders of the Lord,
Read the import of His word,
Graved by fire and earthquake shocks
On the battlemented rocks;
Formed when first the earth was made
And its deep foundations laid;
Primal masses folded bent
By a hand omnipotent;
And I walk as one apart,
With a humble, chastened heart,
By the things that I have seen—
I have been in Similkameen.

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