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THE ELEVENTH REPORT

OF THE

OKANAGAN
HISTORICAL
SOCIETY

OF

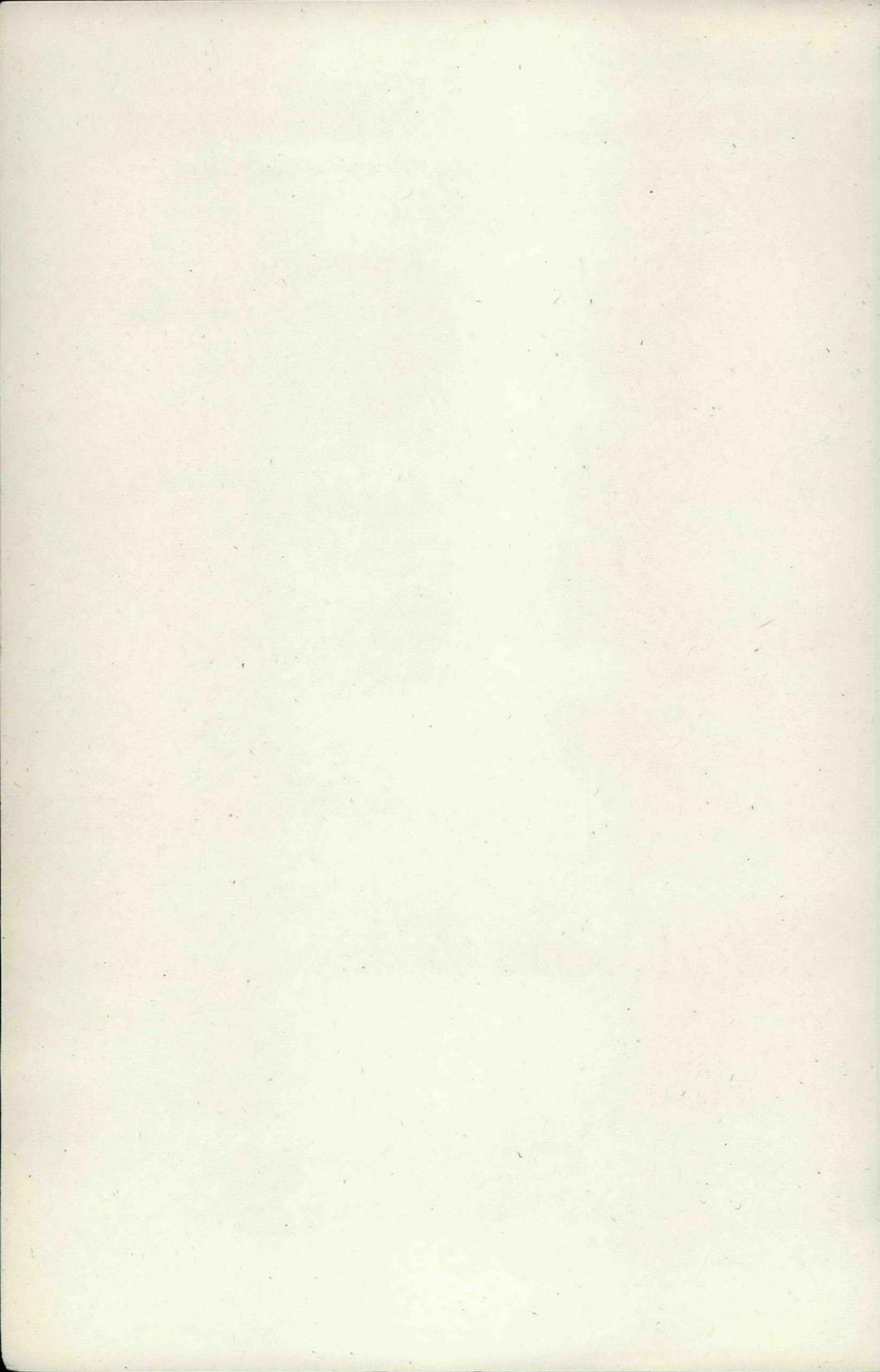
VERNON, BRITISH COLUMBIA

1945

Founded 4th September, 1925

H. O. RORKE

R. N. (Reg) Atkinson Museum
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Introduction

The Okanagan Historical Society has suffered a great loss in the death of Mr. Leonard Norris, who acted as Secretary and Treasurer since he organized the Society in 1925. He was a man of sterling qualities and respected by everyone who, like myself, had known him and enjoyed his friendship for nearly fifty years.

The tribute to his memory by Miss Ormsby, is really a word picture of his life in the Okanagan Valley.

As a recorder of Okanagan History, some of our readers have at times considered he went a little far afield in some of his articles by writing what appeared to be British Columbia or Canadian History.

When we read these written by him let us make ourselves believe that his intention was to convey this knowledge to those of us who may not have interested ourselves enough to read it elsewhere, and try to appreciate the worth of the work this generous gentleman did for us.

J. B. WEEKS, President.

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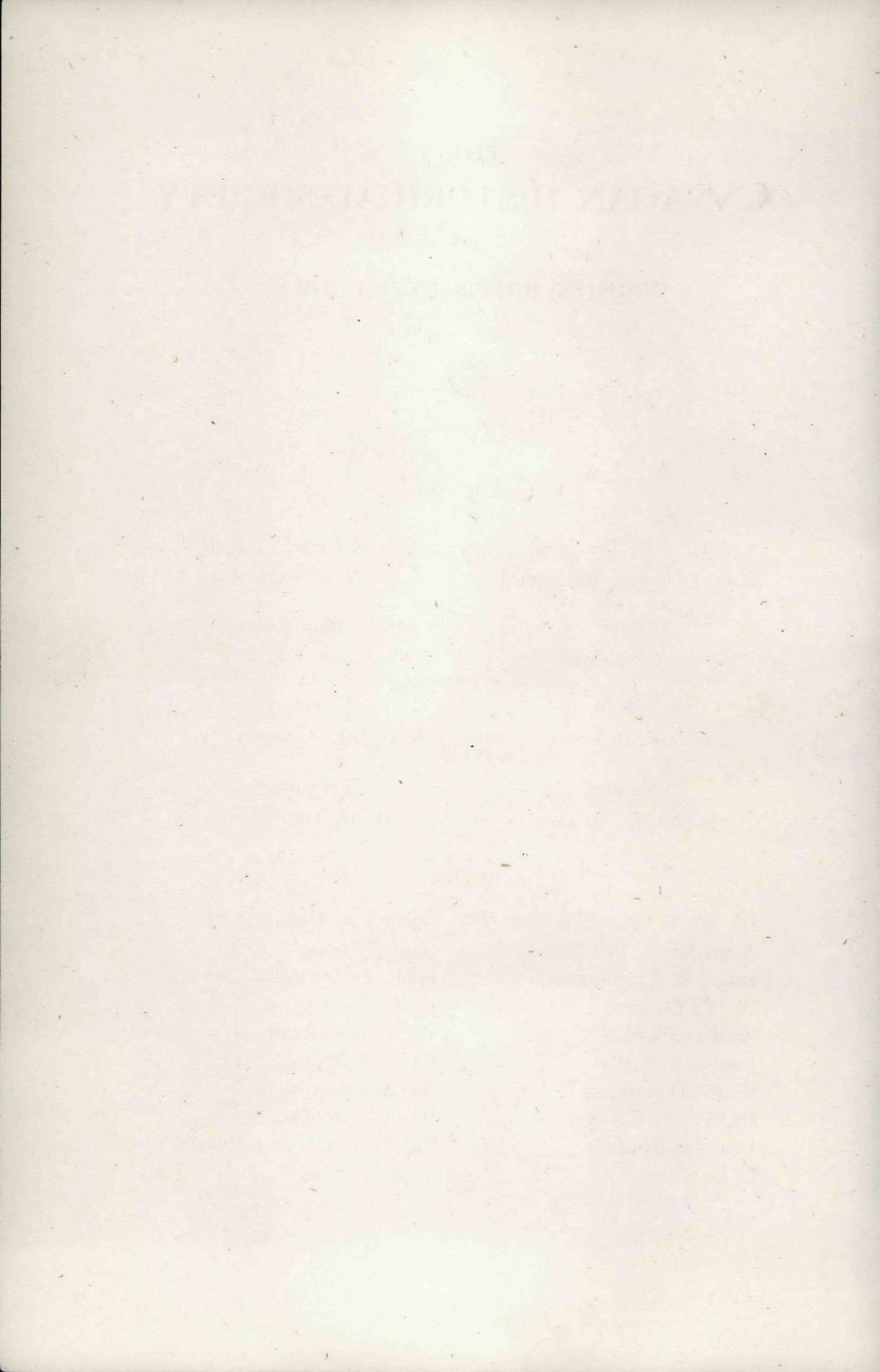
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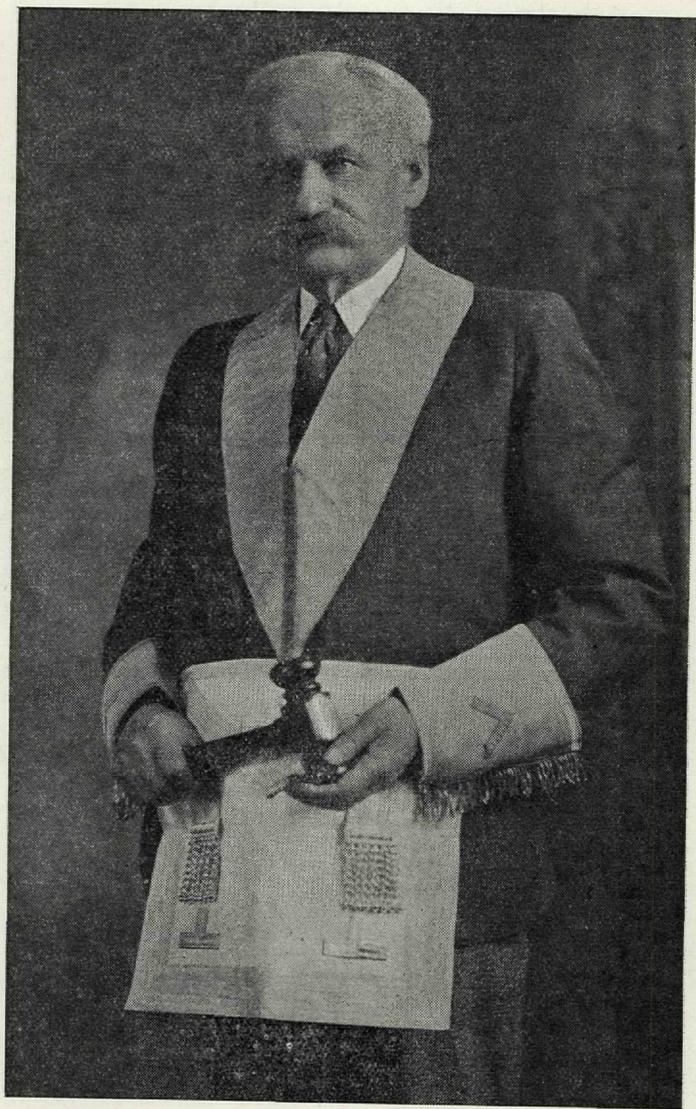
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LEONARD NORRIS

—“he loved this Okanagan Valley, and was its fond Historian.”

APPRECIATION

With the death of Mr. Leonard Norris on April 18th, 1945, the Okanagan Historical Society suffered a great blow, for it lost its founder and its mentor. The Society was started in Vernon on September 4th, 1925, after Mr. Norris had injected into a group of his townsmen and old friends some of the enthusiasm he had for the study of local history. It was he who did most of the hard work in the Society and assumed the responsibility of seeing that sufficient material was collected so that the Reports were issued regularly. He persuaded pioneers in the Valley to write their reminiscences, revised and edited articles submitted to him, did research in topics in the wider field of British Columbia history, encouraged young historians and scientists to write for the Reports, made arrangements with the publishers, did the proof-reading and arranged for the distribution of the Reports. His was the spirit that breathed life into the activities of the Society, and there could be no better memorial to him than this Report which represents the work of his last years.

It is unfortunate and sad that more is not known of the life of a man who served the province of British Columbia well and who helped to fill in the pages of British Columbia History. Long before he was known as an historian, Mr. Norris had won for himself a reputation as an outstanding public official. But he was the last to draw attention to the quality of his work or to expect credit or thanks for it. Those who worked with him knew that he was a man of fine fibre, representing many of the qualities which he admired most in the Okanagan pioneer, but they discovered little about his background or his experiences. Occasionally he would be reminded of past events which he considered amusing or ridiculous, and then he would recount them with delicacy and discernment. He never retailed gossip or slander, he was kindly

and appreciative in speaking of others—although he could be indignant about injustices or wrong-doings—and he always understated his own accomplishments.

The early years of Mr. Norris' life were spent in Ontario. He was born on a farm near Brampton in 1865, not far from the land now occupied by the Dale Nurseries. He was nine years of age when his family moved to Langley Prairie, and a young man of seventeen when he first came to the Okanagan Valley in 1882. From the first he found delight in the natural charm of the Okanagan, and he always spoke with warmth of the beauty of the bunchgrass hills and of the lakes that reflected it. Some of his feeling he expressed in poems which he wrote in his later life.

At first he had no intention of settling in the Okanagan Valley, but he came to admire the qualities of the pioneer settlers and to appreciate the hospitality he found in their homes. He worked first on ranches in the Lumby District, then in December, 1887, he decided to pre-empt land in the vicinity of Round Lake, just off the Vernon-Kamloops Road. Thoreau's philosophy and way of life appealed to him, and he was convinced that in farming a small piece of land and in living close to nature, personal happiness could be attained. But as events turned out, he was to live a different kind of life.

He had hardly taken up his land, when he was asked to be Provincial Police Constable at Lansdowne. He was reluctant, but was finally persuaded when he was promised that the appointment would be temporary, and that he would soon be replaced. Once he had entered public service, he found it difficult to break away—new duties and responsibilities were pressed on him, and he was soon embarked on a career as a public servant. In July, 1890, he was asked to become Collector of the Provincial Revenue Tax, and after the death of Moses Lumby, he was appointed in October, 1893, Government Agent at Vernon. He was the third man to hold this office, and he established what will probably become a record for long tenure. When he retired in 1926, he had served thirty-three years as Government Agent.

Old-timers will recall the enthusiasm Mr. Norris had for

his work and the thoroughness with which he carried it out. They can tell amusing stories of his pursuit of fugitives, while he was still Police Constable, and how on occasion he was outwitted. They know the respect he had for individual worth, and how little real crime he thought existed in mining settlements or in other parts of the Valley. He had a very strong sense of justice, as persons who were sometimes hailed into the Magistrate's court can testify, and he was very much in favour of having misunderstandings settled in private and without outside intervention. One of his favourite stories was the chase after Smart Alec, following the murder in the Cherry Creek mining field, but this must have taken place while he was still a farm-hand in the Lumby district and before he had responsibility for bringing criminals to justice. As Police Constable, his duties sometimes took him as far north as Enderby and sometimes as far south as Penticton, so he came to know settlers throughout the whole length of the Okanagan Valley.

After 1890, he was more closely identified with people in the Vernon district. He knew Vernon before it was incorporated in 1892, while it was still called "Priest's Valley", and he lived to see it grow from a settlement of four or five scattered houses to its present size of six or seven thousand. More than any other man, he had his finger upon the pulse of life in the community. For he was not only Magistrate, but Collector of Land and other taxes, Registrar of the County Court and District Registrar of the Supreme Court, Registrar of Voters, Judge of the Small Debts Court, Official Administrator, and Registrar of Vital Statistics. He must have known something of the private affairs of almost every individual, but he was never known to betray a confidence or to give out information which might cause unhappiness. Whatever knowledge came to him, he regarded it in a purely impersonal and objective light—except in one respect. Although he believed that every person should stand on his own feet, he could not remain unconcerned when there was suffering. More than one family experienced the bounty of his generous nature and found it difficult

to express adequate thanks, for Mr. Norris was not one to look for returns or to want public acknowledgement of his good works.

During his lifetime, Mr. Norris saw the character of farming change in the Okanagan Valley. After the coming of the railroad, the cattle ranches were broken up and fruit farming started. He was keenly interested in the experiments in co-operative marketing and in the technical improvements which were made in the growing of fruit. He took pride in these changes, yet always felt that more attention should be paid to producing fruit at lower cost for the benefit of the prairie farmer. He thought, too, that a high degree of specialization might embarrass the farmer in times of depression, and he had a nostalgic fondness for mixed farming which he had known in Ontario and in his early days in the Okanagan.

His chief interest, however, lay in recording the events of the past so that they would become known to the new settlers in the Valley and to those who knew little of the romance of the early days of the interior of British Columbia. He turned his attention to this work after his retirement from office. He had already read widely in the field of Canadian and British Columbia history, and now he did research at the Provincial Archives and in the Provincial Library at Victoria, and started to write. While he was primarily interested in writing the history of the Okanagan Valley, his horizon was by no means limited to this study. For one thing, he decided to acquire some knowledge of the French language, and to perfect his grasp, he subscribed to newspapers published in Quebec, and bought phonograph records to hear the spoken word. He had an excellent library of historical works, but he also read poetry and collected phonograph records. During these years, he indulged in all the pleasures which go with the cultivation of a fine mind. As a result he had a remarkable fund of knowledge and the ability to inspire others with his enthusiasm for great works of literature and music.

As an historian, he made a very real contribution to our knowledge of local history, and his work won acknowledgement

and acclaim in the east as well as in the west. Its great appeal, of course, was to the people of the Okanagan Valley, for here were recorded the stories of the early settlers, the adventures and vicissitudes of their arduous lives. The spirit that permeates all his writings, reflects something of the quality of the man himself—for he reveals his kindly feeling towards his fellow men, his high moral standards, his patience with and amusement at human foibles, and his great sincerity. It was typical of him that he should have preferred to write of the exploits and achievements of others, rather than of his own important work as one of the real founders of the Okanagan Valley. We can count that as our great loss, for his character as revealed in his life and work would have held inspiration for many.

—MARGARET A. ORMSBY



THE
OKANAGAN HISTORICAL SOCIETY
OF
VERNON, BRITISH COLUMBIA

Our Future Flag

Our Premier, Hon. Mr. McKenzie King, is reported in the Press to have promised Canadians a national flag after the war is over, and he has suggested that it should be the flag our boys are now fighting under, in Europe. It is something to know that we are to have a national flag, but serious consideration should be given the matter before it is finally decided as to what the flag shall be.

The present Canadian Flag was suitable to use in Canada while we were a Colony and it is the flag which should have been flown over all Provincial Buildings for the past seventy years, but, now that we are an independent nation with our own King and our own Parliament, it is no longer suitable or adequate. The Canadian Flag consists of the red ensign with the Union Jack on the upper corner next the pole with the Canadian Coat of Arms on the fly. The Union Jack is, within the British Commonwealth of Nations while on Canadian soil, a foreign flag and our present Coat of

Arms is out of date and unsuitable.

Our Coat of Arms was assigned to Canada by a Royal Proclamation dated 21st. November 1921. It is signed by G. Ambrose Lee, Norry King of Arms, and issued from the Herald's College, London, on the 24th January, 1923. It must therefore be accepted as correct according to the Science of Heraldry. . There are about twenty emblems in use. The more prominent are the Lion and Unicorn supporting two standards on which are two flags, the Union Jack which is the flag of the United Kingdom and the other the blue flag of France, while under the Bourbon kings, with the three fleur-des-lys. The Lion appears in five different places. In three he is so elongated as to suggest a German dachshund and in another place he is holding a tiny maple leaf in his paw. Below is a large collection of floral emblems, the Rose, the Shamrock, the Thistle, and the Fleur-des-lys, and at the bottom, apparently added as an afterthought, three tiny maple leaves. The Beaver of our streams, the Buffalo of our plains, the Wapiti and Big Horn of our mountains and the sheaf of wheat, so suggestive of our prairies, are all omitted. There is nothing to remind a Canadian, when looking at it, that he has before him the Coat of Arms of his own country, except the three tiny maple leaves. The Herald's College of London, and the Norry King of Arms, might have done better for us than they did even if we were, at the time, only a colony. We should have a Herald's College at Ottawa.

Since it is inevitable that Canada, within a few years, will become the greatest, richest and most populous and powerful member of the British Commonwealth of Nations, we should have an all Canadian Flag, and Mr. King would be well advised, before deciding what our flag shall be, to appoint a commission to thoroughly investigate the subject and advise the Government.

One shudders to think of the flood of impassioned oratory that will be let loose if the matter comes up for settlement and debate on the floor of the House at Ottawa, without any previous investigation or preparation. The English will take it that the Union Jack will be retained while the French will expect the

flag of France to be recognized in some way. The result will be that the two parties will be driven farther apart than they are now and the differences between the French-speaking and the English-speaking sections will become more acute than it is. This is something we cannot afford. Canada cannot afford to have anything happen which will further antagonize the two sections. The next ten years will be critical ones in the life of the Canadian Nation. The outlook for unity among the people of Canada is, at present, anything but reassuring.

The Commission might be constituted along the lines of the Sirois Commission that did such good work a few years ago. The Herald's college at Ottawa could be made up of men drawn from the Universities. The Royal Geographic Board at Ottawa is doing good work in its own field, and a Canadian Herald's College would, no doubt, be equally successful in the work it would do. The Government would then have a body of competent men to advise them whenever questions relating to our flag and Coat of Arms come up for consideration.

It should be borne in mind that the French-Canadians have as much right to expect the flag of France to be added as the English have to expect that the Union Jack will be retained. The French-Canadians are the largest racial group, constituting as they do 30.27% of the population, whilst the English make up only 25.80%.

The French were here first. From 1534 when Jacques Cartier took possession of the country on behalf of his king, Francis I, King of France, until the Peace of Paris in 1763 following the capture of Quebec on the 13th. September, 1759, for 229 years Canada was a French country. From 1763 to the Statute of Westminster in 1931 for 172 years it was English, and since 1931 for 13 years it has been neither French nor English but Canadian, an independent kingdom and a dual language country. On one day at least since the Statute of Westminster the Government of Canada functioned normally, viz, on May 20, 1943. On that day the King of Canada took his place on the throne of Canada and in the

presence of his Canadian Ministers, assented to Acts passed by his Canadian Parliament.

With the increasing speed, comfort and safety of travelling by air it may soon become the established custom for our King to open and prorogue the Parliament of Canada. And whatever changes the future may bring we know we can depend on our King. He at least will not let the nation down, no matter who else may be remiss. He, like his father before him, is a man of character and integrity who will always discharge his duty faithfully towards the people of Canada. We are very fortunate in this respect, he is a splendid man.

The nations of the British Commonwealth of Nations are united by a common allegiance to the Crown. The Crown therefore becomes the emblem of the United Nations and it should appear on the National Flag of Canada, especially as Canada is bound to become the most important nation in the Commonwealth,—“the chief among equals”. For this reason the flag of Canada today would be unsuitable. The Governments of Canada, both Provincial and the Dominion have banished the Canadian Flag from within the confines of Canada. Nowhere is it authorized to be flown within Canada, although it is authorized to be flown elsewhere, and now that it is out it should be left out.

Care should be taken to plan for the future. It would be a great misfortune if the Government should go off at half cock now and adopt a flag which may, in a few years, become an object of derision.

The Native Sons of Canada have suggested the Crown in white on a large Maple Leaf in gold on a blue ground to replace the Union Jack on the Red Ensign with the coat of arms in the fly eliminated. This would be a suitable flag since it would be an all Canadian flag, bearing the emblem of the Commonwealth of Nations, and still retaining the Red Ensign which has its associations, and it should meet the wishes and aspirations of all true Canadians.

The advice of those who would add the flags of European countries to the flag of Canada should be accepted with caution. No true Canadian would feel at home living under a hybrid flag. A Canadian national flag with the Crown omitted would be an anomaly—something contrary to what might be logically and reasonably expected. The Government should proceed cautiously. Canadians should not be asked to accept either a hybrid flag or a double barrelled national anthem. Our flag should be all Canadian and God Save The King should be our sole and only anthem as a British nation. Europe has the past, the future is Canada s.

L. NORRIS

Early Big Game Conditions In The Interior Of British Columbia

It is generally accepted as a fundamental fact, that before the advent of civilization and the general use of fire arms, big game was abundant in all regions.

Factual evidence pertaining to British Columbia, especially to its interior, would indicate that actually there is a far larger population of big game, especially of horned ruminants, at the present time than ever existed before the white man, with his killing weapons, invaded the area.

One has only to read the records of the first explorers and fur traders to realize that over the greater portion of the Province, large animals, with the probable exception of bears, were exceptionally scarce in contrast to the regions east of the Rocky Mountains where they were so plentiful.

Alexander MacKenzie in 1793 was only once able to procure deer from the time he crossed the mountains at the Peace River pass until he reached the Coast range, yet he had two special hunters to provide his party with game.

Robert Campbell, of the Hudson's Bay Company, in the period around 1835 found an utter dearth of game both large and small in the Liard river district and had to abandon the posts he had established, several of his party dying of starvation. Warburton Pike in the winter of 1889 in an attempt to reach Fort McLeod from Fort St. John, was unable to find any game and his party nearly perished.

Yet in this entire region big game is now abundant and no properly equipped party would have any difficulty in supporting themselves on the country.

The conditions in the Okanagan region one hundred years ago

might be described as follows: Elk once numerous in suitable regions, had been reduced to the point of extermination by the aboriginal inhabitants with their primitive weapons. White-tailed deer existed locally in small numbers but were perpetually harassed, especially in years of heavy snow fall. Sheep and Goats could be found in the mountains in greater numbers than at the present time, protected by the rugged nature of their habitat.

Cariboo were common at high elevations but local and migratory, evacuating the region for the Selkirk mountains to the east each Fall. They could be killed in numbers when snow conditions allowed the Indians to overtake them on snow shoes. Their hides provided the greater part of the buckskin used by the Indians at that time, Moose were known to the Shuswaps and Lilloet tribes by name only, they had been exterminated leaving no trace, very different from the elk the bones and horns of which were in evidence in many localities.

Bears and wolves were plentiful and mostly unmolested as nearly all the Indian tribes had superstitions regarding these animals, they may have even profited by their ravages over other big game. Throughout the Interior the aborigines were mostly dependent on fish, in years when salmon were scarce starvation was rife especially when this condition coincided with a low level of the rabbit cycle.

About 1870 the invasion of the mule deer from the south commenced. John Kest Lord, naturalist to the Boundary Survey in 1856 and subsequent years, mentions the killing of two Mule deer in the Similkameen valley by an Indian, the only evidence he had of their presence there then.

W. F. Cameron, the early trader of Vernon, mentioned to the writer that prior to 1880, the killing of a Mule deer anywhere in the region was a notable event. Soon after this however they commenced to drift across the International Boundary in increasing numbers and by 1885 they were abundant. In their wake came the cougar and an increase of coyotes.

The phenomenal increase of moose commenced toward the close of the 19th. century, prior to which they were almost unknown anywhere in B.C. south of latitude 56. By 1910 they were well established in the Cariboo district, in recent years they have extended their range to the salt water in the west and south to the Kamloops and Shuswap districts. Another moose invasion came into the Province from the south-east (Flathead river) and the two invasions linked up in the neighborhood of Kinbasket lake about 1919.

We can look forward with every confidence to a perpetuation of our big game under our present game laws as long as we hold their natural enemies in check. The difficulties to be encountered will for the most part be where large predators destroy domestic stock and ruminants of the deer tribe interfere with agriculture and orchard operations. These problems must be dealt with as they arise with a judicious balance of the claims of the stockman and the orchardist on the one hand and the sportsman and nature-lover on the other.

ALLEN BROOKS

The Falling Leaves

An unusual sight was witnessed in Vernon on Sunday, Oct. 31st. of last year, 1943. All the leaves on the deciduous trees fell off in one day. We had from the 22nd. to the 29th. a spell of weather that was cold for that season of year with some rain and practically no sunshine followed by two days of normal sunshine. The two days of normal sunshine—eight and a half hours on Saturday and seven and a half hours on Sunday— seems to have had just that ripening effect on the leaves that their own weight was sufficient to detach them from the tree.

The table given below was furnished me by Franklin Smith Sr. who for 20 years has kept the meteorological records, for the Dominion Government, in Vernon. The figures cover the period of ten days from the 22nd. to the 31st. inclusive.

Max. temp.	Min. temp.	Precipitation	Sunshine
48	35	0.44	0.0
45	37	0.04	0.0
40	36	0.25	0.0
49	39	0.25	0.0
48	38		0.1
45	39		0.0
43	39		0.0
47	39	0.17	0.0
48	31	0.11	8.4
42	25		7.5

These figures give an average maximum temperature of 44.9 and an average minimum temperature of 36.8, a difference of only 8.1 degrees between the day and night temperatures which is very unusual. And during those ten days there was very little wind and on Sunday the 31st. none. At 8.30 a.m. on Sunday there was a movement of the air of one mile per hour which would be im-

perceptible and at 5.30 p.m. there was no movement at all, a dead calm.

There was no noticeable drop of leaves on Saturday, but evidently Sunday's sunshine completed the ripening process commenced on Saturday and the second day's sunshine left the leaves unable to hold on any longer and they fell. It is estimated that ninety per cent of the leaves on the deciduous trees in Vernon fell that day between 9 a.m. and 5.30 p.m. They were lying inches deep on the sidewalks all over the city.

I passed through the park twice that day and what I saw was remarkable and strange. It was Sunday and not a sound to be heard. There was not a breath of air stirring and all the trees stood as motionless as if they were carved out of stone, and at the same time a constant shower of falling leaves was going on all over the park. In fact it was a bit weird and uncanny. It did not seem natural.

It is very unusual for us to have a spell of weather of ten days with an average difference of only 8.1 degrees between the night and day temperatures nor is it usual to have eight days with only six minutes sunshine followed by two days with an aggregate of nearly sixteen hours of sunshine. When these two extraordinary climatic conditions coincide with the season when the leaves are due to fall they bring about a combination which must occur only at long intervals—perhaps not once in a hundred years.

ALFRETTE M. CROZIER

The Okanagan Arc

This phenomenon is observed, more often than elsewhere, within an area which may be described as bounded by a line from Victoria north, thence due east to Calgary, then south to Lethbridge and the Boundary Line, thence westward to the point of commencement at Victoria. Perhaps it is seen here ten times to once elsewhere, and naturally it has become known as the Okanagan Arc.

An effort is now being made to collect sufficient data relating thereto to enable our scientists to determine the cause of this elusive mystery. Two circular letters were sent out this year one calling for volunteer observers and another giving instructions to those who had volunteered their services. Both are reproduced below.

After the first letter was sent out important observations have been reported. The first one was from H. J. Blurton of Enderby who with Leon Gillard saw it from Gillard's house on Mission Creek on the night of April 11, 1943. It lasted over an hour. They lined it up with a certain object and then after the lapse of some time on examining it again, they found it had drifted slightly to the south. This is the first authentic report we have had that the Arc drifts. Again Capt. E. N. Senior reported that he saw it while making his rounds on military duty at three a.m. from Vernon some time in the month of May of this year. Unfortunately we cannot give the date more closely. But this is the first report we have had of it being seen at this advanced hour of the night.

Again H. J. Parham of Penticton reports; "Okanagan Arc was seen from Penticton at 12 midnight on the night of August, 1944. A perfect white arc with one base beyond the Shingle Creek valley and the other (east) back of the De Riske ranch 3 or 4 miles south of the head of Dog Lake. Watchers standing at the base of Kruger Hill a little N. W. of the C. P. R. wharf on Dog Lake. Clear bright

moon which was inside the Arc approx. S. S. E." The observers were Mrs. Joyce Lair a well known and respected lady who has lived for some years in Penticton, and a companion.

The following is taken from the Vernon News of June 9, 1892:—"A very peculiar phenomenon resembling the northern lights in the eastern sky was an intense source of wonder to the people of Vernon on Thursday night. Various theories were expressed as to what it could be but the opinion that it must have been the electric light of Kaslo City or Nelson shining on the snows of the Selkirks found general credence."

Dr. Pearce is interested and through our member Hon. Grote Stirling, the Dominion Astronomer at Ottawa, Dr. R. Meldrum, has also become interested. He too has written offering his services and assistance. It is now up to us, to the people of the Okanagan Valley, to embrace every opportunity to take observations until we have so much evidence collected, and data acquired as will enable our scientists to determine the cause of the phenomenon.

First Letter

Vernon, B.C.,
22nd. March, 1944.

Dear Sir,

Very little is known about that remarkable phenomenon known as the Okanagan Arc which appears in the sky from time to time over British Columbia. It has been seen many times in the past and by hundreds of people, but no one seems to pay much attention to it, and the reports that have been made of what was seen are so vague and hazy as to be valueless for scientific purposes. Almost the only observations reported which are of any value are the reports of what Ainsley Megraw saw at Hedley in 1898 and Sir James Douglas saw at Victoria in 1843.

An effort is now being made to secure the services of volunteer observers, and we hope through their efforts to secure sufficient data to enable our scientists to determine with some degree of

certainty, the cause of the phenomenon. Fortunately Dr. J. A. Pearce, Director of the Astrophysical Observatory at Victoria, is interested, and we could not have a better man. One of the most important points to be settled is its height above the earth's surface, and Dr. Pearce approves of the plan of having simultaneous observations made at different latitudes.

If the height of the Arc, at any one appearance of it, above the southern horizon were ascertained from any two of the following places, viz, Armstrong, Vernon, Kelowna, Penticton and Osoyoos, its height above the earth could be easily calculated since the distance north and south between these points is well known.

And continuing in his letter to us of the 12th. Feb., 1944, Dr. Pearce says:—

The best method is to observe the relation of the Arc with respect to the Stars, noting of course the place of observation, the date, and the time to the nearest minute. If the observer noted that the upper portion of the Arc passed through a particular constellation, such as the Pleiades or the Corona, the crown or coincided with a particular star, say Arcturus or Deneb, it would be easy to accurately compute its observed altitude, and from two or more observations find its height.

Your observers should know the principal constellations. If they would give the right ascension and declination of the Maximum Portion of the Arc, it would be just as helpful as observing the band with instruments such as transits. I enclose six sets of star maps which may be helpful to the members of your association. If you desire more sets kindly advise me."

To those who have no transit and are not familiar with the constellations in the northern heavens there still remains the method of measuring the distance the Arc is above the southern horizon in degrees by means of a carpenter's level and a two-foot rule, a method the accuracy of which is vouched for by Trautwine's Engineers' Pocket-book.

In using them adjust the level until the bubble is in the middle

of the glass, then open the rule and lay it on the level so that while one arm is resting on the level the other is pointing to the apex of the Arc. Then measure the distance between the inside corners on the ends. Such measurements give the following results:

Spread in inches	Degrees	Minutes
9	44	03
10	49	15
11	54	34
12	60	00
13	65	35
14	71	22

One observation may not be valuable, but a multitude of observations would be very valuable. The more observations made the more valuable each one becomes. In every case after the lapse of some time before the Arc fades out, a second observation should be made so as to check up on any tendency the Arc may have to drift. All observations should be reported to the undersigned.

Your services as an observer are earnestly solicited. This phenomenon is attracting more attention in recent years than it did in the past, and as it appears more frequently here than elsewhere it is properly named the Okanagan Arc. It is only reasonable to expect the people of this valley to take a special interest in it.

If you will agree to act as a volunteer observer, please notify the undersigned, and further instructions will be sent you. In the meantime should you see it please notify as many of your neighbours as possible by telephone.

Leonard Norris
Secretary-Treasurer
Okanagan Historical Society

Address

Box 897
Vernon, B.C.

Second Letter

Dear Sir:

October 10th, 1944.

Permit me on behalf of the Okanagan Historical Society, to thank you for volunteering your services to take observations when the Okanagan Arc appears in the sky in your vicinity.

Your duty as such will be to follow the instructions given in the circular letter of the 22nd of March, last, a copy of which was sent you at the time; and above all communicate with your fellow volunteer observers, and alarm your neighbours over the telephone, when you see it in the sky. All expenses incurred in using long distance telephone will cheerfully be borne by this Society. Please send in your report to the Secretary-Treasurer at Vernon.

Your fellow volunteers are:—Fred H. Hudson, Mara; Harry J. Blurton and Eli Waterson, Enderby; A. E. Sage and A. J. Fifer, Armstrong; C. W. Finlaison, Lumby; Dr. W. Jackson, Lavington; James C. Agnew, G. C. Tassie, John White, Capt. E. N. Senior, Dr. H. Campbell-Brown, John Kennedy and W. E. Megaw, Vernon; F. T. Marriage, Henry Burtch, Dr. B. F. Boyce and L. L. Kerry, Kelowna; Major Allen Brooks, Okanagan Landing; Bert-ram Chichester, Rutland; G. F. Elliott and W. R. Powley, Winfield; J. B. Weeks, H. J. Parham, Frank Gillingham, Frank B. Latimer, Penticton; Harry D. Barnes, Hedley; D. F. Fraser and J. O. Howells, Osoyoos.

Dr. Pearce particularly stresses the following points, viz: (1) the place of observation. (2) the day of the month and year. (3) the time of the observation to the nearest minute. (4) the duration of the phenomenon, how long the Arc was visible. (5) the compass bearing as closely as possible. (6) the presence of light haze or clouds or associated meteorological conditions. In addition to these there is the very important point of ascertaining, from two different latitudes at the same moment, its height above the southern horizon. Again thanking you.

Yours faithfully,

Leonard Norris, Secretary-Treasurer,
Okanagan Historical Society.

Vernon, B.C., (P.O. Box 897)

Lord Dufferin's Visit To British Columbia

In 1874 Lord Carnarvon, who was Secretary of State for the Colonies at the time, under the pretext that Canada had broken her engagement with British Columbia over the building of the railway, tried to have the Island Railway built. He failed and now in 1876 Lord Dufferin, the Governor General, decided to visit British Columbia and attempt to succeed where the other had failed.

The vice regal party left Ottawa on the 31st July, and on the return journey they reached Toronto on the 8th October. From Toronto Lady Dufferin went on to Montreal while Lord Dufferin went to Philadelphia to attend the Centennial Exhibition. He did not reach Ottawa until October 23rd. The expenses of the trip exceeded \$17,000. (1)

The Governor General had been in communication with Lord Carnarvon and the latter was anxious that Lord Dufferin should visit British Columbia. It is remarkable how concerned these two English statesmen were over the alleged discontent existing in British Columbia, and the possibility of British Columbia seceding from the confederation. The welfare of the people of British Columbia never received so much attention from the Governor General and the Secretary of State for the Colonies before or since.

England had practically handed over San Juan Island to the United States at the time the Treaty of Washington was concluded in 1871,—no doubt traded it for some other consideration during the negotiations preceding the signing of the Treaty. If the only coaling station the British Navy had on the Pacific was endangered thereby, the defect could be remedied, at least in part, by having the Island Railway built as part of the Pacific Railway.

But five years had elapsed since the signing of the Treaty and the railway was not built yet. In the meantime the United States Government had a survey of San Juan Island, and in case war

broke out between England and the United States, which in those days was something that neither nation ever lost sight of, heavy guns would be mounted on the bluff overlooking Haro Strait which is only six miles wide, and the naval station at Esquimalt would be cut off from the coal mines at Nanaimo. The Island Railway would probably have been built by Sir John A. Macdonald had he remained in power and it would have been built by Alexander Mackenzie in 1875 had it not been for the inept blundering of Lord Carnarvon.

Now in 1876 Lord Dufferin was to proceed to British Columbia to soothe the seething discontent of the people by having the Island Railway built at Canada's expense.

When the vice regal party reached the Pacific Coast, they were travelling on the Union and Central Pacific Railway reaching Oakland on the Bay of San Francisco, the terminus of the road, on the 8th of August. They were there met by a party of three, viz, Captain Chatfield, in command of H.M.S. *Amethyst*, Mr. Brooker, the British Consul, and Mr. G. A. Walkem, at one time Premier of British Columbia, who had arrived in San Francisco from Victoria, a few days previously. The party of three welcomed the Governor General and his party on their arrival on the Pacific Coast and escorted them across the Bay to their hotel, the Palace Hotel, in San Francisco. (2)

A few days later they left San Francisco on the *Amethyst* with Captain Chatfield in command and arrived at Esquimalt on the 15th August. If an invitation was extended to Mr. Walkem to join the vice regal party and return to Victoria on the *Amethyst*, the invitation was not accepted.

On the following day the 16th., Lord and Lady Dufferin made their entry into Victoria, the Capital of the Province. It was a gala day for the people of the city and surrounding country. It was the first time a Governor General had visited the Province and all the world and his wife turned out to welcome them. There was much band music and the flying of flags; but one untoward

incident happened which is thus described by the historian, R. E. Gosnell:—

“There were many triumphal arches which bore various patriotic and welcoming devices, erected, he it said, at very great expense, but on of the arches paraded the legend in bold letters ‘Carnarvon Terms or Separation’. This arch spanned Fort Street at the intersection of Broad, and had been erected by private citizens independently of the Celebration Committee. Lord Dufferin, who had been appraised of the arch, with ready wit suggested that if the S in separation were changed to an R he would pass under it. Obviously as the representative of the Sovereign and the ‘tie that binds’ he could not officially recognize what was suggestive of a disloyal alternative, and he stated that if it were left unaltered he would take another street. The Committee refused to give way when the vice regal carriage reached Fort Street, it left the procession and drove to and up Broughton to Douglas and back to Fort Street regaining the procession there. As the carriage left the route at Fort Street several extremists attempted to turn the horses heads and Lord Dufferin, who was hooted, was on the point of alighting, but the attempt was not persisted in. Had it been, it is altogether likely that Lord Dufferin would have declined to accept further hospitality, and left the city without carrying out the object of his visit.

It is said that Lord Dufferin was deeply incensed at the conduct of the Victoria populace, and not without good reason. In the interests of Victoria and the Island such a display of temper was ill timed”. (3)

Altogether it was a regrettable incident, and the responsibility for it rested squarely on the shoulders of the Mayor and Aldermen. No matter by whom the arch was erected, the streets were under the control of the city council, and they had the authority to order its removal. After all he was the Governor General of Canada, and for the time being the guest of the city, and when he expressed a wish that the arch should be removed, that wish should have been, at once and without hesitation, complied with,

And he should have been provided with an escort even if it were only a single mounted policeman. It was an affront to the people of Canada that their Governor General and his Lady should have been thus publicly insulted and humiliated by having their horses' heads seized and an effort made to force them to pass under the objectionable arch. Perhaps in no other city in the Dominion could such an incident have happened.

Nor did Lord Dufferin act with discretion. As long as he was Governor General of Canada he might have been more careful of his personal dignity. He should have refused to start until the arch was removed and he was furnished with an escort. But probably he foresaw that he could use his flight down the side street effectively in his speeches later on, which he did. But he did not foresee that before he would be allowed to leave the procession a struggle would ensue. It angered him, but he himself was to blame. One cannot imagine Alexander MacKenzie or Sir James Douglas getting mixed up with two or three toughs on a street corner, on an occasion of this kind, and galloping his horses along three sides of a city block to rejoin the procession.

A public meeting of the people of Victoria was held on the 21st of August, and an address was presented to his Excellency; but as it contained the same disloyal sentiment—Carnarvon terms or separation—he refused to accept it.

After his arrival in Victoria Lord Dufferin was indefatigable in his efforts to meet as many people of all classes as possible and, after taking part in many fetes and listening to many addresses, he and Lady Dufferin again went on board the *Amethyst* at Esquimalt for a trip up the north coast as far as Fort Simpson.

In the meantime Lady Dufferin had found the climate of Victoria trying. She wrote, "August 17th. There is a bright sun but a cold wind, it seems to me a trying climate, and the many changes of temperature and food and the long journey have rather knocked me up". (4) If she had found it trying in August when it is warm and the temperature equable, one wonders how the lady would have fared had she lived through December and the winter

months when it is windy and chilly.

From Nanaimo, Lord Dufferin telegraphed to the Premier, Alexander MacKenzie, asking him to consent to have an arrangement made for the settlement of the dispute by the appointment of two representatives for British Columbia and two from the Dominion, under the auspices of Lord Carnarvon. (5)

No good end could have been attained by submitting the matter to Lord Carnarvon. The Premier had refused once before to accept his proffered services, and Carnarvon in persisting with his alleged arbitration, had succeeded in leaving the whole question more involved and complicated than ever. Any agreement or settlement would be worthless unless it received the consent of Parliament, and the Premier knew better than Lord Dufferin or Lord Carnarvon how far Parliament would go in voting money for this unnecessary railway. Lord Dufferin should have respected the constitution and refrained from interfering. As it was he placed Mr. MacKenzie in the awkward position of having to refuse the request of the Governor General or of being remiss in his duty.

On their return journey they reached New Westminster on the 13th. September. Here he was presented with an address signed by Hon. E. Brown, President of the Executive Council, J. Cunningham, M.P., W. J. Armstrong, M.L.A., A. R. Dickson, M.L.A., T. R. McInnes and many others. In the address, among other things it was said:—"The people of this district are unanimous in the feeling of pleasure with which they regard the setting aside of the proposition known as the Carnarvon Terms, confidently hoping that a new proposition will be more beneficial to the interests of the Province and the Dominion generally".

Here we have something directly at variance with the prevailing and expressed sentiments of the people of Victoria where the Carnarvon Club with the slogan, "Carnarvon Terms or Separation", had been formed. During Dufferin's visit the Carnarvon Terms were very much in the public eye and very much discussed, yet the man who, more than any other, was responsible for them, and without whose efforts they would probably never have been

heard of, G. A. Walkem, remained in San Francisco, inactive. In 1874 he had travelled from Victoria to London and, after an absence of eight months returned with the Carnarvon Terms. In 1876 he travelled from Victoria to Oakland to greet the vice regal party and escort them to their hotel in San Francisco, and that was as far as he got.

The next day after their arrival in New Westminster, they started on a trip into the interior of the Province as far as Kamloops and on the trip they were warmly welcomed everywhere. The people were sincerely glad to see them. It was a good thing for the people to be visited thus by their Governor General. It created a good feeling. It revived their loyalty and confidence in the Government and reassured them of their future. His mere presence among them was of benefit to the country. After his return to Victoria he made his famous speech on the 20th. September in which he said :—

“The mountains which have proved our stumbling block, were your mountains and in your territory, and however an imperial observer might sympathize with you in the miscarriage of the two time terms of the compact, one of which, namely, as to the commencement of the line in two years from 1871—has failed, and the other of which, namely, its completion in ten years—must fail—it is impossible to forget that you yourselves are by no means without responsibility for such a result”. (6)

He had come out to British Columbia to soothe the resentment and discontent of the people, and to encourage them and reassure them of the future, he told them that Canada had broken the first part of the bargain and would be sure to break the second.

He also made a strong appeal, to the people of Victoria, especially, not to secede but to remain within the confederation :—
“Great Britain would of course retain Esquimalt as a naval station on this coast as she has retained Halifax as a naval station on the other, and as a constituency of some 100 (sic) persons would not be able to supply the material for a Parliamentary Government, Vancouver and its inhabitants, who are now influential

by reason of their intelligence rather than by their numbers, would be ruled as Jamaica, Malta, Gibraltar and Heligoland are ruled, through the instrumentality of some naval or other officer”.

Here his Lordship was wasting his time. Neither the people of Vancouver Island nor any other part of British Columbia had the slightest intention of withdrawing from the Confederation. Before Confederation business was depressed, the revenue was falling off, families were leaving and the white population was declining. In sheer desperation the people were turning to the possible construction of a wagon road across the Rockies to connect with the prairies, a road that would cost as much as did the Cariboo road, and, if built, might do little to increase the revenue of the Colony. F. W. Howay, the historian, thus describes conditions:—

“The failure of the Big Bend mines cast a gloom over the country and also over Vancouver Island. Cariboo was declining, slowly it is true, but none the less steadily. Its gold production was large, but its mines gave employment to very few. Big Bend had been fondly regarded as the salvation of surface mining, the kind momentarily at least, to build up a community. The whole country suffering from depression, had nevertheless entered upon large engagements on the strength of its likely returns, and disaster stared it in the face”. (7)

Such were conditions prior to confederation, and now in 1876 everything was changed. The Colony now was a Province of the Dominion, and the construction of the railway was assured, settlers were coming in with their families and settling on the land in anticipation of its completion, confidence was restored, and business conditions vastly improved, and when Lord Dufferin implored the people not to slip back into the slough of despond out of which they had been lifted by confederation, he was only wasting his time. They knew more about that than he did.

He also said:—“Well, I have learned with regret that there is a widespread conviction in this country that Mr. MacKenzie had surreptitiously secured the defeat of his own measure in the Upper

House (procured the defeat of the Island Railway Bill in the Senate). Had Mr. MacKenzie dealt so treacherously by Lord Carnarvon, by the representative of his sovereign in this country, or by you, he would have been guilty of a most atrocious act, of which I trust no public man in Canada, or any other British Colony, could be capable. I tell you in the most emphatic terms and I pledge my honour on the point, that Mr. MacKenzie was not guilty of any such base and deceitful conduct—had I thought him guilty of it, either he would cease to be Prime Minister or I would have left the country”.

In the first place there was no wide spread conviction in British Columbia or elsewhere, that Mr. MacKenzie had connived at the defeat of the Bill. Neither in the press of British Columbia nor in the press of eastern Canada, nor in the Parliamentary debates will there be found any proof of this assertion. When Lord Dufferin made the assertion that there was a wide spread conviction that Mr. MacKenzie had brought about the defeat of the Bill in the Senate, he made a statement that was contrary to the facts.

But admitting for a moment that he had done so, where would the offence be atrocious or otherwise, and wherein would he have been wrong in doing so? When a Bill is introduced as a Government measure, the Government has a right to withdraw it at any time before it becomes law. This is the common practice in England. The Bill involved the expenditure of a large amount of money, and after its introduction, if anything transpired which convinced the Ministry that its passage would be inimical to the public interest, it would be not only the privilege but the duty of the Prime Minister to suppress it, and the Prime Minister would be responsible to Parliament and not to the Governor General.

By what process of reasoning Lord Dufferin found that had Mr. MacKenzie done so he would have dealt treacherously with Lord Carnarvon, is not clear. Mr. MacKenzie owed no duty to Lord Carnarvon and was under no obligation to him whatever.

One or two of the Senators who had been appointed by Mac-

Kenzie had voted against the Bill, but the people of British Columbia had been told precisely why it was defeated. (8) Mr. MacKenzie was never suspected of having connived at its rejection and his conduct required no defence at the hands of Lord Dufferin who a few days previously had counselled and solicited him to be gravely remiss in his duty as Premier. Mr. MacKenzie was a man whose honour and integrity was above suspicion, and had he sent a different reply to the telegram from Nanaimo he might have saved himself from being humiliated by having his conduct publicly defended by Lord Dufferin.

It was through no feeling of friendliness towards Mr. MacKenzie that he introduced this imagined "wide spread conviction" into his speech and then warmly defended the Premier. By doing so he adroitly took Mr. MacKenzie out of the class of men whose honour and integrity was above suspicion and placed him in the class of men whose conduct was open to suspicion and whose actions required defence and explanation. Such oratorical shadow-boxing, engaged in for the purpose of lowering the Premier in the estimation of the people was unworthy of a Governor General. The whole incident reeks of European diplomacy.

When Lord Dufferin returned to the east an interview took place between the two men at which the subject of the Island Railway was discussed, and during the interview Lord Dufferin became so insulting and abusive that Mr. MacKenzie practically threatened to resign. He told Lord Dufferin that if his methods did not meet with his Lordship's approval, he was ready at once to retire, and Lord Dufferin could get some one else to conduct the Government. (9)

During the decade following the inclusion of Manitoba and British Columbia, the Canadian Premier had many and great difficulties to contend with. Those were difficult and critical years while the new nation, the Dominion, was struggling to its feet. During those years he had a right to expect and receive the support and co-operation of the Secretary of State for the Colonies and the Governor General. But, instead of receiving their support

and co-operation, his difficulties were increased enormously by their unwarranted interference with the domestic affairs of the country and their indifference to its vital needs.

Had Lord Carnarvon, in 1874, frankly appealed to the people of Canada and explained that, with the loss of San Juan Island, it was necessary to connect the coal mines at Nanaimo with the naval station at Esquimalt and, had he asked to have that bit of railway built in connection with the main line, they would have responded. Canadians have never been backward when an appeal was made to their patriotism. In 1874 they had not forgotten (nor did they forget for many years after) the 10 men killed and 36 wounded at the battle of Ridgeway on the 2nd June, 1866 (10) and the loss of property of over a million dollars (for which they never received a dollar in the way of compensation) caused by the Fenian Raids.

The appeal would have had a good effect in British Columbia. In 1869 the people were bewildered. They could not tell, from the attitude of the English Government and the tone of the English press, whether they were wanted within the British Empire at all, or if they were not expected to get out and shift for themselves and become part of the United States, if they so wished. Now in 1874 they were an integral part of the Dominion as one of the Provinces, and if they had been asked to make a contribution of land towards uniting the coal mines and naval station with a railway (which they afterwards did to the tune of 2,110,000 acres, which at one dollar per acre was just about enough to build the road without any cash subsidy), they would have responded. They would have felt that they, too, were contributing something towards the general welfare, that they could no longer be regarded as a negligible quantity and as something of a nuisance as they had been in 1869. It was a great mistake on the part of the English Government, when in 1874, they did not make a frank appeal to the people of Canada. They might have had the road for the asking.

When work stopped at Esquimalt in 1873, the Government of British Columbia advanced the unwarranted claim that the Dom-

inion had thereby broken her engagement; therefore the best way to have the railway built would be to stir up so much trouble and discontent among the people of British Columbia that the Dominion would be forced to build it. All that was required was a little diplomacy in handling the situation and the road would be secured. This seems to have been the reasoning of Lord Carnarvon and Lord Dufferin, and the result was disastrous.

The sum total of the accomplishments of these two English statesmen, backed up as they were by the London Times and a large section of the English press, was to delay the construction of the Island Railway for ten years, increase enormously the difficulties of the Canadian Government, retard the normal progress of the country and to tarnish the fair name of Canada by fastening onto her the stigma of a broken engagement,—a grave, a very serious wrong. Somehow one finds their devious methods more easily forgivable than their want of insight and understanding as statesmen.

Lord Dufferin told the people of British Columbia that Canada had broken the first part of the bargain and would be sure to break the second. But he did not tell them that Sir John A. MacDonald considered the work at Esquimalt was a sufficient commencement of construction and that Canada was under no obligation to continue the work after a commencement had been made, nor that Canada had raised the rate of the taxation by three millions a year to meet the cost of the surveys nor that Mr. MacKenzie, in correspondence with Lord Carnarvon, had raised the question as to whether Canada had broken the compact, and that Lord Carnarvon had side-stepped the issue. He never even hinted that there might be two sides to the question and that the bargain might not have been broken. In fact his whole speech was designed and well calculated to create and arouse a feeling of discontent and dissatisfaction among the people of the Province. That he was not successful speaks well for the intelligence of the people of British Columbia.

When Lord Dufferin declared and pronounced that Canada

had broken the engagement, he exceeded his duty as Governor General and usurped that of the Supreme Court.

F. W. Howay, the historian, in referring to the conditions in British Columbia at the time of Lord Dufferin's visit, says:—"During their brief visit, they (Lord and Lady Dufferin) had won the good will and respect of the people of the Province notwithstanding that their hearts were filled to overflowing with anger and disappointment at the treatment the Province had received from the Government of Canada". (11)

William Leggo, who wrote the history of Lord Dufferin's administration in Canada, says:—"They chafed like a chained tiger. Entrapped, as they believed themselves to be, by Mr. MacKenzie's policy, they now fancied their captors laughing at their cries for justice, and jeering at their efforts to escape. The Province was in a ferment". (12)

This is good, this picture of the people of British Columbia chafing like chained tigers at being trapped and unable to break loose and writhing under the jeers and base, sardonic laughter of Alexander MacKenzie. But perhaps he had as much reason for saying what he did as F. W. Howay had.

On page 449 of his book, quoted above, Leggo says:—

"It may safely be said that there was no real intention to secede held by any portion of the people. This threat may be looked upon as but a very strong mode of expressing disappointment and may be likened to the threats of Nova Scotia that she would appeal to the United States. In neither case was the threat serious". And so, perhaps, the tiger with his paw caught in the trap, the object of MacKenzie's unholy laughter, was not worrying so very much about it after all.

There are those who hold that Lord Dufferin's visit did not change public opinion in British Columbia very much. When he told them that Canada had broken her engagement, his words fell upon ears accustomed to the sound, and criticism of the Dominion Government was to them an old tune. They had heard it before.

The people were naturally disappointed when work at Esquimalt stopped and, while they were quite ready at every opportunity to belabour the Government with abuse and accuse them of bad faith, they knew that the surveys were being pushed vigorously, that the taxes had been raised by three millions and that in the end the road would be built.

Lord Dufferin on his visit to British Columbia might have accomplished much. He might have done a great deal of good had he been candid with the people, and adhered to the facts. As it was he,—talented, suave, the trained European diplomat,—must have left the Province with a feeling of frustration and failure. He must have realized that there was no deep seated discontent among the people and that he had under estimated their intelligence.

In the meantime G. A. Walkem remained in San Francisco where no doubt he had time to reflect on how successful he had been in settling the differences between the Province and the Dominion:—"Happily the grave differences which at one time threatened to create a serious breach between the Dominion and her Western Province are now matters of the past. For my part I trust I may hereafter have cause to look back with satisfaction upon the settlement that has just been effected, and to reflect with sincere pleasure that, under your Excellency's direction, it fell to my lot in 1874 to be instrumental in promoting the welfare and advancement of the Province". (13)

While in San Francisco for a few days before their departure on the return journey, the vice regal party were handsomely entertained by the people of the City. If Mr. G. A. Walkem met the *Amethyst* on its arrival and again escorted them to their Hotel, Lady Dufferin makes no mention of it.

L. NORRIS

(1) Relations between British Columbia and the Dominion of Canada—*Dr. Margaret A. Ormsby*—p. 254.

(2) My Canadian Journal—*Lady Dufferin*—p. 246.

(3) History of British Columbia—*E. O. S. Scholefield and R. E. Gosnell*—Part 11, p. 89.

(4) My Canadian Journal—*Lady Dufferin*—p. 253.

(5) Relation Between British Columbia and the Dominion of Canada—*Dr. Margaret A. Ormsby*—p. 254.

(6) History of the Administration of the Earl of Dufferin in Canada—*William Leggo*—p.455.

(7) History of British Columbia—*F. W. Howay and E. O. S. Scholefield*—p.242.

(8) "Copies of the (Victoria) Standard containing it (the assertion by Mr. Beaven that the Terms of Union had not been altered) reached Ottawa on the eve of the very day on which the vote was to be taken in the Senate on the Island Railway Bill. 'I find' exclaimed Senator Penny, 'that Mr. MacKenzie had stated in the House of Commons, that the Terms of Union with British Columbia had been altered and that the railway is given in compensation therefor, and I find by this paper that the Premier and the Chief Commissioner of that Province have stated in its House that the terms have not been altered. Believing that a trap has been set for Canada, I must vote against the Bill'. The Bill was lost by a majority of three"—*Victoria Colonist*, September 3rd, 1875.

(9) Relations between British Columbia and the Dominion of Canada—*Dr. Margaret A. Ormsby*—p. 264.

(10) Troublous Times in Canada—*Captain John A. MacDonald*, 1910—p. 52.

(11) British Columbia—*F. W. Howay and E. O. S. Scholefield*—Vol. II, p.384.

(12) History of the Administration of the Earl of Dufferin in Canada—*William Leggo*—p.449.

(13) Concluding paragraph of Walkem's Report to the Legislature—*Sessional Papers*, 1875—p.489.

The Quarrel Between The Governor-General And The Prime Minister, 1876

(1)

The year 1876 was a critical year for Prime Minister Alexander MacKenzie. As the country continued to suffer the effects of the first depression since Confederation, provinces put forward their demands for "better terms". The most disaffected province was British Columbia. There, particularly among the people of Vancouver Island, loud-voiced complaints were raised that the federal government had not prosecuted actively the work on the transcontinental railway and that there was no prospect of the line being completed within the ten years limit provided for by the Terms of Union. It is true that MacKenzie had offered to compensate the province if it would extend the time limit, but his overture had failed to conciliate opinion in British Columbia. Furthermore, it had almost led to disaster for the Liberal party, for one wing of it, led by Edward Blake, was violently opposed to further concessions being made to the western province. When MacKenzie realized the strength of this element, he decided to pacify Blake by inviting him to rejoin the cabinet. He succeeded in getting his re-entry only on the distinct understanding that the rate of taxation would not be raised for railway construction, and that the offer to construct the Esquimalt and Nanaimo line in addition to the main line would be dropped. (2) This compromise satisfied neither British Columbia nor the Colonial Office which had been keeping a vigilant eye on the negotiations. To improve relations between the province and the Dominion, the Colonial Secretary suggested that Lord Dufferin undertake a mission to British Columbia with the express purpose of allaying discontent there.

Neither Blake nor MacKenzie was enthusiastic about the plan. Both objected to entering into any arrangement which might seem to be inspired by the Imperial Office and to reflect indirectly

on their efforts to settle amicably a domestic dispute. They were careful to tell Lord Dufferin that he could not go as "an imperial agent" and that he had no authority to arrange a settlement.

Lord Dufferin visited British Columbia in August and September, 1876. While he was in the province, he became convinced that the controversy must be settled and he suggested to MacKenzie that another effort be made under Lord Carnarvon's auspices. (3) When he returned to the East, he continued to press the Colonial Secretary's services, and he urged Blake to tell British Columbia the federal government had miscalculated the means available for railway construction and that it would seek to modify the original obligation. (4) These suggestions were enough to arouse the anger of both Blake and MacKenzie. Blake was insistent that the Governor-General should not go beyond his constitutional powers and try to influence the government's policy; MacKenzie was determined that the settlement should now be arranged in Canada.

On November 16th, 1876, MacKenzie was summoned to Rideau Hall for an interview. He has recorded the discussion which followed. It is of interest because of the light it throws on the relationship between Prime Minister and Governor-General and because of the constitutional issues involved. The Governor-General informed MacKenzie that he was sending to Lord Carnarvon a report on his mission to British Columbia and was incorporating his views on the controversy. In response to a question, MacKenzie said he had consulted with his colleagues and they were agreed that there was no further action to be taken by them to satisfy British Columbia. Lord Dufferin then attacked the government's policy, accusing it of changing the tenor of the compromise offered to British Columbia by the wording of an order-in-council of September, 1875. He also complained about the entry into the cabinet of ministers who were unfriendly to British Columbia. MacKenzie's memorandum continues:

Lord D. then said we were not using (sic) Lord Carnarvon well and that he (Lord D.) felt his own honour involved. I replied to his angry remark that Lord Carnarvon should

not have pressed his interference upon us that I always regretted even the partial reference to him: that in a great country like this it was not well for Colonial Secretaries to be too ready in interfering with questions bearing on Imperial interests. I further remarked that I was unable to see how his (Lord D's) honour had been touched that we were responsible for the Acts of the government not him that he had nothing to do with it except as a constitutional governor and that we had to be responsible to the people of Canada and no one else. I said that if we made any mistake it was in allowing (sic) anything to be said and done beyond the strict line of constitutional action. That I never would consent to make another mistake of the kind by again appearing before Lord Carnarvon as a judge as he (Lord D.) wished but that I was quite willing at once to retire and let him find some one else who might suit his views better to conduct the Government. Lord Dufferin thereupon told me he had no such desire that he knew I had done all I could do in the cause (5)

The anger of both men soon subsided. MacKenzie agreed to read over the minutes which the Governor-General was preparing to send to Carnarvon and to discuss it later. When he again suggested retirement, Dufferin replied, "My dear MacKenzie. You know I want nothing of the kind and that I desire to support your Government, and if it were otherwise, that I could not help myself". He again urged the Prime Minister to send a delegate to London to discuss some further proposition with Lord Carnarvon, and MacKenzie promised to consider the suggestion, but stated that he saw no prospect of coming to an understanding at present.

On November 18, MacKenzie received a letter from Lord Dufferin, who stated that he "had not felt at all satisfied" with the interview and felt that MacKenzie had acted "in a less conciliatory spirit than he had anticipated". Blake and MacKenzie waited on the Governor-General in the afternoon. Both took strong exception

to the despatch he wanted to send to Lord Carnarvon. MacKenzie told him that

such a paper ought not to be sent to the Colonial Office that it dealt with matters which had been, were now, and would be in the future subjects of controversy between the two political parties: that His Lordship's language could be quoted by our opponents in favour of their course and against ours while it would be very difficult for us as his advisers to attack the document and yet that must either be done or we would suffer a great injustice. I further stated that the impression we had gathered from the reading of the paper was that it would be regarded as a defence of the late Government's policy and a condemnation of ours in offering terms of compensation to British Columbia. . . . He then commenced a general and excited discussion of what was involved in his writing such a paper. Mr. Blake replied pointing out what he had done when he left for Columbia when it was quite understood that he should not, and could not, have any mission from the Dominion Government, or any ambassadorial functions even as an Imperial Officer which might conflict with his Vice Regal duties here and that his visit therefore was strictly a progress as Governor. Mr. Blake pointed out that the greater portion of his paper was inconsistent with the only position he held as Governor General and a very small portion indeed could be called a private report to Lord Carnarvon of what information he had gleaned in the country, this latter subject being the only legitimate portion of the paper. A long and painful discussion ensued on the construction and meaning of Minutes of Council regarding Columbian Railway disputes, especially those of Sept. 1874, Sept. 1875 and March 1876. His Excellency was pleased to characterize the passages regarding or relating to the Parliamentary resolution concerning the non-increase of taxation and the compensation to be covered by the construction of the Island Railway in very strong terms.

He said they were deceitful and most disgraceful and that if he had understood them he would have refused his assent and protected Lord Carnarvon from occupying false ground. I again told him that in my judgment the Minutes of Council would only bear one meaning, that we surely did not propose to build the Railway for nothing, the something required was therefore such time as was required and that there was no dispute in 1874 as to what that was. I told him we had so far rigidly observed the Carnarvon Terms all except the building of the Railway from Nanaimo to Esquimalt. That every person must have known that particular item required the assent of Parliament. That this assent could not be forced from the Senate and having failed we had at once proposed as a substitute a money payment which we agreed to propose to Parliament if they assented. His Lordship then said that we had [not] tried to carry the Senate, that the management of it by members of the Government in the Senate was miserable and disgraceful and, that we had not organized a proper Whip, and that a member recently named by us had voted against it After a lengthy discussion chiefly with Mr. Blake in which His Excellency reverted over and over again to the same topic, he turned to me and in a very excited tone said, "I call upon you to answer this question. I have a right to call upon you as Prime Minister to answer me now and I insist upon an answer. I call upon you to tell me distinctly what you meant by 'compensation for delays' in your Minutes referring to the Island Railway".

I replied that I had no objection to answer any question properly put but that he had no right in a verbal discussion to demand an answer in such a manner. I said that if he desired any information to write down what he wanted and I would of course furnish it. He then admitted that I was right. I told him that I thought the Minutes and context in the other papers was quite clear as

to the compensation. His Lordship after this scene spoke more calmly and I embraced the opportunity to tell [him] that Lord Carnarvon and he must remember that Canada was not a Crown Colony (or a Colony at all in the ordinary acceptation of the term) that 4,000,000 of people with a Government responsible to the people only could not and would not be dealt with as small communities, had been sometimes dealt with: that we were capable of managing our own affairs and the country would insist on doing it and that no government could survive who would attempt even at the instance of a Colonial Secretary to trifle with Parliamentary decisions.

His Lordship said he admitted that. In a few minutes he asked me if we took the ground that the construction of the Island Railway or the substituted money payment was a general compensation. I said it was. He at once sprang to his feet and in a very violent tone said "Well after that, there is no use having any further discussion. I feel ashamed of it". Mr. Blake and I at once took our hats and moved towards the door when he stopped us and said "Dont let us quarrel about (sic), sit down again and let us discuss it quietly and dont mind what has happened". We accordingly sat down but nothing further of any moment occurred and very soon he remarked that it was probably useless to discuss the matter further then. To this we assented. He then shook hands with both and said to me "I hope MacKenzie you wont mind what has happened tonight. I was too hasty but meant no ill". I replied "It is all between ourselves", and the interview terminated. (6)

The incident closed with MacKenzie and Blake winning a victory by preventing the Governor-General from sending to London the memorandum commenting so unfavourably on the course of action pursued by the ministry. Lord Dufferin's private views found no expression in the official despatch which eventually was

sent, and Lord Carnarvon's subsequent reply to the appeal from British Columbia, urged the province to be reasonable and to accept the money compensation already proffered it. From this point neither Lord Carnarvon nor Lord Dufferin made any attempt to extend services to the disputants, and British Columbia received no encouragement for its claims. The power of the Dominion was in the ascendant.

As far as the personal relations between the men are concerned, Lord Dufferin very shortly recommended that MacKenzie and Blake be the recipients of imperial honours. Both declined. MacKenzie was satisfied with salvaging the Liberal party and he was too modest to accept personal attention. Blake had achieved his primary objectives—he had prevented extravagant generosity towards British Columbia and he had forced the Governor-General to abide by constitutional principles. He was satisfied with the measure of his success and began to talk of giving up the post of Minister of Justice.

MARGARET A. ORMSBY

(1) The material in this article is extraced from a dissertation submitted to the faculty of Bryn Mawr College on "The Relations Between British Columbia and the Dominion of Canada, 1871-1885".

(2) Blake to MacKenzie, May 18, 1875, Public Archives of Canada—*MacKenzie Letter Book II*, 314-5, Copy.

(3) He also wrote to MacKenzie from Toronto on October 9, 1876, making a similar suggestion—*MacKenzie Letter Book II*, 713-6, Copy.

(4) Dufferin to Blake, November 2, 1876, University of Toronto Library—*Blake Papers*, Vol. 15.

(5) Memorandum on conversation with Lord Dufferin on British Columbia affairs, on November 16 and 18, respectively—*MacKenzie Letter Book II*, 779.

(6) *Ibid.*, 786-791. Excerpts from MacKenzie's memorandum have already been published by Professor J. A. Maxwell in his article, "Lord Dufferin and the Difficulties with British Columbia, 1874-1877".—*Canadian Historical Review*, XII, 364-389.

Canada's Manifest Destiny

The first day of July, 1867, is Canada's natal day. On that day the four provinces, Quebec, Ontario, New Brunswick and Nova Scotia, were united under one government and a new nation, the Canadian nation, was born.

Its population then was probably about three millions with a revenue of about \$16,000,000. We were small in numbers and poor but we grew rapidly. In 1870 Prince Rupert's Land was acquired from the Hudson's Bay Company by purchase, in 1871 British Columbia entered the confederation and Prince Edward Island in 1873 and in 1878 the Imperial Government surrendered to Canada all the British possessions in North America except Newfoundland. In 1867 the area of Canada was 661,248 square miles, in 1878 it was 3,684,723, an area about 3% larger than the (continental) United States and Alaska combined and about 2% smaller than the continent of Europe.

In modern times no other nation acquired such a vast territory in such a short time. Nor was any of it acquired by the sword; it was all acquired by peaceful and honourable means, by purchase and treaty. Nor were the original inhabitants, the Indians, ignored. All over Canada, except in British Columbia, the rights of the Indians to the soil was acquired by treaty.

Nor did our ancestors, the men of seventy years ago, prove to be unworthy of their great opportunities. In those days they were united in their faith in the future of Canada. They believed in its future, in the purchase of Prince Rupert's Land and the acquisition of British Columbia and in the railway to the Pacific. With a population of less than one half of the population of New York city in 1940 and with a revenue considerably less than half the present day revenue of British Columbia they committed themselves in 1871 to one of the greatest railway building undertakings the world has ever seen,

When they undertook to build the railway in 1871 no one was quite certain that a railway could be built across the Rocky Mountains within Canadian territory, but they had faith in themselves, and they had faith in the future of their country and were willing to take a chance, and they were successful. They built the railway according to contract and finished it a year and three months ahead of time. The claim that Canada broke her engagement with British Columbia over the building of the railway was never more than a political fiction. If the facts and figures relating thereto are taken into account they prove and prove up to the hilt that Canada kept her engagement.

When the first transcontinental railway across the Rocky Mountains was finished on April 28, 1869, the people of the United States were proud of their accomplishment, and quite justly so. They had conquered the Rocky Mountains that formidable barrier that split their country into two sections. It was a splendid achievement. But had they built a railway 25,520 miles long and crossed the Rockies ten times it would have been no more than what we did when their wealth and population are taken into consideration. Always they had ten times the wealth and ten times the population that we had.

The first transcontinental railway in the United States was the Union and Central Railway extending from Omaha to San Francisco Bay a distance of 1775 miles. The first railway across the Rocky Mountains in Canada was the Canadian Pacific Railway from Bonville Station near Lake Nipissing (the original Callander Station mentioned in the Act) to Port Moody a distance 2,520 miles. This gigantic undertaking was carried out within the first twenty years of the life of the new Canadian nation.

In 1871 our revenue was \$19,335,561, and seventy years later it was \$872,169,645. In 1871 our population was 3,689,257 and seventy years later, in 1941, it was 11,505,655 and increase of 311.88% and since 311.88% of 3,689,257 is 35,886,955, it follows that if the population continues to increase in the future as it has in the past, and there is no reason to suppose that it will not con-

tinue to so increase, Canada in 66 years from now will have a population of nearly thirty-six millions. When that time arrives, and there are many thousands of our people who will live to see the day, we shall then only be getting well under way because we have a country capable of sustaining ten times as many and more.

The newspaper *Le Canada* of Montreal, in its issue of Feb. 25, 1944, thus reports what Rev. W. R. Inge, of St. Paul's Cathedral, London, (Dean Inge) recently said in a speech before the Ruskin Society:—

“Je crois, dit le T. R. Dr. Inge, que nous sommes au terme de l'épisode de notre histoire ou nous avons été une nation grande et riche, et que nous retomberons graduellement à l'état où se trouvait l'Angleterre pré-industrielle avec une population de 20,000,000 se composant principalement d'agriculteurs faisant un travail sain à l'air libre et un certain nombre de petits artisans dans les villes. Que cela nous plaise ou non c'est tout droit à cela que nous allons.”

Which may be translated:—I believe that the time when England was a rich and powerful nation has passed away and that we will gradually sink to the level of preindustrial England with a population of 20,000,000 principally agriculturists living a healthy life in the open air with some artisans in the towns. Whether this pleases us or not it is to this we are coming.

Every true Canadian will hope and pray sincerely that the reverend gentleman, some times referred to as the Gloomy Dean, is wrong in his predictions. It would be a calamity to Canada and to every nation of the Commonwealth if England should recede from her present position; but with the coming years Canada is bound eventually to outstrip England in wealth and population.

If the Canadians of today are true to themselves, are loyal to their own country, if they prove themselves to be worthy successors to the men of '67, Canada is bound to become a great, a powerful and wealthy nation, the hope and main stay of the Commonwealth, the “first among equals”. This is Canada's manifest destiny.

MARJORIE M. JENKINS

Eli Lequime

The late Bernard Lequime wrote a sketch of his life for the benefit of his grandchildren. A copy of it is now in the possession of C. A. S. Atwood of Grand Forks. The subjoined extract from it is here given for the reason that it supplements what is said about his father by Leon Lequime in his article "Mr. and Mrs. Lequime" which appeared in our Fifth Report and by Bernard Lequime in his article "Over the Penticton Trail" in our Seventh Report:—

"My father, Eli Lequime, was born at Bordeaux, France, on Dec. 2nd, 1811, during the French Imperial reign of Napoleon Bonaparte. Of his parents little is known except that they died before he reached his teens. An uncle, Anton Lequime, who was engaged in the wine business, took him to raise. He lived with his uncle until he was fourteen years of age when he, for reasons unknown, ran away from home and went to sea, shipping as a cabin boy on a windjammer. During the next twenty-seven years he sailed the seven seas making four complete trips around the world and visiting every important port known in those days.

In 1852 the ship upon which he was a seaman entered the port of San Francisco. At that time the gold rush was at its peak, and he deserted his ship to seek his fortune in the gold fields where he spent two years with only moderate success.

At the outbreak of the Crimean war in 1854 he returned to France and joined the French army, going to the Crimea during the latter part of the same year. Of his adventures during the war little is known except that he fought at the battle of Sebastopole and was among the army of 6,000 that saved the British from being annihilated at the battle of Inkerman. He fought under Marshal Pelissier and came through the war without being wounded.

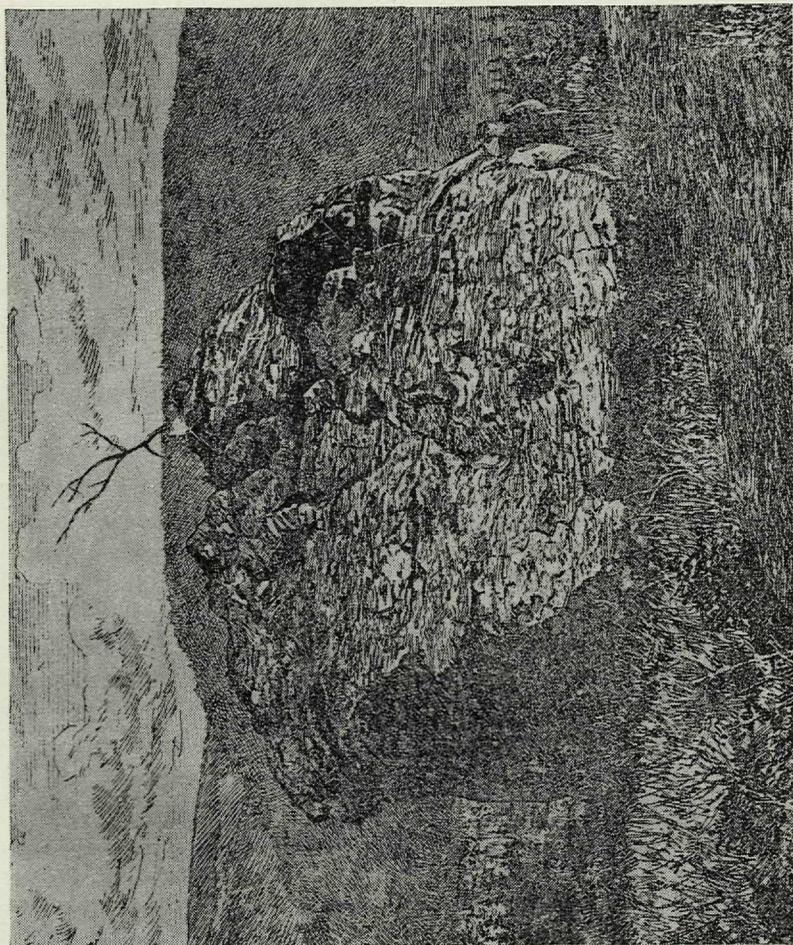
Upon his return to France at the close of the war, on going from Marseilles to Bordeaux, he met Marie Louise Atabagoeth

who later became his wife in California.

As it was his ambition to return to America, a short time later he set sail for this country reaching San Francisco early in 1856. He started the first French hand laundry where he was later joined by Marie Louise Atabagoeth to whom he was married, and her sister Ann. A short time later they sold out the laundry and went to Marysville, Ca., where he opened a saloon.

On April, 30th, 1857, their first child (Bernard) was born. They remained at Marysville until the spring of 1859, when rumours began to drift in of a gold strike in British Columbia. They then decided to go to the new mining country and selling out the saloon business they set out for San Francisco where they took passage on the steamer "*G. W. Elder*" for the north coast. It took five days to reach Victoria where they took passage for the mainland and landed at Sapperton, now known as New Westminster. From there they went to Fort Hope. There they spent the summer and winter in mining on Strawberry Island in the Fraser River. While they were at Hope at second child was born and christened Gaston.

—DOROTHY HEWLETT GELLATLY



Glacial Erratic on the Coldstream.

Glacial Erratic On The Coldstream Ranch

On page 150B of the Report of Progress of the Geological Survey of Canada for 1877-78, published at Ottawa, Dr. G. M. Dawson in his report on the geology of the southern interior of the Province, makes this reference to the glacial erratic on the Coldstream Ranch:—

“The most remarkable erratic noted is one which rests on the glaciated surface of a small rounded hill which stands in the centre of the valley near Coldstream. This boulder is twenty-two feet long by sixteen and a half wide, and eighteen feet high. It is yellowish, highly calcereous and interstratified with layers of felspathic and quartzose materials, all the beds being much contorted. The rock on which the erratic stands is quite different in appearance from it.”

This rock was examined by Dr. Arthur H. Lang in 1926 and his report thereon appears on page 18 of the First Report of the Okanagan Historical Society. When it was examined by Dr. Dawson its content amounted to 6,534 cubic feet, but when Dr. Lang examined it in 1926 it had a volume of 3,024 cubic feet only. The illustration which appears on another page is taken from the plate which accompanied Dr. Dawson's Report. That part of the rock with the small tree growing out of the top is the portion that was tumbled down the hill when the rock was struck by lightning on the 6th July, 1916, as related by Adam Grant on page 87 of our Sixth Report.

The Provincial Government have since reserved this rock and it now bears a neat bronze plate with the inscription:

“NOTICE

All Historic Objects in this vicinity have been placed under the protection of the Historic Objects Act of British Columbia and any interference with the same is subject to penalty”.

DOROTHY HEWLETT GELLATLY

Callander Station

The contract between the Dominion Government and the Syndicate for the building of the Canadian Pacific Railway is dated October 21st, 1880, and was given effect to by an Act respecting the Canadian Pacific Railway assented to February 15th, 1881. The contract appears in the schedule of the Act and section 1 of the schedule reads in part as follows:— “the eastern section shall comprise that part of the Canadian Pacific Railway to be constructed extending from the Western terminus of the Canada Central Railway near the East end of Lake Nipissing, known as Callander Station, to a point” But there is no Callander Station on the C. P. R., and to have the matter cleared up we applied to the C. P. R. authorities at Montreal. The Librarian of the Company very kindly cleared up the mystery for us. Mrs. J. M. Armstrong, in her letter to us of November 23rd, 1944, says:—

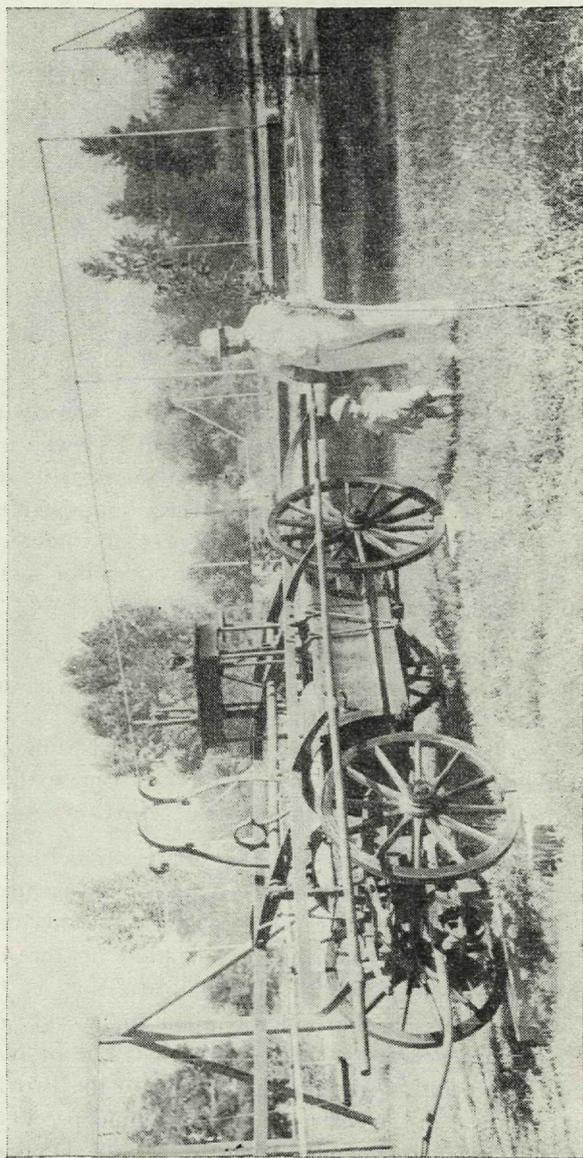
“Your query concerning Callander Station was answered by our Right of Way and Lease Department. Their records show that the name of the station was changed to Bonfield somewhere around 1900. This was the eastern terminus of the main line referred to in the Act of February 15th, 1881. The original mileages of the line are as follows:

Callander to Port Arthur, built by C. P. R.	651 miles
Port Arthur to Winnipeg, built by Dominion Government	431 miles
Winnipeg to Savona Ferry, built by C. P. R.	1,257 miles
Savona Ferry to Port Moody, built by Dominion Government	213 miles
	2,552 miles

We now know that the old original trunk line of the C. P. R.

had its eastern terminus at Bonfield and its western terminus at Port Moody, that its length is 2,552 miles, and that the Callander Station on the Canadian National Railway, the home of the Dionne Quintuplets, and the Callander Station mentioned in the Act of February 15th, 1881, are two different places.

ELSIE FOOTE



Fire Engine in the Park at Kelowna.

Okanagan's First Fire Engine

The photographic reproduction on another page is worthy of note in a magazine devoted to historic matters as the machine referred to played an important part in two of the now flourishing commercial centres of the Okanagan Valley.

In a somewhat recent issue of the Kelowna Courier, under the "forty years ago" column, appeared the following, copied from an issue of August 25th, 1904:—

"The fire engine in use in Vernon before waterworks were installed there, has been purchased for use in Kelowna in case of a fire. It is a hand engine requiring twenty men for its operation, and it is said to be in good condition. It throws a powerful stream and will be a great improvement on the present volunteer bucket brigade. It will doubtless serve a good purpose until such time as a system of waterworks can be established here".

The publisher of the present day added an editorial note, giving the origin of the fire engine, and intimated that it was a man-killer. It was further stated that it is now in the City Park in Kelowna "sadly shorn of its original glories of shining brass". That reference was to the absence of the metal plate showing the name of the maker and the date of manufacture.

The snap-shot, from which the photographic reproduction has been made, is the property of the Kamloops Museum and was obtained as a loan for illustration purposes. In this connection it might be mentioned that the organization of the Kamloops Museum is, at present, a single individual, Mr. Burt R. Campbell, who is in attendance at the building upon the weekly occasions when it is open for visitors. Mr. Campbell is one of the pioneer members of the printing trade in the interior of the Province, having been employed in the early nineties at Kamloops, Vernon, and Revelstoke. The snap-shot was taken by Mr. G. D. Brown, also

of Kamloops, when on a visit to the Okanagan some years ago.

It is a matter of regret that the machine has not been preserved intact, but the present generation, accustomed to modern conveniences, can form an idea of what it was to man this relic of by-gone days, which required husky men of strength, energy and resolution. L. Norris says that he remembers taking his turn on the handle-bars along with R. N. Taylor, Billy Gibbs, R. W. Neil, Saul and Franklin Smith, Robert Carswell, W. A. Cryderman, W. C. Pound and others to work the pump at the fire on the night of August 8th, 1895, when W. R. Megaw's stable opposite the Victoria Hotel in Vernon and Porter Watson's barber shop were burnt down.

Writing on October 4th, 1944, Mrs. Leonard Richards of Kelowna, says the care taker of the Park at Kelowna who has held his present position for the past thirty-one years, remembers the name of the maker as shown on the brass plate. It was William Worth, and he thinks the date was 1840. L. L. Kerry of Kelowna, wrote to say that this old engine was used at the time of the big fire in San Francisco in 1852.

It seems to be generally conceded that the name of the engine was the "Broderick", on account of the crew which manned it in San Francisco.

Stewart Edward White, in his novel "Grey Dawn", describes the engine and a description of it also appeared in McLean's Magazine of September 15th, 1940. In the article in MacLean's, the statement is made that the engine, being replaced by better equipment, was sold to New Westminister and later sent to Yale. This is, however, not correct. It came direct from San Francisco to Yale in 1882, as shown later in this article. The engine purchased by New Westminister in 1863 was still there at the time of the great fire in 1893. The arrival of the engine in Vernon elicited the following comment from the Vernon News in its issue of August 23rd, 1894:—

"The long looked for fire engine arrived from Yale by Mon-

day's train and was at once subjected to the most minute inspection by a large and apparently interested crowd of spectators. It was the general verdict that the city had secured a bargain in the machine and apparatus and the hose reel alone, was pronounced by competent judges to be worth considerably more than the price paid for the whole outfit".

In view of the circumstances, mentioned later, under which the residents of Yale originally purchased the machine, a search was instituted to ascertain who had assumed the right to sell the engine to the City of Vernon. On this subject the minutes of the Vernon City Council threw light, as it was shown there that on July 16th, 1894, the sale was made by the Government, through its agent at Yale, at the price of \$100 for "Engine, Hose, Nozzles and Hose Carts".

Following further the installation of fire equipment at Vernon, information has been obtained from Mr. Burt R. Campbell, to whom reference has already been made, that a Hook and Ladder Wagon was added to the equipment in September, 1894. The wood work was done by A. J. McMullen and the wagon was ironed by A. Birnie. The Vernon News of September 27th, 1894, shows that the vehicle was exceedingly light of draught and was furnished with eight ladders.

A fire-bell was installed at Vernon in August, 1895, on a tower 25 feet high. The bell was forty-two inches in diameter and weighed a thousand pounds.

Following the statement in the Vernon News that the engine was obtained from Yale, files of the Inland Sentinel, then published at Emery's Bar and later at Yale, show that in 1880 and 1881, fires at Yale gave the community incentives for the acquisition of a fire engine.

On September 15th, 1881, the Inland Sentinel (of Yale) contained an appeal to the public of British Columbia, which was forwarded to New Westminster, Victoria, Cariboo and other places. It cited that owing to the late disastrous fires it was found impos-

sible to raise sufficient funds locally to procure a fire engine. The petition was signed by Joseph W. Burr, Captain of the Hook and Ladder Company, John E. Insley, Wm. Gibbs, Wm. Thrift and was dated September 2nd, 1881.

To this appeal the Amateur Dramatic Association of Victoria responded, through Mayor J. H. Turner, with a donation of \$107.75, being the proceeds of an entertainment given by the Society in aid of the Yale Relief Fund.

From Reid and Hudson of Quesnelle, came a donation of \$10. The proceeds of a Ball were \$93, and the committee reported through an advertisement, subscriptions of \$571. An explanation was made by the Committee that the Railway employees had not been included in the list as they desired to present a "C. P. R. Purse".

With money coming in for purchase of an engine, the next problem was to get the machine. At a meeting of the Fire Department, it was reported that no reply had been received from San Francisco respecting a fire engine. In desperation it was decided to telegraph both to San Francisco and Portland, but no better luck was experienced and at a subsequent meeting it was decided to communicate with Messrs. Welch & Rithet of Victoria to see if they could procure an engine.

Four months later a letter was received from these agents, stating that the fire engine, hose cart and 500 feet of hose had left San Francisco. Upon arrival at Victoria, bad news was conveyed to Yale that the Government had refused to pass the equipment as duty free. The amount of the duty was \$250 and it was stated in Yale that the amount could not be raised there as the people had been drained to the meet the payment of \$1,050, but that as soon as possible the engine would be brought to Yale. In connection with these charges for duty it was claimed that a visiting politician from Ottawa had promised to see that the charges would be waived but the officials in British Columbia had

no notification to that effect.

Late in the following month (April, 1882) the Sentinal recorded the fact that the Fire Engine, Hose Cart and Hoses had arrived. From the wording of the news item, it can be inferred that the engine was not new, but that the Hose Cart and Hose were new. Concerning the engine, the statement was made that it was a "substantial kind", and that it had "doubtless done good work in its day". As the machine had been purchased in San Francisco the statement of the Kelowna Courier that it was reputedly San Francisco's first fire pump, may have been quite correct.

After the construction of the C. P. R. line through the mountains and the diversion of traffic, from Yale by the Cariboo Road, business was naturally affected, and, as already stated, sale of the fire engine and other equipment was made by the Government to the City of Vernon.

It would be wrong to suppose that the fire engine imported at Yale was the first of its kind in British Columbia. The facts are that both Victoria and New Westminster had machines in operation for many before Yale secured its machine. The Victoria Gazette of July 29th, 1858, records the arrival there of a couple of fire engines. The tests were made within the stockade of the fort and the water was supplied from a well.

The machine at New Westminster arrived in April, 1863, and to help in the celebration of the event, twenty-eight members of the Deluge and Tiger Brigades of Victoria joined with their brethren of New Westminster.

F. W. LAING

The S. R. I. A. C.

The Okanagan Society for the revival of Indian Arts and Crafts is doing an excellent work, especially in calling attention to the fact that the North American Indians of Canada are a superior people. Too often they are classed by ignorant people with such races as the Japanese, Chinese, Negroes and Hindus. These are inferior races, while the North American Indian is the equal intellectually of the Anglo Saxon, and they have, as Mrs. William Brent points out on page 122 of our Sixth Report, qualities which the Anglo Saxon does not possess.

When the comparatively small number of the men in Canada of mixed Indian blood is taken into consideration there is no class of men who have proved themselves to be more capable than they. As legislators, scientists, civil servants and teachers they excel. Some of the young Indians have produced work that is highly esteemed by European art connoisseurs, and this without any training or instruction whatever. The future Canadian race will be all the stronger physically and intellectually for the inclusion of the Indians. It would be a great loss to Canada if these people died out and became extinct.

The people of British Columbia should be particularly interested in the Indians because about one fourth of them live in this province, and again this is the only province in the Dominion in which the rights of the Indians have never been extinguished by treaty. Lord Dufferin called attention to this latter fact in his speech in Victoria on the 20th September, 1876. He said:—

“Now we must all admit that the condition of the Indian question in British Columbia is not satisfactory. Most unfortunately as I think, there has been an initial error ever since Sir James Douglas quitted office, in the government neglecting to recognize what is known as the Indian Title. In Canada that has always been

done; no Government whether Provincial or Central, has failed to acknowledge that the title to the land existed in the Indian tribes and communities that hunted or wandered over them. Before we touch an acre we make a treaty with the Chiefs representing the bands we are dealing with and having agreed upon and paid the stipulated price, oftentimes arrived at after a great deal of haggling and difficulty, we enter into possession, but not until then do we consider that we are entitled to deal with an acre.

But in British Columbia, except in a few places, where, under the jurisdiction of the Hudson's Bay Company or the auspices of Sir James Douglas, a similar practice has been adopted, the Provincial Government has always assumed that the fee simple in as well as the sovereignty over the land, resided in the Queen.

Now I consider that our fellow Indian subjects are entitled to exactly the same rights under the law as are possessed by the white population, and if an Indian can prove a prescriptive right of way to a fishing station, or a right of any other kind, that that right should no more be ignored than if it was a white man".

Perhaps it is rather late in the day now to remedy this fault, but the Provincial Government could make it up to the Indians in other ways if they wished to do so. It is true that under the law at present the Indians are wards of the Dominion and the Dominion Government by law should bear all expenses incurred in advancing the welfare of the Indians. But the public health and sanitation are two things which come under the control of the provinces. Today hundreds of young Indians die of tuberculosis and this would not be the case if the Indians were living under more sanitary conditions than they are. The loss of these young people is a distinct loss to the nation, and if our Provincial Government were to undertake to remedy present conditions they would have ample legal sanction for doing so.

Lord Dufferin also noticed how quickly the Indians respond to education and how readily they adapt themselves to the amenities of civilized life. He said;— "I have now seen them in all

phases of their existence from the half naked savage, perched like a bird of prey in a red blanket upon a rock, trying to catch his miserable dinner of fish, to the neat Indian maiden in Mr. Duncan's school at Metlahkatlah, as modest and as well dressed as any clergyman's daughter in an English Parish, or the shrewd horse-riding Siwash of the Thompson Valley, with his racers in training for the Ashcroft stakes, and as proud of his stockyard as a British squire".

Now why should not all Indian girls be brought up under the same conditions as were the few in the schools he mentions? There is nothing standing in the way of this being done except the apathy and indifference of the two governments.

The Indian Act should be revised and the education of the Indians in British Columbia taken over by the Provincial Government. The Indian children should be sent to the graded schools and the girls instructed by a teacher of Home Economics, and both girls and boys given some instruction in both of the official languages of Canada. We admit the Negro, the Hindu and the Japanese to our public schools, but exclude the Indian, one of the most valuable ethnological assets we have.

The Indians of British Columbia have been neglected for too long, and too much praise cannot be given to this band of disinterested and intelligent men and women at Oliver for the splendid work they are doing. The officers of the Society are: A. Millar, President; B. Webber, Vice-President; Mrs. A. Miller, Secretary; Mrs. E. Parham, Recording Secretary and Mrs. S. M. Worsfold, Treasurer.

During the past year the Society has issued a pamphlet of twenty pages, containing approximately 12,000 words with the appropriate and suggestive title "*Native Canadians*". It is a plea for the rehabilitation of them and is a comprehensive and excellent presentation of the case for the Indians. This work should be in the hands of every voter in the Dominion. It cannot be adequately reviewed here, but the following is taken from page nine:—

"We learn from the Indian Affairs Report that there were in 1939, 118,378 Indians in Canada and on them we spent \$5,004,165, i.e., \$42.28 each. This total covers administration, the Indian Agencies, reserves and trusts, all medical care and welfare, all education (including \$1,393,393.00 in grants to residential schools) a few very small items for grants to exhibitions, statutory Indians annuities and pensions. All this is covered by \$42.28 per person per year, and of this amount approximately seven per cent is absorbed by cost of administration.

We note there were 17,281 children in school (275 day, 78 residential and 10 combined). Although the census of 1919 gives 26,390 Indians between the ages of seven and sixteen, apparently only two-thirds are in any kind of school at all, and as we have already pointed out, the majority are in the lower grades".

Between two stools the Indian has fallen. Between the Dominion which has the control of all Indian affairs and the Provincial Governments which have the control of education, sanitation and the public health, our Indians are neglected. We are wasting and destroying our Indian tribes and this is a terrible mistake. Every Indian that is saved by so much the Canadian nation is strengthened whereas the orientals within our borders, the unassimilables are a detriment.

It is perhaps too late now to do much for the older Indians but the children should be rescued from the conditions under which they are now living and given a chance in life. They should not be condemned irrevocably to the hard narrow and unprofitable life that most of their parents now lead.

We hope some day some of our Canadian historians who have the opportunity to do so, will ascertain how many men of mixed Indian blood, have in Canada within the past, say, fifty years, filled the office of Premier, Minister, Deputy Minister, Head of a Department or teacher in a University. If this were done the figures would probably come as a complete surprise to people. It would put the Indian question on a new footing. Roughly, one

man in a hundred in Canada is an Indian and the number of half and quarter breeds is probably much less, yet it is astonishing how many of them have risen to prominence. There is no race so readily assimilable with the Anglo Saxon as the North American Indians. In this as in some other things Canada is a fortunate nation. Instead of having a race of inferior aboriginals to look after who would be a detriment and injury to the nation, we have a superior race or intellectual men and women.

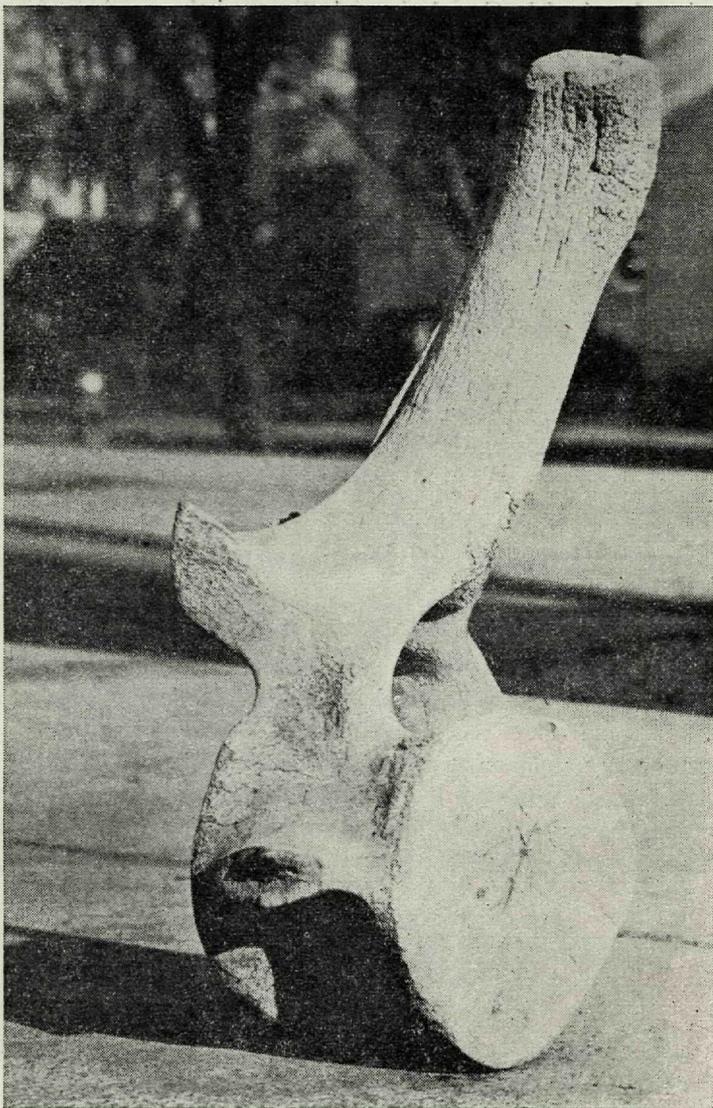
L. NORRIS



First White Child Born in the Okanagan

The claim is sometimes made that Kamloops is the birth place of the first white child born in the interior of British Columbia, but the claim is not well founded. The distinction should go to the Okanagan Valley. The late Mrs. Rose Swanson, the first white child born at Kamloops, was born on October 14th, 1862, whereas the late Gaston Lequime, the third son of the late Mr. and Mrs. Lequime, the first white child born in the interior of British Columbia, was born in December, 1861, at Okanagan Mission.

CLINTON A. S. ATWOOD



An Old Whale Bone found in Okanagan Lake

An Old Whale Bone

On another page is an illustration of an old whale bone found in Okanagan Lake, on the east shore, south of Kelowna, by the late Captain T. D. Shorts, about sixty-two or sixty-three years ago. The illustration is from a photograph by Dr. H. Campbell-Brown of Vernon.

It will be of interest to know that this old bone, after many vicissitudes, has at last found sanctuary in the University of British Columbia. For some time after it was found, it lay on the verandah of the old white cottage on Coldstream Street, which was the first Government Agent's office in Vernon. From the verandah it was taken to the woodshed of the late W. F. Cameron, where it was occasionally used as a block on which to split kindling. In November, 1914, it was placed in the vault of the new Courthouse, and for two or three years it was kept in a garage in Vernon, and finally on the 11th February, 1944, it was sent to the U. B. C. and it is now in the capable hands of Dr. M. Y. Williams, head of the Department of Geology.

Dr. Williams submitted it to Dr. I. McT. Cowan, head of the Department of Zoology, for the purposes of identification and having its probable antiquity determined, and Dr. Cowan, in his letter to us of 1st November last, says:—

“I have examined the whale bone sent in by you with very considerable interest. I am not able to identify it with surety to species, but it would seem to be of the family Balaenopteidae, widespread throughout the world at the present time and of very considerable geological antiquity”.

After pointing out that it has been many millions of years, long before the Ice Age and long before the establishment of the present valley, since salt water was present in the area now forming the Okanagan Valley, Dr. Cowan concludes by saying:—

“The point I am trying to make is that the naturally recurring remains of any whale previously existing in the area when it was

a sea bottom, would have been buried in soil for many million years. It would probably be subjected to the erosive action of glaciers and would certainly show in its bone substance some traces of these forces. Material of this sort universally has the somewhat porous bone saturated with the finer material from the soil in which it was buried and there is no trace of this in the present specimen. Our opinion then, is that this bone reached the Okanagan Valley in recent times by human agency”.

And, so, that is that. For fifty years we have entertained the hope that our scientists would admit that this old bone was a relic of the time long gone by when the gay and festive Balaenopteridae and others of that ilk, roamed and disported themselves over what is now the Okanagan Valley, and it is with some disappointment that we now learn that this is not so. There is always something slightly diabolical in the reasoning of a scientist. He marshalls all the facts and then proceeds to build them up in front of you like a stone wall with no loop hole or weak spot or chance to break through.

However the mystery still remains. If it was brought into the Okanagan Valley by human agency, then by whom, and how, and when, and why? Again when they brought it into the valley why did they throw it into the lake, and especially on the east side south of Kelowna, the most rugged and least frequented bit of shore line on the lake?

The understanding with Dr. Williams is that the bone will remain in the University for an indefinite period, but should a proper Museum be established in the valley at any time, it will, on the request of the Okanagan Historical Society, be brought back here where it really belongs. A short history of the finding of the bone appears on page 38 of our Sixth Report.

The Okanagan Historical Society is under a great obligation to Dr. Williams and Dr. Cowan for their courtesy, and for the interest they have shown in the old bone and the trouble they have taken.

A. E. SAGE

Phosphorescent Wood

Decaying wood will sometimes emit a phosphorescent light; but I do not know that it is seen very often. My first and only experience of it was in the spring of 1889. I had acquired the Lawrence meadow about a mile east of Lansdowne and had just moved onto it. There was a bridge about twenty feet long over a gulch on the place which had been covered by rails split out of small firs so that each rail on one side still retained the bark. Some of the rails were broken and to make it safe for a team to cross, I had to lift them and lay them closer together and in places put in new ones. The covering had been down for some years, and the bark was sufficiently decayed to cause it to drop off when the rails were disturbed.

I finished the work on a Saturday and that evening I went to Lansdowne. The night was quite dark when I returned on foot about eleven o'clock, and I was surprised on coming to the bridge to find it sprinkled from end to end with luminous points of light. Each bit of broken bark left on the bridge was phosphorescent. To me it was an interesting sight. I took some of the larger pieces into the cabin and after I had found a newspaper I blew out the lamp, and although the cabin was pitch dark, I could still read the newspaper by holding a bit of the luminous bark within two or three inches of it. The light emitted was a white light without perceptible color or heat. Perhaps others in the Okanagan Valley have observed this phenomenon, the phosphorescent light given off by decaying wood?

L. NORRIS

Canada's Future

Unfortunately for the future of Canada there are now existing grave differences between the English-speaking and the French-speaking sections of our people. It is the result of the two sections not being acquainted with each other and not understanding each other. If the two sections knew each other better there would not be the existing dislike of, and hostility to, each other that is so harmful to our country.

The recent rise of the Bloc Populaire in Quebec is suggestive. We do not know if it will ever amount to much as a political party, but it is an indication of the discontent and unrest now existing among the people there. Again following the rise of this new party the disclosures made recently by Senator Bouchard, in the senate, of conditions in Quebec, are startling, and when both are considered they should cause every true Canadian profound disquietude and anxiety.

Present conditions cannot endure for long and a change may be imminent. If a better understanding is not reached between the two sections, disaster may follow and the French Canadians may leave the Dominion. It is nonsense to say that Quebec can be forced to remain as one of the provinces. It rests with them alone to say whether they shall remain or leave. The people of the South of Ireland did not win their freedom on the field of battle; if the people of Quebec go on strike what can anyone do but give in to them. Today we are headed apparently straight for the rocks and national ship wreck. With a republic in reality if not in name, in Quebec, and the country split in two, our future as a nation will be ruined.

For many years the people of Ireland had been asking for home rule, and the English were opposed to it. Finally a Home Rule Bill was passed by the English Government in 1893. It was a very moderate concession. The general administration of the

business of the country was vested in an Executive appointed by a local Parliament, but the collection of most of the taxes was retained by Downing Street. Moderate as it was, it would then have been accepted by the people of Ireland as sufficient, and had it been granted Ireland today would be a united prosperous country, loyal to the British connection and a strength to the Commonwealth.

But the Bill was rejected in the House of Lords, and a long contest ensued which became very bitter towards the end, and both sides were guilty of unjustifiable acts of cruelty, and ultimately it was the English Government that had to yield and ask the Irish to accept a measure of self government such as the Irish never dreamed of aspiring to in 1893:— “The Sinn Feiners were right in their estimate of the morale of the Coalition Government, and at last, hat in hand, the offer of peace came from Lloyd George himself. The Truce was declared, the government of the country was handed over to the Sinn Fein, and, to use the words of the victor’s proclamation, ‘Dublin Castle surrendered at 2.30 this day to the Irish Forces’”. (1) Home Rule was conceded to the Irish in December, 1920.

It would take little to conciliate the people of Quebec today but let us beware of the demands of tomorrow. If we imitate the English in giving nothing until we have to, we may yet have to imitate the English in approaching them hat in hand, with an offer of a complete surrender. Present conditions will not improve of themselves, *par la forces des choses*, without exertion on our part, and steps should be taken to lay the foundation for the removal, once and for all, of the differences now separating the two sections, And those differences can be removed. There is no insurmountable obstacle in the way. We are not separated by race and religion as we have been so often told. It is one of language, and in a very minor degree of culture.

We are not separated by religion. Both sections profess the Christian religion, and there is not much difference in the creeds of the various branches of the Christian Church. After several attempts have failed, the union was finally consummated, in 1925,

of the Presbyterian, Methodist and Congregational churches, and they are now known as the United Church of Canada. In 1920, what is known as the Lambeth Conference was held. At it representatives of the Catholic and English Churches, tried to bring about a union of the two. The attempts failed, although "conversations" were carried on between the two for some months. But because that attempt failed it does not necessarily follow that the two churches will not yet be united. In England, including the Channel Islands and the Isle of Man, the two churches are of about equal strength. The Encyclopedia Britannica, 14th Edition, gives the number of persons who are admitted to full membership in the two as: Church of England, 2,294,00; Catholic Church, 1,930,000.

We have been told so often that we are divided by race and religion that we have come to believe it. Our Governor Generals have been particularly assiduous in preaching this doctrine. Some of them could not make one speech without introducing the cliché, "two races and two religions". Divide and rule sometimes means divide and ruin. Again we have been told that Canada broke her engagement with British Columbia over the building of the railway and that we lost San Juan Island and most of the Islands in the Gulf, through the ambiguous wording of the Treaty of 1846, and none of these things are so. In the past we have been the victims of much interested and anti-Canadian propaganda. It is time we learned to stand upon our own feet and think for ourselves instead of docibly taking our cue from others. We have been in leading strings quite long enough. The fault is not in our stars, but in ourselves that there is no healthy national life in Canada.

It might be urged that as the French Canadians are in the minority constituting as they do only 30.27 per cent. of the population, they should learn English. But the French Canadians are high spirited and intelligent and they know well that if they adopted both languages without a counter move of the same kind in the English-speaking provinces, English would soon be the only lan-

guage in use. Now we have no more right to ask the French Canadians to adopt English than we have to ask the English to give up their language and have French the only language in Canada. Both are official languages and both are here to stay and to this we must make up our minds. The only solution, therefore, of the problem now confronting the nation is the adoption of both. Nor would it be to the advantage of the Canadian nation and the future welfare of her people, if either one was abandoned.

The level of education and instruction among the masses of the people in Canada is steadily rising, from year to year, and it will continue to rise. It has crept up an amazing distance during the past fifty years. Our system of education is also steadily improving, especially in our common schools, and there is nothing fantastic in the idea of all boys and girls being able to speak both of the official languages of their native country. The Indian mother carefully instructs her children in the proper use of the Indian language, and the same children learn English in the schools. Hence all Indian children are bi-lingual, while the white children know one language only. It is just as easy for a child to grow up accustomed to using two languages as one.

Today eighty per cent. of our population are descendants of the English, Irish, Scottish and Norman French races, the best racial stocks in the world. There are none better. We cannot have too many immigrants of the kind. They should be made very welcome when they land on our shores. They are infinitely superior to many we have had in recent years from the south-east of Europe, many of whom have a strong admixture of Tartar or Mongolian blood in them, and are inferior people. Intellectually they are inferior to our North American Indians. Our experience in recent years, with the Doukhobors should teach us a lesson. We should seek immigrants from the north of Europe and not from the south-east. The Swedes, Norwegians and other Nordics make splendid settlers and we cannot have too many of them. We should not allow our country to be used as a mere dumping ground for the inferior races and misfits of Europe and for the unassimilables

of Asia, the Chinese, Japanese, Hindus, and others. Canada's destiny calls for something better than that. The quality of the immigrants admitted is of more importance than the number. The admission of a large number of Asiatic unassimilables would be a mistake. They would only be a source of weakness—a running sore in the side of the nation. We cannot admit them without injury to ourselves, and while we are under no obligation towards them whatever we are in duty bound to protect our own country and our own people.

The immigrants from the British Isles arrive on our shores with their opinions already formed. They are acquainted with the problems of their own country and are apt to think that a course of action which is good for one member of the Commonwealth should be good for another. They forget that each nation has its own peculiar problems which are different from any other country's. They understand the split between the Norman French of Quebec and the Norman French English of Ontario as one of race and religion, and as for the difference in language their remedy is quite simple,—do away with the French and have English only in use, and their persistence in advocating this remedy is doing much today to prevent the introduction of the only possible solution, the adoption of both.

They should reserve their judgment until they understand the situation. The best informed in England know too little about Canada and her problems to interfere usefully in her affairs. The two languages is not a misfortune, but potentially a great advantage, and the French Canadians may yet preserve for us one of the greatest boons we have inherited. They may prevent us from becoming a nation in which English only is in use and inducing us to become what by law we should be, a bi-lingual people with the two noblest languages in current use.

The men from the British Isles have one trait in common, the regard and love they manifest for their native land, and one cannot but admire them for it. It is natural. There must be

something sub-normal in a man who has no regard for his own country. In fact the real worth and virtue of a nation can be pretty accurately gauged by the patriotism of its people. No people have a more profound attachment to their native land than Scotchmen, and no country of its size (it had a population in 1931 of less than five millions) has left a more indelable mark on western civilization than Scotland.

These men come from a country which has a coat of arms and on that coat of arms there are two mottos and both are in French (*Honi soit qui mal y pense* and *Dieu et mon droit*) and their King to this day in assenting to Bills does so in the French tongue, reminders of the time when England was part of France and the French ruled England, yet when they arrive in Canada and see a French word on a postage stamp, a word which has the same legal right to be there as the English word, they are astonished and many of them rush into print, as the files of the dailies on the coast will amply show. They sign their letters Anglo-Canadian or Scotch-Canadian, as the case may be, and indignantly demand: "Is this an English country?" The reply is, of course, no, this not an English country. It is part French and part English, and the French were here first, a dual language country, something Canadians fondly believe is better than either French or English.

The newly arrived cannot do better for their own, their native land, than by casting in their lot unreservedly with the land of their adoption, and help to build up in Canada a strong, united and prosperous nation. The stronger Canada becomes the better it is for the United Kingdom, and conversely the more prosperous the United Kingdom becomes the better it is for Canada. The greater prosperity of any one member of the Commonwealth, the better it is for every other member of it, and one cannot fail without injury to the others.

One of our Governor Generals (but he was an exception) John Buchan, the novelist (Lord Tweedmuir) said: "A Canadian's first loyalty is not to the British Commonwealth of Nations,

but to Canada and Canada's King, and those who deny this are doing, to my mind, a great disservice to the Commonwealth". (2)

These words should be shouted from the house tops throughout the length and breadth of Canada and cried through the streets of our cities. If the newly arrived immigrants fail in loyalty to Canada, they fail in their duty to the Commonwealth. A Scotchman in Canada cannot be true to Scotland if he fails in loyalty to Canada.

These men would also be well advised to remember that when they meet a French Canadian they meet an equal, their equal mentally, morally, intellectually and culturally. Man for man a French Canadian is of more worth to the nation than an immigrant no matter what country he may come from. It takes two generations to make Canadians of Englishmen whereas the French Canadian is one already made. He is one hundred per cent. Canadian and can always be depended on to be loyal to his native land.

About fifty or sixty years ago there was a small settlement of French Canadians at Lumby, sixteen miles east of Vernon. Most of them knew some English, but French was the language spoken in the house and the weekly newspaper came from Quebec. Later on there came into the valley a fair sprinkling of English, Irish and Scottish so that the four so called races were pretty evenly represented. With the French children, French was the language of the home and English of the schools and they were bi-lingual.

Today in and around Lumby there is not a vestige of difference between the children of French parents and the others. Race and religion no longer count. On an occasion such as a wedding or a funeral all attend the church, be it catholic or protestant, and the catholic priest is well liked and respected the same as any other clergyman. And somehow the social conditions there seem to be all the better for the presence of the French Canadian element. Perhaps it is because the people are more Canadian and more

united. That constant undertone that is so noticeable where settlers from the British Isles do congregate, of disparagement of everything Canadian, is not so marked. The French Canadian never offends in this way. What is Canadian is good enough for him. And the same conditions which now subsist in and around Lumby would prevail in every other part of the Dominion if all Canadians when they meet could converse freely with each other in either one of the two official languages of their own country. All that is required is for the two sections to become acquainted.

Forty-two per cent of the people in Canada are Catholics, and this proportion has remained fairly constant for the past seventy years. It is strange the prejudice some Protestants have against the Catholic Church. They regard that Church as a menace to the civil and religious liberties of the people. Their fears are quite groundless. The catholic church never did and never will do Canada any harm. Nor need the protestants of Ontario be concerned over conditions in Quebec. If the Church becomes too oppressive the people of Quebec are quite capable of asserting their rights and liberties, both religious and civil, without any assistance from the outside, as the history of Quebec for the past seventy-five years amply proves.

Those who lived in British Columbia in the late 70's will remember the Mechanic's Institutes. There was one in New Westminster and others in Moodyville and Victoria and probably one in Nanaimo. The principal object of this institution was to furnish its members with a free library and a free reading room. With the opening of the large free libraries which we have today, the Mechanic's Institutes, after serving their purpose, and a very good purpose it was, gradually fell into disuse. But many old-timers will still, no doubt, retain kindly recollections of the old Mechanic's Institute, the only library they had in those days.

About the same time they had a somewhat similar institution in Quebec. It was known as the Institut Canadien. Its object was

to furnish its members with a library and a free reading room. It was secular and not under the control of the catholic church and the members selected their own books, and for these reasons Bishop Bourget of Montreal was opposed to it. Bishop Bourget was an exception to the general run of the Gallican bishops of Quebec. He was an ultramontane, and it was he who established the order of Jesuits in Quebec. In 1869 he placed the Institut Canadien under the ban of the church and barred its members from the sacraments of the church. Wilfred Laurier was born November 20th, 1841, and as a young man, he and Joseph Guibord, a printer, belonged to the Institut in Montreal. They considered the action of the Bishop high handed, arbitrary and uncalled for, and they and the majority of the members refused to submit to the mandate of the church. Guibord died the same year, November 18th, 1869, and permission to bury his body in the consecrated ground of the catholic cemetery in Montreal was refused. A long contest ensued in the courts and finally the Bishop was beaten. Six years later, on November 16th, 1875, Guibord was buried in the plot in the catholic cemetery which he had bought and paid for before his death. A large concourse of people lined the streets on the day of his funeral and the troops were called out to preserve order.

But when Sir Wilfred Laurier died February 17th, 1919, no objection was raised to his body being buried in consecrated ground although he had never recanted, and, presumably, was still under the ban of the church. Nor was it necessary to call out the troops to keep order at his funeral. By that time, 1919, the whole trouble had pretty well blown over and had been forgotten, and Quebec had gone Liberal in the meantime

But if it was forgotten in 1919 it was not forgotten in 1877. In that year Laurier entered the Liberal government at Ottawa as minister of Internal Revenue, and when he went back to his constituency, Drummond-Arthabasca, for re-election, he was defeated. The priests had it in for him. "He was a friend of Guibord" was the battle cry of his opponents. After that a long

contest ensued between the Liberal party (Quebec at that time was mostly Conservative) led by Laurier on the one hand and the ultramontane priests led by Bishop Bourget on the other which lasted some ten or twelve years. During those years election after election was annulled by Catholic Judges on the ground that there had been undue influence and intimidation by the priests. In the end the priests had to desist, and now we hear no more of priests taking an active part in the elections in Quebec. During the contest Laurier and the Liberal party had the backing of the Vatican. (3)

There is one phase of Canadian history which would stand investigation, namely, the attitude of the Vatican towards the church in Canada and the relationship existing between the two. Neither in the Guibord case nor when the priests advanced the claim that they had a right to take an active part in the elections, did the ultramontane Bishop Bourget and the Jesuits receive assistance from the Vatican. Apparently the Pope has never interfered unduly with the Gallican church in Canada. Eventually it was the Pope who prohibited the priests from taking an active part in the elections in Quebec.

The Quebec Act of 1774 secured for the French in Quebec the free exercise of the Roman Catholic religion, subject to the King's supremacy. Naturally, the catholic church in Canada has never questioned the supremacy of the King since it is an offshoot of the Gallican church of France, a church that for centuries has upheld and maintained the Gallican liberties.

It would be very unfair to judge the whole body of the Catholic church in Canada by what a few extremists may say or do, just as it would be unfair to judge the Protestant churches by the unguarded utterances of some of their clergymen.

The Catholic church in Canada is an offshoot of the Gallican catholic church in France, a church that has maintained its civil and religious rights and liberties for centuries. What is known as the Gallican Liberties were claimed and asserted by the Bishops and clergy of France in 1682. These were, (1) that the temporal

sovereignty of kings is independent of the pope; (2) that a general council is above the pope; (3) that the ancient liberties of the Gallican church are sacred; (4) that the infallible teaching authority of the church belongs to pope and bishops jointly. These were repealed at one time but they were the essential principal of the concordat between Napoleon and the Pope of 1801, and in the following year they were incorporated in the laws of France and so for over a century the church in France had its rights and liberties guaranteed by statute. The Gallican church of France has always been different from the church in Italy and Spain. Its governance and teachings have never been ultramontane.

The Jesuits represent the extreme ultramontane element in the Catholic church. They hold that the pope is the supreme authority and above all governments and churches. In every country in which they have taken root they have laboured to establish a theocracy, a government of the church alone, with all authority vested in it. If they had their will, Canada today would be governed by the Catholic church. They have never been able to establish a theocracy in any country they have been in; but they have succeeded in having themselves expelled, at one time or another, from pretty nearly every civilized country in the world, and at one time they were surpressed by the pope. While they may be troublesome in Quebec, they are not dangrous since they constitute only a very small minority of the catholics of Canada. Sir Wilfred Laurier once said that the last gun fired in defence of the British connection would be fired by a French Canadian, and we may yet see the last Jesuit expelled from Canada fired out by a French catholic.

A nation or a people changes slowly. The policy of a church or of a state may change over night without affecting the people much. As Carlyle has pointed out, at the time of the French revolution after the King had been put to death, the people on the morrow found, rather to their surprise, that France was still France. Their intimate daily lives went on as usual although their King had been guillotined. The people of France were no more

atheistic after the revolution than they were before; their government was weak and vicious and the church worldly and oppressive, and they rejected both. Any real change in a people, in their beliefs and prejudices, their standard of morality and code of honour, their appreciation of what is best in life, and their hopes and aspirations for the future, is of slow growth.

But a nation does change. The Quebec of today is not the same as the Quebec of seventy-five years ago. The level of education and instruction, there as elsewhere, is steadily rising and the people are becoming better informed and more enlightened. Nor will the Quebec of fifty years hence be the same as the Quebec of today. By the time fifty more years roll by the two churches may be united and the two languages in common use.

There will never be any unity and real national life in Canada until the people of the two most important provinces, Ontario and Quebec speak the same language. As long as they speak a different language, suspicions, jealousies and misunderstandings will arise which the extremists in the churches and the party politicians will exploit for their own selfish ends to the harm and detriment of the people. The French Canadians believe their language and religion are menaced by the Protestants, while the Orangemen of Ontario in fancy see the Inquisition and the *auto-de-fe* established in Toronto. And so it goes. Each is quite ready to believe the worst of the other, no matter how bad it may be. It is all so futile and absurd. Such conditions would soon pass if they spoke the same language. They would then become acquainted, and learn to like and esteem each other. The present state of suspicion and mistrust would soon give away to one of friendliness and confidence. Lord Durham, over a hundred years ago, pointed out how easy it was to create misunderstandings between the people of Ontario and Quebec when neither could hear more than one side of the question. (4)

There is nothing wrong with the Catholic church in Quebec and nothing to be afraid of. The troubles of past years were caused by a few extremists, ultramontanes and Jesuits, but they

are so few in number they are not a menace, and with the coming years of progress and enlightenment they will soon fade out of the picture. Quebec will never be governed by the Catholic church. The catholics of Quebec will see to it themselves that their civil rights and liberties are preserved. In the meantime there are a whole lot of people in Canada who might join that church and become good catholics without it hurting the country a bit.

We are not divided by religion and we are not divided by race. After the battle of Hastings, October 14th, 1066, and until 1205, England was part of France. The population of England, at the time of the invasion, is estimated at 2,000,000, and during the reign of William the Conqueror, it is estimated that one fourth of the population was exterminated, and that 200,000 Norman French settled in England. French was the language used in the English Parliament down to some time between 1350 and 1400, and in the House of Lords until 1480. Again in later years, there was wave after wave of French protestants, the Huguenots, settled in England, being driven out of France. So that today the English are a mixed lot, a fusion of Anglos, Saxons, Jutes, Danes and Norman French with the Norman French element probably predominating. There is probably less racial difference between the Norman French of Quebec and the English than there is between the English and the Celts of Scotland and Ireland. But as all three, the English, Scottish and Irish, speak the same language, the slight racial difference is never noticed. How different it would be if each spoke a language of its own and different from the other two. They would be taken and would regard themselves as being three different nations, and differences would arise which do not now exist. The Welsh are English but they are not Anglo-Saxon. They are Celts and a bi-lingual people. Every Welshman speaks Welsh as well as English, and because he speaks English he is accepted as English the same as the Irishman or the Scotchman.

Does anyone for a moment think there would be the good

understanding and friendship which now exists between the people of Canada and the people of the United States if the people south of the boundary line spoke only, say, Spanish, and a Canadian could talk to an American only through an interpreter. We know there would not. Had the same language not been in common use misunderstandings would have arisen between the two and the boundary line would have been fortified long ago. Prince Bismark once said that the greatest political fact of modern time was "the inherited and paramount fact that North America speaks English". That astute German statesman recognized the fact that as the two spoke the same language, there would always be an Anglo-American community of ideas and interests which would render war between the two improbable, and, in case of a clash of arms in Europe, would tell powerfully in favour of England. The history of the past thirty-five years has verified his estimate.

The handful of extremists in Quebec are a nuisance, but they are not as harmful to the country as the treason of our provincial governments. The constitution placed both languages on an even footing, and unfortunately, as it has turned out, the control of education was left in the hands of the provincial governments, and they, instead of loyally accepting the constitution and living up to it by implementing the law as in duty bound, have sabotaged the constitution. In the English-speaking provinces French has been banished from the schools and in Quebec no English is taught. The result of their disloyalty has been to split the nation into two antagonistic groups. In this country there is no real unity, no real national spirit. We have the population and the wealth, but we are not making that progress as a nation that we should be making. Our natural development is obstructed by the disloyalty, want of foresight and of patriotic enterprise of the provincial governments. They refuse to admit that we have two languages in Canada.

It is very important that the provincial governments should recognize the fact that we have in Canada two official languages. It is not to the credit of any native born English-speaking Can-

adian that he should know no French. We know, of course, that the people of Canada cannot be made bi-lingual over night, nor even in a few years without an enormous expenditure of time and money. But while it cannot be done in a few years, it can be accomplished in the course of years with little extra trouble or expense.

When a boy first enters school he should be told that we have two official languages in Canada and that, as a future Canadian citizen, he should acquire as much knowledge of both as he can. For four or five years at least he should be given the task of translating selected French books into English with the help of a dictionary. By so doing when he comes to leave school he will have acquired a very considerable French vocabulary, a large number of French words and their equivalent in English, and he will be familiar with the French printed page. His knowledge of French grammar will not count for so much as his familiarity with the language. It will no longer be strange and unusual to him. He will also have acquired, or will of himself be able to acquire, in after years, what is mentioned in the Calendar of the B. C. University as "a reading knowledge of French".

Had this practice been adopted in British Columbia twenty years ago, there would be today in this province thousands of the more intelligent men and women (and the others would not count for much in any case) who would have each their own small collection of the best French authors which would secure for them an escape and an hour's quiet enjoyment from time to time. And had it been introduced in 1871 when British Columbia first entered confederation, by now the people of the province would be practically bi-lingual. Once French is introduced into the home, the children will soon pick it up.

All children cannot be sent to school until they are proficient in French. But all children can be made acquainted with it so that

they can, of themselves, learn to speak and write it correctly, if they are so inclined. But the door is shut on the children, they are not given a chance. "They are shut out alike from the beauty of the French language, the brilliancy of French literature, the graces of the French character, and any knowledge of the contribution made by France to the common treasure of civilization" (5) All educated Englishmen can speak French. They do considerable travelling to the continent and find they cannot get on without it. And why should our boys and girls not be given the same advantage. It would cost nothing.

The English-speaking majority should take the first step in introducing the second language into the common schools. If the French take the first step it may look like coercion, as if they, being in the minority, were being forced to do so, but if the English take the first step it could be regarded as a generous gesture. If the English approach the French in a friendly spirit and treat them generously, the French will respond. The French Canadians have never been unreasonable. E. Turcotte, editor of *Le Canada* of Montreal, recently said:— "Meet the French Canadian no more than half way and he will be surprisingly co-operative". And no truer word was ever said of the French Canadians.

When the Treaty with the Boers was concluded in 1902, both Dutch and English were made official languages in South Africa, and in 1942, forty years afterwards, 67 per cent. of the people of South Africa spoke both languages. The French and English of Quebec and Ontario have been under the same government since 1841 and now after a lapse of over one hundred years, less than 13 per cent. speak both French and English. These conditions cannot be accounted for without assuming that during the past one hundred years there has grown up in the English-speaking provinces a settled dislike for, and hostility to, the French language, and a similar spirit in Quebec of hostility to the English.

In British Columbia, French is not even mentioned in the

common schools. Among the hundreds of newspapers and periodicals taken in the large public libraries in the coast cities, there is not one in the French language, and scarcely a book to be had. No French word or phrase ever appears in the newspapers and it is barred from the Legislature. The blackout is just about complete.

It is time we had a new deal in Canada. It is time we recognized the fact that our failure to respect the constitution has brought us to the brink of national shipwreck. We cannot go on as we are. We must accept the constitution or go to pieces. And in the new departure why should British Columbia not take the lead. We have never been backward in the past in introducing new legislation to meet our changing needs. For reasons easy to understand, in the past the four western provinces have been very much influenced by the trend of political thought in Ontario, which is the most important province. But it is not necessary for us to follow that province too blindly. We know there is something, sometimes vaguely referred to as "the Ontario mind", something very self-centred and very sure of itself and very narrow and limited, and not at all admirable. It is not necessary that the four western provinces should stand idly by and let the old silly quarrel between protestant Ontario and catholic Quebec wreck the nation.

The treachery of the provinces in betraying the trust placed in their keeping by the B. N. A. Act has built a stone wall across the road Canada must follow if she is to achieve her manifest destiny, if she is to become what she should be, one of the greatest and most enlightened nations of the world. To remove that obstacle and get rid of it once and for all, should be the objective and aim of every Canadian. No Canadian can discharge his duty as fully and completely as he should towards his native land without some knowledge of both of its official languages. All native born Canadians should strive to acquire as much of the two languages as he can, and to insist that French shall be introduced into the common schools in the English-speaking provinces and English into the common schools of Quebec. Because our Provincial Governments

have been at fault in the past is no reason why present conditions should be allowed to continue. Our legislation may be out of date and our Legislators slow and unenterprising, but that is no reason why the rising generation, the children of today, should not be given a fair chance in life. They are as capable of learning two languages as the Indian children. With the introduction of the second language in the schools, it would soon find its way into the home, and we should soon become a bi-lingual people. We would then no longer be a house divided against itself.

The future of a country is not determined by the natural advantages its people enjoy, but by the interest of the individual in its government, and the probity and integrity with which he discharges his duties as a citizen. It is the duty of every true Canadian to strive to prove that we have not degenerated since 1870, and that we are still capable of rising equal to our opportunities.

We should strive for unity. If we were united nationally, there are almost no heights to which we might not aspire. We have everything necessary, and a splendid opportunity to become one of the greatest and most enlightened nations in the world. Eighty per cent. of our people are of the best racial stocks in the world, and we have no large block of unassimilables in our midst as they have in the United States. We have the third largest country in the world, Russia and China (6) only being larger, a fertile soil, capable of sustaining many millions, and a range of natural resources so wide and varied that we can be, industrially, a self contained nation. We have everything but the two things most necessary, namely, unity and a national spirit.

L. NORRIS

(1) *Memories Wise and Otherwise*—by *Sir Henry Robinson*, Commissioner of the Local Government Board in Ireland at the time of the Sinn Fein Disturbances—p. 322.

(2) *Canada Looks Abroad*—by *R. A. MacKay*, and *E. B. Rogers*, p. VII.

(3) Canada; America's Problem—by *John MacCormac*, p. 166.

(4) Lord Durham's Report on the affairs of British North America, London, 1839, p. 25:— "The difference of language produces misconceptions yet more fatal even than those which it occasions with respect to opinions. It aggravates the national animosities by representing all the events of the day in utterly different lights. The political misrepresentation of facts is one of the incidents of a free press in every free country, but in nations in which all speak the same language, those who receive a misrepresentation from one side have generally some means of learning the truth from the other. In Lower Canada where the French and English papers represent adverse opinions and where no large portion of the community can read both languages with ease, those who receive misrepresentations are rarely able to avail themselves of the means of correction. It is difficult to perceive the perseverance with which misrepresentations are habitually made and the gross delusions which find currency among the people; they thus live in a world of misconceptions in which each party is set against the other not only by diversity of feelings and opinions, but by an actual belief in an utterly different set of facts".

(5) Goldwin Smith in Canada and the Canadian Question—p. 216.

(6) Canada; America's Problem by *John MacCormac*—p. 215.

The Capital of British Columbia

It was on the 10th March, 1850, that Richard Blanshard reached Victoria, and on the following day, he landed and read his commission as Governor of the Crown Colony of Vancouver Island. This was the first time any one representing the British Crown landed on the Pacific Coast. Some claim that this is British Columbia's natal day and it is usually observed as such, in some way, by the people of Victoria.

On the 2nd August, 1858, an Act was passed by the Imperial Government creating the Crown Colony of British Columbia, and the Act came into force on the reading of the proclamation at Fort Langley on the 19th November of the same year, when James Douglas was sworn in as Governor and Matthew B. Begbie as Chief Justice. The Act further provided that the colony of Vancouver might become incorporated with British Columbia on a motion of the two Houses, approved by the Queen. For eight years, from 1858 to 1866, there were two colonies, each with its own Governor, and eventually, its own Legislative Council. F. W. Howay in his *History of British Columbia* (1914) refers to the 19th November, 1858, as "the natal day of British Columbia".

The Imperial Government apparently for reasons of its own passed an Act uniting the two colonies. The Act was brought into force by the reading of the proclamation by the Sheriff at Victoria on the 19th November, 1866, and by the Sheriff at New Westminster on the same day. The provision contained in the Act which created the crown colony, whereby Vancouver Island might be incorporated with British Columbia by a resolution of the two Legislative Councils, was not resorted to, and probably it never would have been for the reason that the mainland was strongly opposed to the union.

At the time of the union, Frederick Seymour was Governor of British Columbia and Arthur E. Kennedy was Governor of Van-

couver Island. Governor Seymour remained as Governor of the united colonies of British Columbia, with New Westminster as the capital, and the tariff of British Columbia was extended to Vancouver Island, while Kennedy returned to England.

Shortly after the union was consummated an agitation was started to have the capital moved to Victoria. Finally on the 2nd April, 1868, on the motion of G. A. Walkem, who represented Cariboo at the time and was later premier of the Province, the Legislative Council at New Westminster decided by a vote, 13 to 8, to ask for the change.

Governor Seymour was a weak man. Before the union he had been able to get along with his Legislative Council without friction, but after the union the relations between the two were not always harmonious. It was against his own personal judgment that he made the recommendation to the Home Government. He probably felt that it would be hopeless to try to work in harmony with his Legislative Council if he opposed their wishes and refused to recommend the change. He concluded his dispatch to the Secretary of State for the Colonies with the following remark:— "I well know that I have secured but temporary tranquility. In my own heart I must allow there was a feeling in favour of the manly, respectable, loyal and enterprising community on the banks of the Fraser".

In a previous letter to the Secretary of State, dated 18th December, 1867, he had also expressed his opinion on the same subject:— "As regards the practical question connected with the seat of Government for British Columbia, I would observe that I never saw a community more politically excitable and tempest-torn than that of Victoria. Your Grace's predecessor will have had too great knowledge of the mode in which matters were conducted under the legislative constitution of Vancouver Island.

Under that at present existing they are quieter, but I do not think that the Council would be as much able to do their duty to the community at large while sitting in the feverish political atmos-

phere of Victoria as if deliberating in the less troubled town of New Westminster”.

It was rather unfair to the people of New Westminster. The people of Vancouver Island insisted on the union which the people of the mainland did not want, and having secured the union, they might very well have left the capital where it was. The proclamation naming Victoria the capital was read at New Westminster on the 25th May, 1868. F. W. Howay in commenting on the situation says:— “The inhabitants of New Westminster felt deeply aggrieved by this decision. They had invested in the town on the strength of its selection as the capital. For Imperial reasons and against the expressed wish of the mainland, the union had been forced upon them and now, as a result, the capital had been removed at a time of great financial stringency. They were simply ruined without compensation. A feeling of unfair treatment, of deliberate injustice long remained”. (1)

In Europe, where all parts of a country were more or less inhabited at the time the capital was located, its location is near the centre as witness the location of London, Moscow, Paris, Berlin, Vienna and other capitals. Sir E. B. Lytton, the Secretary of State, in a letter to Sir James Douglas, suggested that it might be found better to have the capital nearer to the centre of British Columbia than New Westminster, and suggested in this connection the Fountain, a place some sixty miles north and east of Lytton.

But instead of conforming to the rule of having the capital centrally located, British Columbia's capital, by the change, was moved to the south-west, and as far away in that direction as it could possibly get from the geographical centre of the colony. It is in the Pacific ocean, on the extreme south-west tip of Vancouver Island, and far to the south of the forty-ninth parallel, and it cannot be reached by rail or automobile.

The capital having been removed to Victoria, the next step taken was to guard against its possible removal again. They had the votes in 1895 as they had in 1868, and in that year an Act

was passed authorizing the expenditure of \$600,000.00 in erecting new parliament buildings. In those days this was a very large sum when compared with the yearly revenues and expenditures of the Province, nor were the new buildings particularly needed at the time, but it was generally conceded at the time that this was done to "anchor the capital at Victoria".

"The buildings were completed in 1897, and were formally opened by the session of the Legislature in 1898. The total cost was given on 24th February, 1898, as; Land, \$56,206.00; Buildings, \$822,111.00; Furniture, \$35,343.00; retaining wall, cost of removing old buildings and levelling ground, \$21,368.00; additional work, \$46,331.00; total, \$981,359.00". (2)

When the character of the building is taken into account, the cost, less than a million, does not seem excessive. It is probably the most beautiful public building in Canada. There is something about it, so spacious, graceful and harmonious, so well balanced and complete that it is a joy to behold. Serenity seems to be the key note of the design. It is regrettable that the trees around it are not removed so as to allow the whole facade to be taken in at a glance from the water front. To build a beautiful building and then hide it behind trees is always a mistake, and they have done this in Victoria. Trees can be grown anywhere. The people of British Columbia got good value for their money. When the capital is moved to the mainland, the people could do no better than have it duplicated.

The census for 1941 gives the population of British Columbia as 817,861, hence it follows that just about half of the population live within fifty miles of the former capital, New Westminster. The tendency in modern times in administering the affairs of a country, is to centralize. The business of the country is more and more managed directly from the capital. With the passing years the expense and inconvenience of having the capital at Victoria will be more sensibly felt and in the end the change will be made.

The only means of reaching the capital now, from the mainland, is by steamer twice a day, a freight and passenger boat usually

loaded down to the gunwales and steaming at about fifteen miles an hour. It takes more than five hours to make the eighty miles between Vancouver and Victoria. In other words a resident of Vancouver to visit the capital, has to make a sea voyage of over ten hours on a boat usually over-crowded and over-heated with the weather at times so rough that the passengers are sea sick, with no adequate provision made for such a contingency.

If present conditions were improved by putting on larger and faster boats, there would still remain the break between travel by land and by sea. When a resident in the interior wishes to visit the capital, he drives to Vancouver and when he arrives there he has to store his car, then wait for the departure of the boat, once in the forenoon and again at midnight. He then has to find his way to the ticket office and after traversing those long corridors carrying his hand baggage, he finally reaches the steamer, and after it gets started, he finds himself faced with five hours of inaction and discomfort. If he could complete the journey by auto, the extra eighty miles would be a trifling matter, he could do them in an hour and fifteen or twenty minutes without leaving his seat. Conditions are such that it is imperative that the capital should be brought back to the mainland.

Assuming that the number of people in and around Victoria who would have to travel by sea to the mainland, if the capital was moved, is about fifty or sixty thousand, it follows that the proportion of the population who would be benefited by the change compared to those who would be inconvenienced thereby, would be as ten to one. It would be unfair to the people of Victoria to take it for granted that they would seriously object to the change, if the existing conditions were fairly placed before them. The change will make no difference to the people of the northern portion of Vancouver Island.

The newspapers of Vancouver report that the new C. N. R. Hotel cost the Dominion Government over five millions, for the building and furniture. At the time it was built there were the Hotel Vancouver (C. P. R.), the Grosvenor, the Georgia and other

first class hotels, and the new building was no more wanted than a fifth wheel on a waggon. If the Dominion Government could afford five millions for an unnecessary building, the Provincial Government should be able to afford one million for the new parliament buildings.

The war has taught us how necessary it is that in times of peace we should prepare for the defence of our own coasts. It is very necessary that a military college, a centre for the training of men for the three arms of the service, the Navy, the Army, and the Air, should be established and maintained on the Pacific coast. Victoria would be an ideal place for it. When the capital was taken away from New Westminster, it just about ruined the people there, but if the present parliament buildings were converted into a military college, the people of Victoria would probably benefit financially thereby.

L. NORRIS

- (1) British Columbia—by *F. W. Howay* and *E. O. S. Scholefield*, p. 250
- (2) *Ibid*, p. 491.

Ross Cox on the "Oakinagan"

"Adventures on the Columbia, including the narrative of a residence of six years on the western side of the Rocky Mountains, among the various tribes of Indians hitherto unknown: together with a journey across the American continent".

The above is a title of two volumes by Ross Cox, which were published by Henry Colburn and Richard Bentley, New Burlington Street, London, in 1831.

It is unfortunate that this very readable book is out of print. The following extracts from this work will have particular interest for Okanagan readers, since Ross Cox gives an account of adventures which were encountered by the furtraders in the early days of Fort Okanagan.

Trader McGillivray's Letter describes Oakinagan of February, 1814. (Cox's book contains this letter from the man in charge of Fort Okanagan)

"This is a horribly dull place. Here I have been since you parted from us, perfectly solus. My men are half Canadians and half Sandwich Islanders. The library is wretched, and no chance of my own books till next year, when the Athabasca men cross the mountains. If you, or my friends at Spokane, do not send me a few volumes, I shall absolutely die of ennui. The Indians here are incontestably the most indolent rascals I have ever met; and I assure you it requires no small degree of authority, with the few men I have, to keep them in order. Montignier left me on the 23rd of December to proceed to Mr. McDonald at Kamloops. On his way he was attacked by the Indians at Oakinagan Lake, and robbed of a number of his horses. The natives in that quarter seem to entertain no great friendship for us, as this is not their first attempt

to trespass on our good-nature. My two Canadians were out hunting at the period of the robbery, and the whole of my household troops merely consisted of Bonaparte, Washington, and Caesar! (The individuals bearing these formidable names were merely three unsophisticated natives of the Sandwich Islands). Great names, you will say, but I must confess, that much as I think of the two great moderns, and highly as I respect the memory of the immortal Julius, among these thieving scoundrels 'a rose by any other name, thou would smell as sweet! The snow is between two and three feet deep, and my trio of Owhyee generals find a sensible difference between such hyperborean weather and the pleasing sunshine of their own tropical paradise. Poor fellows! They are not adapted for these latitudes, and I heartily wish they were at home in their own sweet islands, and sporting in the 'blue summer ocean' that surrounds them.

I have not yet made a pack of beaver. The lazy Indians won't work; and as for the emperor, president, and dictator, they know as much about trapping as the monks of La Trappe. I have hitherto principally subsisted on horseflesh. I cannot say it agrees with me, for it nearly produced a dysentery. I have had plenty of pork, rice, arrow-root, flour, taro-root, tea, and coffee; no sugar. With such a variety of *bonnes choses* you will say I ought not to complain; but want of society has destroyed my relish for luxuries, and the only articles I taste about *par* are *souchong* and molasses. What a contrast between the manner I spent last year and this! In the first with all the pride of a newly-created subaltern, occasionally fighting the Yankee, 'a lad *mode du pays*'; and anon sporting my silver wings before some admiring *paysanne* along the frontiers. Then what a glorious winter in Montreal, with captured Jonathans, triumphant Britons, astonished Indians, gaping habitants, agitated beauties; balls, routs, dinners, suppers, parades, drum beating, colours flying, with all the other pride, pomp, and circumstance of glorious war! And here I am, with a shivering guard of poor islanders, buried in snow, sipping molasses, smoking tobacco, and masticating horse-flesh! But I am sick of the contrast."

The Rebuilding of Fort Okanagan, described by Ross Cox.

1816. On the 16th of April, we took our departure for the interior. Our party consisted of sixty-eight men, including officers. Few Indians were on the banks of the river, and they conducted themselves peaceably. We arrived at Oakinagan on the 30th, from whence Mr. John George M'Tavish, accompanied by Messrs. La Rocque, Henry and a party of Canadians, set off for the purpose of proceeding across the mountains to Fort William, the great central depot of the interior on the east side.

Mr. Ross, who had been for the last two years in charge of Oakinagan, was, by a new arrangement, detained this year at Fort George as one of the staff clerks, and I was elected a commandant of the former place A sufficient number of men were left with me for all purposes of hunting, trading, and defence; but, for the first time since I entered the country, I found myself without a colleague or a companion.

I had a long summer before me; it is the most idle season of the year; and it was intended to rebuild and fortify Oakinagan during the vacation, I lost no time in setting my men to work.

The immediate vicinity is poorly furnished with timber, and our wood cutters were obliged to proceed up the river in search of that necessary article, which was floated down in rafts. We also derived considerable assistance from the immense quantities of drift wood which were intercepted in its descent from the Columbia by the great bend which that river takes above Oakinagan. "Many hands make light work"; and our men used such despatch, that before the month of September we had erected a new dwelling house for the person in charge, containing four excellent rooms and a large dining hall, two good houses for the men, and a spacious store for the furs and merchandise, to which was attached a shop for trading with the natives. The whole was surrounded by strong palisades fifteen feet high and flanked by two bastions. Each bastion had, in its lower story, a light brass four-pounder, and in the upper, loop holes were left for the use of musketry."

Life of Early Okanagan Fur Traders.

“Our living consisted of salmon, horse, wild fowl, grouse, and small deer, with tea and coffee; but without the usual adjuncts of milk, bread, or butter. However, we looked upon these articles as excellent fare, and in point of living therefore, had no cause of complaint throughout the summer

Owing to the intense heat the men were obliged to leave off work every day at eleven, and did not resume until between two and three in the afternoon, by which period the burning influence of the sun began to decline.

The mosquitoes seldom annoyed us at mid-day; but when we wished to enjoy the refreshing coolness of a morning or evening’s walk, they fastened on us with their infernal stings

The annoyance during meals was worse. We were obliged to have an iron post at each end of the table, filled with saw-dust or rotten wood, which substance, when ignited, produced a quantity of thick smoke. It effectually drove them away, but it was a desperate remedy

The horses suffered severely from these insects and the horse flies

The point of land upon which the fort is built is formed by the junction of the Oakinagan River with the Columbia. The rattlesnakes were very numerous about the place where the men were cutting timber. I have seen some of our Canadians eat them repeatedly.”

Ross Cox experiences lonely winter in Oakinagan, 1816-1817.

“I passed five weary months at Oakinagan without a friend to converse with, and the severity of the season debarred me from the exercise of field sports, which during the summer partially relieved the unsocial tedium of my existence. Tea and tobacco were my only luxuries; and my pipe was my pot companion. Dried

salmon was our principle article of food, with a bit of lean deer, with which the natives occasionally supplied us like angels' visits few and far between.

Our horses were too few and too poor for the kettle; and scarcely a week elapsed that one did not fall a victim to the villianous wolves, which infested the snow-covered plains

Toward the latter end of March, 1817, the other wintering parties joined us at Oakinagan, from whence we all proceeded to Fort George, which we reached on the 3rd of April."

(Cox relates that during this winter the sinapoils Indians stole ten of their horses and that the Okanagan chief gave him men to pursue the thieves and recover their horses. When Cox found that hunger was the motive of the robbery, he did not have the wrong doers punished.) (Unlike McGillivray, the author has a word of praise for Okanagan Indians).

Climate and Situation of Okanagan Praised by Furtrader.

"The climate of Oakinagan is highly salubrious. We have for weeks together observed the blue expanse of heaven, unobscured by a single cloud. Rain, too, is very uncommon; but heavy dews fall during the night. Several dreadful whirlwinds occurred during the summer

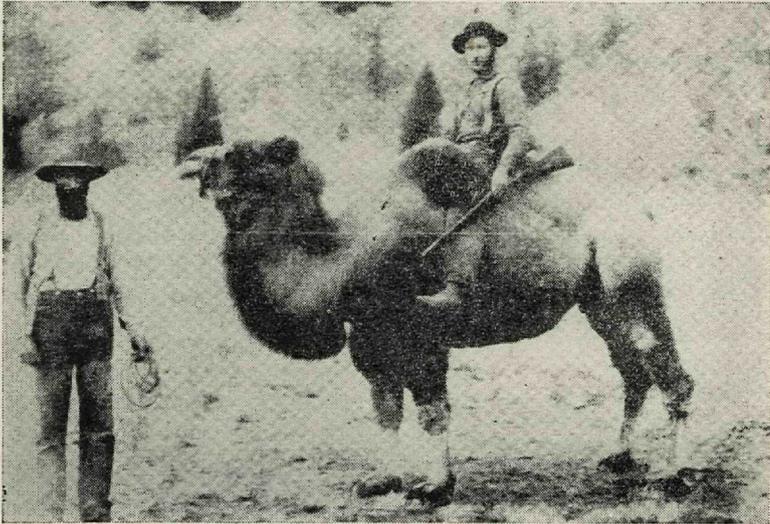
The situation of Oakinagan is admirably adapted for a trading town. With a fertile soil, a healthy climate, horses in abundance for land carriage, an opening to the sea by the Columbia, and a communication to the interior by it and the Oakinagan, the rivers well stocked with fish; the natives quiet and friendly; it will in my opinion be selected as a spot pre-eminently calculated for the site of a town when civilization (which is at present so rapidly migrating towards the westward) crosses the Rocky Mountains and the reaches of the Columbia.

The natives of Oakinagan are an honest, quiet tribe. They do not muster more than two hundred warriors; but as they were

friendly with neighboring tribes they were not interested in the arts of war."

The above paper containing excerpts from Ross Cox's book was prepared by me and I wish to acknowledge the courtesy of the Dominion Government Librarian and of the Honorable Grote Stirling in making this rare book available to me while on a visit to Ottawa, for the purpose of providing members of the Okanagan Historical Society with the above historical data.

FRANK HASKINS



Camel in the Okanagan.

Notes and Comments

The verses, which have appeared from time to time in our Reports, have been collected and published in pamphlet form under the title "*Songs of the Okanagan*". The poetry may not be up to much, but they are a local product and constitute an addition to the literature relating to the Okanagan Valley. Price: four for one dollar or single copy, thirty-five cents.



During the past year we have lost by death no less than sixteen of our members, viz, Oliver Bonneville, Max H. Ruhman, Leslie Y. Birnie, R. L. Learmouth, Ancil Roy Hillier, Judge F. W. Howay, N. D. McTavish, S. M. Gore, Donald Graham, Col. M. V. Allen, Mrs. E. J. Swalwell, Dr. R. E. McKechnie, David Lloyd-Jones, H. M. Walker, Thomas N. Hayes, and James R. Kinghorn.



The Provincial Archives in Victoria took five copies of each of our first six Reports and these copies should now be on the shelves in the Archives, but four each of the first five and one of the sixth, making twenty-one copies in all are now missing. These twenty-one copies cost the Government \$22.00, and we would, now that copies of our early Reports are becoming so scarce, gladly pay the Government \$32.00 for them if we could get them back. A competent person should be put in charge and such needless waste of Government property eliminated.



On another page is the picture of a camel. This is the only camel that ever came into the Okanagan Valley and is the one that Alexander, a brother of Chillihitse, the Indian Chief at Nicola,

got in trade for a mule. He brought it to the Indian Reserve at the Head of Okanagan Lake, and for a while it was at Round Lake, and later he took it to Nicola, where it had to be shot. The last one that came into British Columbia was killed in 1896, as related by W. T. Hayhurst on page 244 of our Sixth Report. It was unfortunate that one of these camels was not mounted and placed on exhibition in the Provincial Museum in Victoria.



Copies of our early Reports are becoming scarce. As far as is known there are now only twenty-three complete sets in existence, including the two belonging to this Society. The owners of complete sets are:— Frank Boyne, G. C. Tassie, Mrs. L. E. Tripp, A. E. Berry, and S. P. Seymour, Vernon; H. C. S. Collett, J. D. Whitham, W. R. Powley, and J. C. West, Kelowna; J. B. Munro and W. F. Kennedy, Victoria; Otto Esterbrook, Penticton; Rev. John C. Goodfellow, Princeton; Graham Rosoman, Enderby; The Public Library and the University, Vancouver; The Dominion Archives and the Library of Parliament, Ottawa; University of Washington, Seattle; University of California, Berkley; Stanford University, Palo Alta, Cal.; McGill University, Montreal, and Toronto University, Toronto. It would be interesting to know if there are others and who owns them. The Provincial Archives at this date should have five complete sets, but instead of five they have none.

Renaissance

A thousand dusks fell softly to their rest,
The light of myriad dawns crept up the sky
Before these rugged pines in silence dressed.
Rough arms of welcome to the passerby.

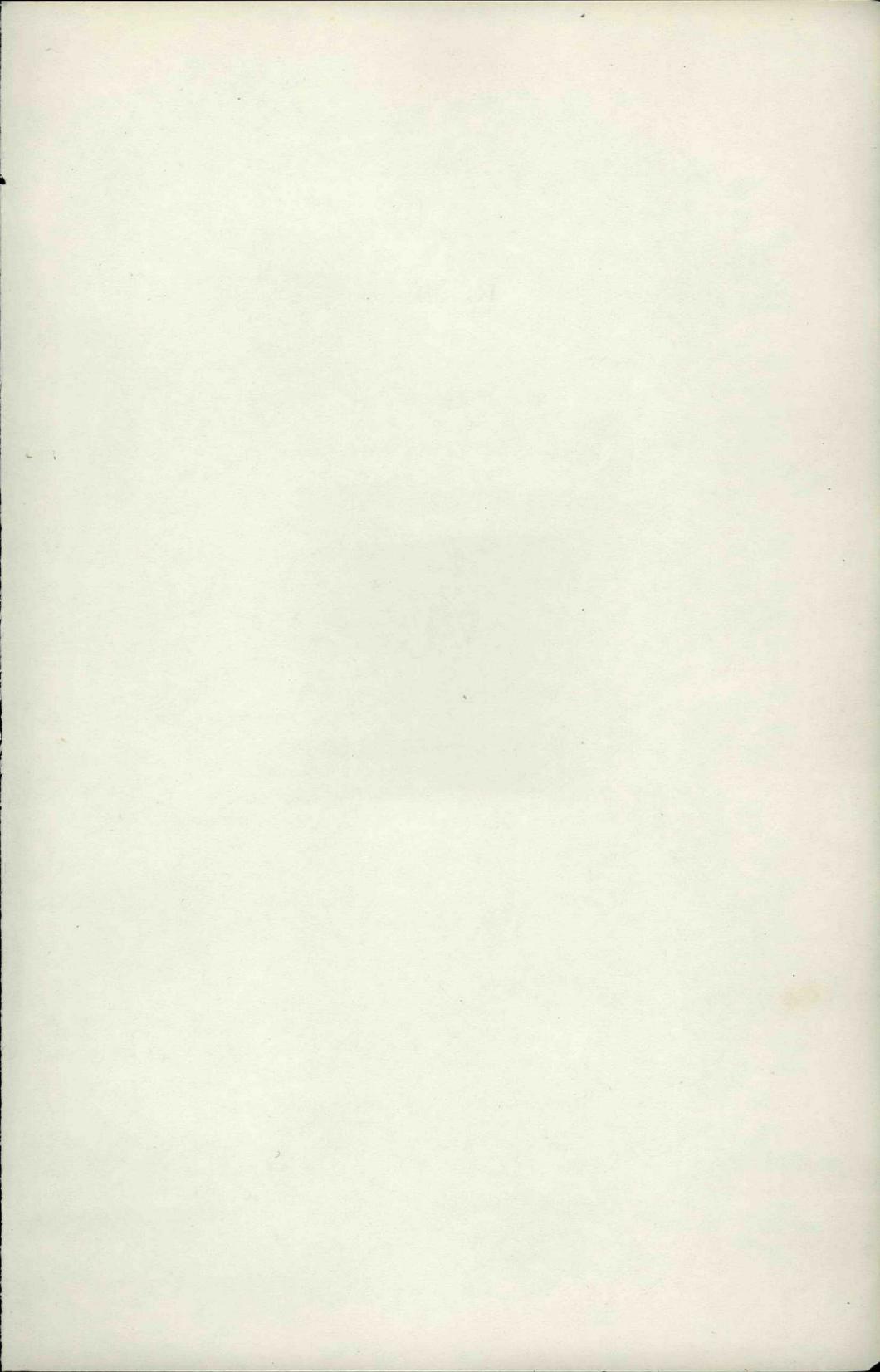
An ancient monarch crumbles here to dust,
His giant roots upraised to seek the air.
An aged druid, gnarled hands upthrust
In ceremonial rites of wordless prayer.

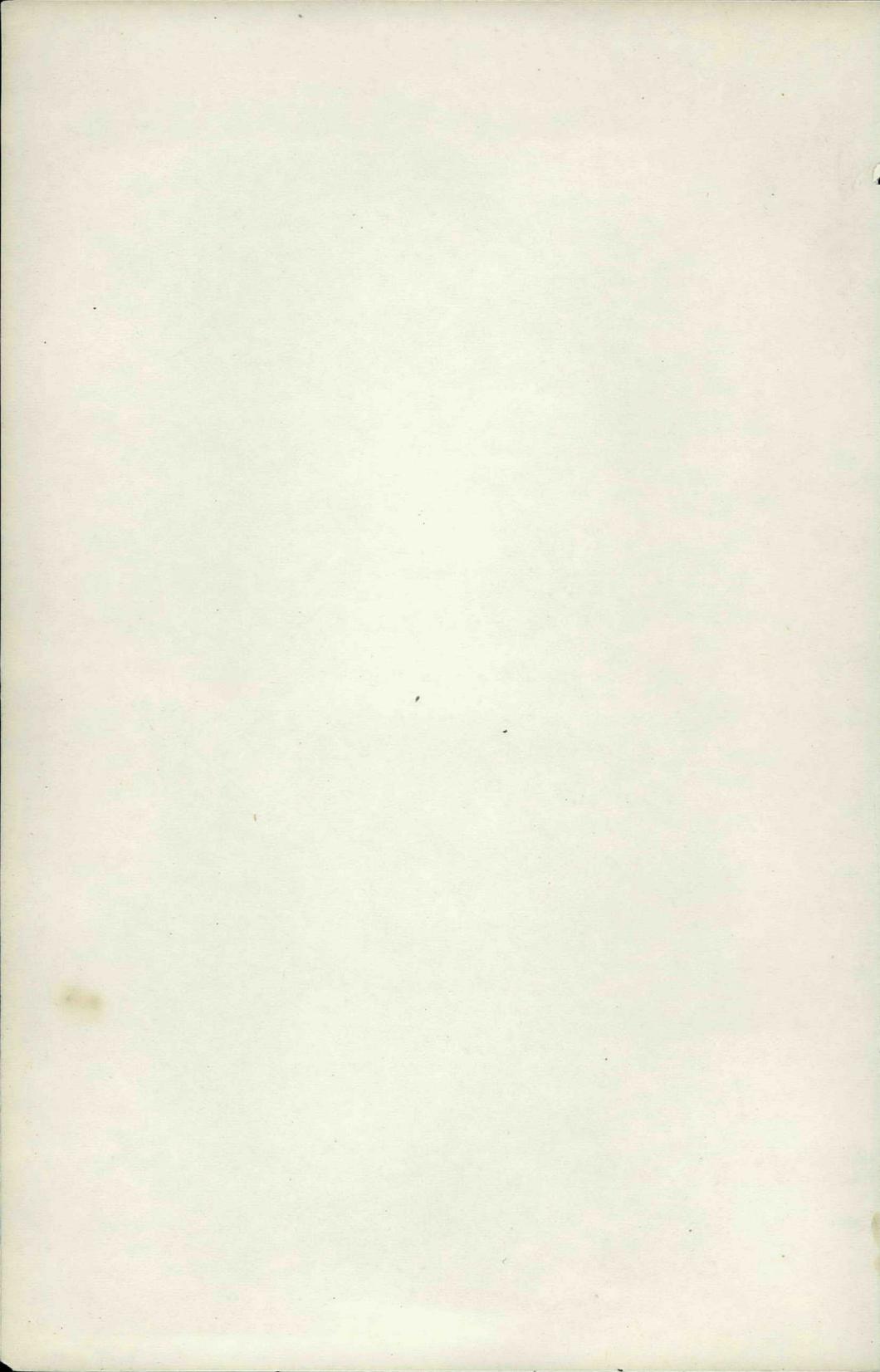
Time, on his loom of passing years, has plied
His subtil art to spread a carpet here;
Till scattering threads in pattern free and wide,
He bade this grassy tapestry appear.

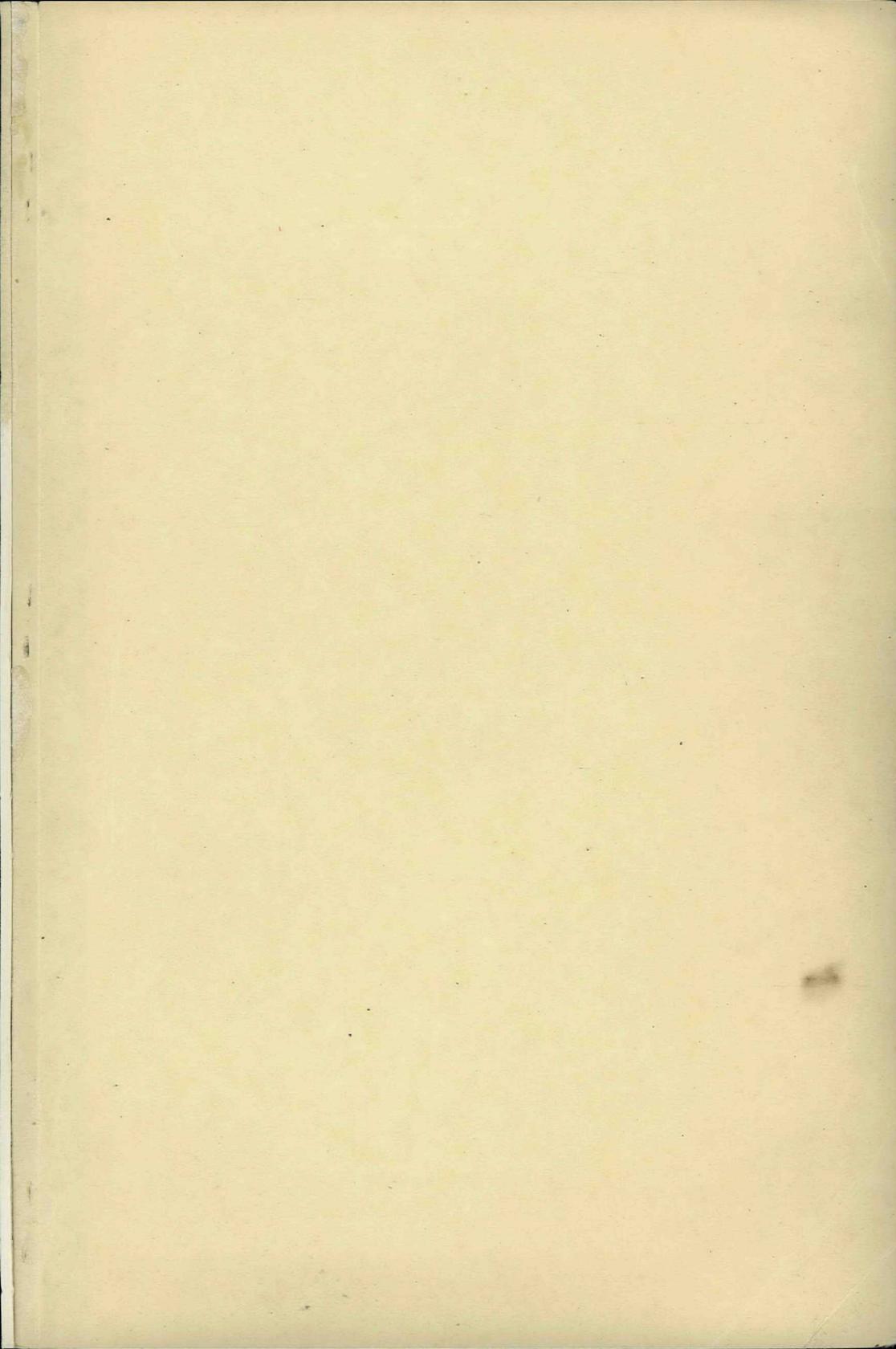
Today, impearled with silence of the past,
Awaits in hush the days that are to be;
And breathlessly the heedless hours slip fast,
And melt like rain drops falling out at sea.

The mystic harmony has healed my heart;
I must be gone for there is much to do.
The sapling knows his day and plays his part,
Each has his own—and mine is waiting me.

GRACE HEWLETT









KELOWNA PRINTING COMPANY