

A SHORT HISTORY OF

THE PROVINCE OF BRITISH COLUMBIA

M.A. THESIS

By

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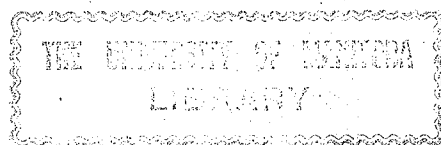
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LIST OF CHIEF AUTHORITIES CONSULTED.

History of North West Coast	-	Hubert Bancroft
History of British Columbia	-	Alexander Begg
History of the Northern Interior of B.C.	-	A.G. Morice
History of Oregon	-	Robert Greenhow
History of the Hudson Bay Company	-	Doctor Bryce
Publications of the Jesup North Pacific Expedition	-	Franz Boaz
Tales from the Totems of the Hidery	-	James Deans
Life of Sir James Douglas	-	Coats and Goshell
Year Book of British Columbia 1911.	-	R.E. Goshell



P R E F A C E.

In treating such a large subject as a History of British Columbia within the limits required by an Essay it is obvious that many points of importance must be overlooked. I have endeavored to treat my subject in such a way that the reader can, in a measure, grasp the main outstanding features that have marked the process of development within the Province from the date of discovery up to the present time. I have divided the treatise into four distinct periods, viz., Period of Discovery, Hudson Bay Period, Colonial Period and Confederation Period.

In the first chapter most of my material is taken from Hubert Bancroft's "History of the North West Coast". The account of Simon Fraser's expedition is taken from Dr. Bryce's "History of the Hudson Bay Company", while the reference in the last part of the chapter pertaining to the international boundary question is taken chiefly from Robert Greenhow's "History of Oregon". In the Hudson Bay Period my chief authorities used are "History of British Columbia" by Alexander Begg, and "Life of Sir James Douglas" by Coats and Goshell. The last part of this chapter relates to the Indians, and the authorities for that part are quoted in the body of the Essay. The third period is taken chiefly from "Life of Sir James Douglas" by Coats and Goshell, and "History of British Columbia" by Alexander Begg. In the last period my chief authority on matters pertaining to the construction of the Canadian Pacific Railway is the "Life of Sir James Douglas", while the last part treating of the industrial development is taken almost wholly from the Year Book of B.C.—1911 by R.E. Goshell. I have throughout tried to avoid matters of a controversial character, and much of the subject matter is common to several of the authorities consulted.

PERIOD OF DISCOVERY AND EXPLORATION.

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While the history of the Atlantic Coast of Canada dates back over 400 years to the days of Cabot it was not until less than a century and a half ago that anything was known of the most western part of the Dominion now included in the Province of British Columbia. For many years after the discovery by Columbus; while Cartier, Balboa, Frobisher, Hudson, Drake and a hundred other adventurous navigators were endeavoring to find a short sea passage between the Atlantic and Pacific; while the Spaniards were founding an empire in the south, and France and England were waging wars to determine the destinies of other empires in the north, the sea washed shores of the Great North West were onshrouded in a fog of mystery. Conjecture was rife in regard to the extent of the New World westwards and many were the false tales told of the discovery of the great Anian Strait and of the wonderful riches that were to be found on the adjacent shores, but although mariners' charts showed with varying degrees of accuracy the general trend of the Atlantic Coast, the outlining of the Pacific and Arctic shorelines was, until the latter part of the 18th. Century, left to conjecture and fancy. As was aptly described by an eminent divine in those days the New World was " bounded on the east by the Atlantic Ocean, on the West by the setting sun, on the north by the Aurora borealis and on the south by the day of judgment. "

The honor of discovery of the North West Coast rightfully belongs to the Spaniards, though it will be seen later why the glory was chiefly credited to the English. In the year 1773 Juan Perez was sent from Santiago by the Government of Spain on a voyage of exploration to the North Pacific seas. His instructions were to touch land as far north as 60°, thence to follow the coast southwards noting everything of interest. Possession of strategic points was to be taken in the name of the king. Any foreign establishments were to be left alone but carefully examined and reported. Perez did not succeed in getting farther north than the Queen Charlotte Islands, the western coast line of which he examined as well as fog and rainy weather would permit. Although he did not land anywhere on these islands he held considerable intercourse with the natives who came out in canoes to meet him singing and scattering feathers on the water in token of peace. They offered furs, dried fish, etc., in exchange for tools and weapons made of metal, but they cared little for tinsel or cheap trinkets. They already were in possession of some articles of iron and copper.

Leaving Queen Charlotte Islands Perez headed southwards and next touched land at what is now known as Nootka Sound. A short stay was made here and some trading was carried on with the Indians who also were friendly as those farther north. These, too, had some articles made of metal and for such articles they would pay the highest prices.

Proceeding southwards again land was kept in sight for seven days until Latitude 44°, off Cape Blanco, was reached. Thus, although Juan Perez in this trip

did not succeed in carrying out his instructions in a satisfactory manner, inasmuch as he did not reach as far north as 60°, nor discovered any good ports, nor landed to take possession of any point for Spain, nor found any foreign establishments nor proved the non existence of any; yet to him is due the honor of having practically discovered the whole North West Coast, and he gave to Spain whatever credit and claim may be founded on the mere act of discovery. It was twenty five years later before any account of this voyage was given to the world.

In the next year, 1775, a second expedition from Spain, consisting of two vessels, the "Santiago" and a smaller boat the "Sonora", was fitted out. Captains Heceta and Quadra were placed in command and given similar instructions to those of Perez the year before except that they were to endeavor to reach latitude 65° instead of 60°. They first touched land at what is now Point Grenville in the State of Washington, and here with due ceremony and in the presence of a few natives they took formal possession of the land in the name of the King of Spain. Shortly after resuming the voyage the vessels became separated. Heceta in the "Santiago" reached Nootka Sound but then turned southwards again. On his return he noted the entrance to either Clayoquot or Barclay Sound but missed the more important Strait of Juan de Fuca. Farther south he discovered the mouth of the great Columbia River but on account of the reduced condition of his crew he made no attempt at exploration. Captain Quadra, in the little boat "Sonora", only 36 feet in length, bravely endured many hardships but succeeded in gaining much valuable information relative to the newly discovered country.

He first touched land as far north as latitude 57° in the region later known as Sitka, where he saw and named Mt. Jacinto, now Mt. Edgecombe. He proceeded still farther north to latitude 58° and then made a careful survey southwards to the point reached by Perez the previous year. At two points formal possession of the land was taken in the name of the King. As he proceeded southwards he kept the land more or less in view as far as latitude 47° in the State of Washington.

Thus we see in these two years the whole of the North West coast was taken possession of for Spain by Perez, Heceta and Quadra, but by a mistaken policy on the part of the Spanish Government in not publishing the results of these expeditions much of the honor due to these venturesome navigators was lost to them.

Three years later, 1778, Captain James Cook from England, in command of the ship "Resolution" accompanied by Captain Clerke in the "Discovery" made important discoveries in determining the position and extent of the north west coast of America. The mission of the expedition was to find, if possible, a water passage to Europe either by way of the Northern Sea, recently discovered by Herne, or by some hitherto unknown passage to Hudson Bay. This search was to include a general exploration of the north west coast, commencing at latitude 45° but a more intimate survey north of latitude 65° . Instructions were also given to take formal possession, with the consent of the natives, of important points not already discovered by any other European power, and to distribute among the inhabitants such things as would be likely to remain as evidence of their having been there.

Land was sighted at Cape Flattery though Cook was uncertain whether it was part of the mainland or an island. Continuing northwards he touched land at Nootka Sound, having, like the Spaniards a few years before, missed the Strait of Juan de Fuca. The Indians at Nootka did not show surprise at the sight of Cook's ships but they were, however, astonished at the power of his fire arms, and Cook therefore concluded, though wrongly, that the Spaniards had not been there before. Cook remained in the vicinity of Nootka Sound about a month holding friendly intercourse with the natives who were eager to trade, although he does not seem to have taken possession in the name of Great Britain.

Cruising northwards stormy weather compelled the navigator to bear away well off the coast and land was not touched again until Kaye's Island in latitude 60° was reached, where Cook landed and took possession. Before the close of the season the discoverer reached a point above latitude 70° where he saw in front of him a great expanse of ice covered with innumerable walruses. Further attempts to find a passage to the Atlantic were abandoned and he crossed over to the Asiatic Coast having completed his mission and proven that whatever passage there might be must lie north of latitude 72° .

The results of this voyage were immediately published in detail and given to the world and thus was won for Cook and England the honor of discovery and of naming the region explored. Not the least important result of Cook's expedition was the establishment of the great fur trade in the north west country which became the chief incentive of all later English and American expeditions to these regions.

The first of these expeditions was fitted out in 1785 by British capital although Captain Hanna, who was in command, probably sailed under Portugese colors. A large number of sea otter skins were procured in the vicinity of Sea Otter Harbor, near the north end of Vancouver Island, and these skins were sold at fabulous prices.

In the next year, 1786, a company of Bombay merchants fitted out two trading vessels, and these, under the supervision of James Strange, proceeded to Nootka Sound where they obtained 600 of the valuable sea otter skins. Cape Scott, the north west point of Vancouver Island, was named after David Scott, the chief stock owner in the Company.

In the next year, 1787, an association of English merchants under the name of the King George's Sound Company sent Captains Portlock and Dixon in the ships "King George" and "Queen Charlotte" on a fur trading expedition. These traders parted company in the north, Portlock remaining in Alaskan waters and Dixon proceeding southwards to the Queen Charlotte Islands. Here Dixon carried on an extremely profitable trade with the Indians and secured a large supply of furs. He rounded Cape James, the southern extremity of the islands and sailed far enough up the strait to satisfy himself that the land he had been coasting along for a month was a group of islands. He applied the names "Queen Charlotte Islands" and "Dixon Strait". As a result of this expedition Portlock and Dixon sold in China 2500 skins for over \$50,000.

So great was their faith in the profitableness of the fur trade in this new country that this company sent out in the same year a second expedition under the command

of Captains Duncan and Colnett. Nootka Sound was the point of destination, but from here the sailors sailed to the Queen Charlotte Islands. Captain Duncan sailed completely through the strait between the islands and the mainland and thus was the first to prove the correctness of Dixon's earlier conjecture. Duncan also discovered and named after his vessel the Princess Royal Islands. We have not full information respecting this expedition but it seems that it was commercially a success. Two years later Captain Duncan got into trouble with the Spaniards at Nootka Sound but the details of these adventures will be given in a subsequent paragraph.

Another important fur trading expedition of this year, 1787, was that under Captain Barclay who sailed from the Belgian Port of Ostend. After securing 800 sea otter skins at Nootka Barclay sailed southwards exploring and also collecting more furs. He discovered Barclay Sound and farther down the great Strait of Fuca for which the earlier navigators sought in vain. On this trip Mrs. Barclay accompanied her husband and was perhaps the first European lady to visit these regions.

The history of the North West territory for the year 1788 is chiefly a record of the doings of the Englishmen Mears and Douglas and the Americans Kendrick and Gray. The former represented a company of English merchants in India and commanded the vessels "Felice" and "Iphegenia". Douglas in the "Iphegenia" had instructions to go first to Alaska and then follow the coast southwards. Captain Mears in the "Felice" reached Nootka in the early spring. He immediately made preparations to construct a small vessel and as a preliminary step he built a house for the workmen and stores. Work in this first shipbuilding yard on the

North West Coast proceeded favorably and in a few weeks Mears, leaving a force of men at work on the schooner sailed southwards on an exploring and trading tour. He spent two weeks at Clayoquot Sound where he was lavishly entertained by the Indian Chief, Wicananish. Continuing on his journey he sighted the great inlet which he named Juan de Fuca after its supposed original discoverer. He proceeded still farther south in search of the mouth of the Columbia River, but being disappointed he returned to Barclay Sound, the southern headland of which he named Cape Beale. While collecting furs in this region he despatched Mr. Duffin in a smaller boat to explore the Strait of Fuca. In Mear's report we are told that this boat #sailed nearly 30 leagues up the strait, and at that distance from the sea it was about 15 leagues broad, with a clear horizon stretching to the east for 15 leagues more.--- such an extraordinary circumstance filled us with strange conjectures as to the extremity of this strait, which we concluded at all events could not be any great distance from Hudson's Bay. " This description of the strait we now know of course to be far from accurate and the reference to Hudson's Bay shows how great was the ignorance at this date of the actual extent of the American continent. Mears returned to Nootka toward the latter part of the summer and as he had a good collection of furs made ready to sail for home. The schooner, "North West America" which his men had completed was launched amid much rejoicing and Captain Douglas, who had arrived from the north fitted her up for a trip to the Sandwich Islands where he intended to winter.

History of the North West Coast - Bancroft.

And now we record the appearance for the first time of the flag of the United States in these waters. The first American fur trading expedition to the Northern Pacific was financed by a company of Boston merchants. Captain John Kendrick was chosen to command the ship "Columbia", accompanied by Captain Robert Gray in the sloop "Lady Washington". They arrived at Nootka Sound in September, shortly before the departure from that port of Mears and Douglas. As the Americans were eager to get rid of their rivals in trade they gladly rendered them every assistance in their preparations for departure. The winter passed without any important incidents at Nootka, Kendrick and Gray remaining until spring collecting furs from the natives.

The year 1789 was an eventful one in the history of Vancouver Island for it was at this time that complications arose between England and Spain which developed into an international struggle for possession of the North West Coast. News, brought from Alaska the year before concerning the apparent intentions of the English and the Russians, caused the Spanish authorities to make all possible haste to forestall any foreign power in the occupation of Nootka, and accordingly in the spring, Martinez and Haro were despatched to take possession of this important point. Their instructions were to make preparations for the establishment of a colony, to erect buildings and fortifications and to secure the friendliness of the natives, for the conversion of whom friars were sent out. Foreign vessels were to be treated with due courtesy but always with a manifestation of the right of Spain to the possession of Nootka by right of discovery.

Upon the arrival of the Spanish squadron at Nootka, May 6th., Martinez found the ship "Iphegenia",

commanded by Captain Douglas, anchored there. Martinez immediately took formal possession of the place, which he named Santa Cruz de Nutka, landed artillery and began the erection of forts. Captain Douglas was treated with courtesy and for a short time international peace prevailed. When, however, Martinez ascertained that Douglas' papers contained instructions to capture Spanish vessels, he seized the "Iphegenia" and made Douglas prisoner. As these instructions to Captain Douglas were modified by a clause specifying that such capture of Spanish vessels should be contingent on a previous attack by them, Martinez, after a few days' reflection, decided to restore the English vessel to her commander.

At this time the Spanish commander was anxious to purchase the schooner "North West America", recently built at Nootka by Mears, and before restoring the "Iphegenia" insisted on obtaining from Douglas a letter authorizing Mr. Funter who was in command of the "North West America" to make such a sale. Douglas, of course, had no authority to give such instructions, but in order to hasten his release he wrote a letter purporting to carry out the demand of Martinez, but taking advantage of the Spaniard's ignorance of the English language, the letter to Mr. Fulton contained an explanation of the situation coupled with the advice to act on his own judgment.

On the arrival of the "North West America" a few days later Martinez, in spite of all resistance took possession by virtue, as he claimed, of his agreement with Douglas and sent the schooner off on a trading voyage. A week later news came of the bankruptcy of the owners of the "Iphegenia" and "North West America", and as Martinez

held their bills to a considerable amount for supplies sold to the "Iphegenia" that officer refused to pay for the "North West America" he had before deemed himself bound to do, and held her as security for debt.

The next trouble was between Martinez and Captain Colnett of the "Argonaut". This boat anchored in Nootka Harbor on July 3rd., and for a few days relations were friendly enough but when Colnett sought to leave the harbor Martinez, suspecting that he intended to establish an English fort on the coast in the vicinity of Nootka, delayed him and a violent quarrel arose. Colnett in his anger injudiciously insisted on not only his right but his intention to establish an English post wherever he chose. He was therefore put under arrest and his ships seized as prizes. The "Princess Royal", sister boat to the "Argonaut" when she arrived a few days later was also seized and both vessels were sent to San Blas, Mexico.

During all this trouble the Americans, Kendrick and Gray, were in Nootka Sound, but their relations throughout with the Spaniards were so friendly as to suggest a secret understanding. However, as the Americans made no claims for possession and were not mixed up in any way directly with the controversy we need take no further notice of them at present.

Upon receipt in Spain of the news from Nootka the matter was at once reported to the English Government and this report was accompanied by a demand for the punishment of the English offenders and a guarantee that no further efforts would be made in future by subjects of that nation to establish settlements in Spanish territory. The reply from Great Britain was unexpectedly haughty and

to the effect that nothing was known of the facts but, whatever they were, no amicable discussion could be entered into until first the captured ships had been restored and restitution made for acts of violence so prejudicial to the dignity of England. The prospect of war which this reply brought alarmed Spain. The ships were returned and a second and more conciliatory memorial was sent to Britain setting forth that although the Spanish right to occupation of the North West coast, founded on immemorial possession, could not be questioned, the King would be content to overlook the whole affair, providing that an order be issued by the British Government guaranteeing Spanish rights on the Coast in question. This was just the point England was determined to dispute and in her reply made it plain that she did not accede to the claim of Spain to absolute sovereignty on the coast. This was followed up by a formal demand for indemnification for losses sustained at Nootka and an acknowledgment by Spain of the right of England equally with Spain to the free navigation of the waters of the North West Coast for trading and fishing, and also to the founding of establishments in places not already occupied.

At this juncture Captain Mears presented a memorial to the English Government reciting acts of high handedness on the part of the Spaniards at Nootka and made claim to over half a million dollars as indemnification for losses sustained on their account. There is now no doubt that the statements and demands contained in this memorial were exaggerated in the extreme but the effect at the time was to add fuel to the English indignation and preparations for war went on apace. Spain on the other hand was not so well prepared and therefore was not so

anxious to fight it out but sought to have the trouble settled by arbitration. War seemed inevitable and was only avoided by the attitude of France, for that power, at this critical moment notified Great Britain that she desired peace and would support the claim of Spain. This compelled England to somewhat modify her demands and a compromise was arranged which was embodied in the terms of the "Nootka Convention", signed on October 28th, 1790.

By this treaty Spain relinquished all her claims of absolute sovereignty on the north west coast as founded on discovery. England was given equal rights to trade and establish settlements, and thus, with the exception of Nootka which was already a Spanish possession, the whole region was restored to a state of nature. The result of the struggle was a triumph to Great Britain, although Spain's concession was a slight one, except as a matter of pride, since she had no use for northern possessions except for strategical purposes.

Meanwhile Spain was giving attention to the work of exploration and search for the inter-oceanic strait. Elisa, who succeeded Martinez at Nootka, despatched Lieutenant Quimper in 1790 to explore the Strait of Fuca. He made a careful examination of the north shore to the region of Modern Victoria, and discovered the main northern channel naming it after his sailing master, Haro. He then crossed over to the south and surveyed what is now known as Port Discovery, and then proceeding westwards followed the southern shore of the strait to the ocean.

In the following year Elisa discovered the great inlet to the south now known as Puget Sound, but did not explore it. Proceeding northwards he made a careful examination of the complicated maze of islands which were named by him. Several other names were given by Elisa

and Quimper such as San Juan, Port Angeles, Rosario, Fidalgo and Cordoba, although the last three named are not now marked on the maps as they were originally applied.

In the meantime great preparations were being made in England for an important exploring expedition to the North Pacific. Captain George Vancouver who was placed in command was given instructions to make a survey of the North West Coast with a view of finding if possible the great ocean passage to the Atlantic and of learning what establishments had been founded by foreign powers. He was also instructed to go to Nootka to receive from the representative of Spain certain property, which according to the Nootka Treaty recently signed, was to be restored to England, that is if any had been taken. Vancouver commanded the sloop "Discovery" carrying 20 guns and 100 men and was accompanied by Lieutenant Broughton in the "Chatham". Fuca Strait was entered the last day of April, 1792, and Vancouver, ignorant of the previous recent exploration by the Spaniards believed he had before him a vast field for discovery. The south shore of the strait was followed as far as Port Discovery which was made a station for refitting and for exploration in the surrounding regions. Puget Sound was fully explored and named after one of the officers. When Vancouver proceeded north and was carrying on his survey work in the vicinity of Desolation Sound he met the Spanish explorers Galiano and Valdez. Though grievously disappointed on learning that he was not the discoverer of this great Mediterranean Vancouver entered into friendly relations with the strangers and for a time work was carried on jointly and with a mutual inspection of charts. Separating again the English navigator proceeded northwards ahead of the Spaniards through the long channel which he named Johnstone Straits

after one of his officers. Early in August he emerged into the Pacific through the wide passage of Queen Charlotte Sound and thus was the first man to prove that the country which they had surveyed for a straight length of 350 miles was an island. He followed the coast of the mainland north to Fitzhugh Sound, then turned southwards and on August 28th, anchored at Nootka Sound.

Senor Quadra, representative from Spain, who had already arrived, received Vancouver with great cordiality and negotiations were continued throughout in a most friendly manner. The whole situation was discussed but as Macquinna, the Indian Chief at Nootka, positively declared that he had never sold a foot of land to the Englishman, Captain Mears, Quadra considered Spain had no retribution to make and Vancouver seems to have substantially accepted that view of the situation.

On September 22nd, Quadra with his fleet sailed for San Blas, but before leaving he agreed that "without prejudice to the legitimate rights of Spain" the English might occupy Nootka. This was practically the end of the occupation by the Spaniards of any part of the whole of the North West coast of America. The failure of their fortunes in other parts of the world compelled them to concentrate their forces elsewhere, and as Nootka lost its importance as a strategic point when it became evident that the great inter-oceanic strait, so long sought for, did not exist, the Spaniards never returned. In 1794 the British flag was flying at Nootka in undisputed possession.

At the time Vancouver was giving the world the benefit of his discoveries on the North West coast another

intrepid explorer was making preparations for a great over-land journey across the Rocky Mountains from the waters of the Peace River westward to the Pacific Ocean. This was Alexander MacKenzie who was associated with the North West Company, a progressive fur trading concern with head office at Montreal. Mr. MacKenzie was stationed at Fort Chipewyan on Lake Athabasca in charge of the Western Division of their territory. He had previously explored the great river flowing northwards into the Arctic Ocean and which now bears his name. He was also familiar with the whole course of the great Saskatchewan and its outlets through Lake Winnipeg to Hudson Bay.

Fort Fork on the Peace River and near the foot hills of the Rocky Mountains was chosen as the winter headquarters for the expedition. On May 9th, 1793, MacKenzie set out from this point on his notable trip accompanied by nine men, two of whom were native hunters and interpreters. One canoe, 25 feet long, sufficed to carry all their ammunition and provisions. At first navigation was easy, but soon cascades were encountered and difficulties commenced. On May 21st, they encountered a torrent for several miles, where the river was walled on either side by perpendicular rocky banks, and already the men began to complain and talk of turning back. On May 31st, the fork of the Finlay and the Parsnip Rivers was reached. The south branch was chosen but so rapid was the current and so severe the toil that the men threw off all restraint and openly cursed the expedition. Calmly MacKenzie bore with them, for they suffered much, but he firmly expressed his determination to proceed and the journey continued, MacKenzie wasting much of the time with

the hunters, partly to lighten the canoe and partly to divert their minds from returning.

On June 9th, they came upon a party of Rocky Mountain Indians who manifested both fear and courage at their appearance. After their fears subsided they treated the strangers with hospitality and gave them much valuable information. They had heard of white men but had never before seen such a sight. They obtained iron from a tribe living on a river to the westward for which they gave beaver and dressed moose skins, and the tribe with which they traded travelled a whole moon to reach the country of other natives who lived in houses and from whom they traded for this same iron. The last named people must likewise make a journey for it from their country to the sea coast where they found white men who came in ships as big as islands. They also told of a great river which flowed towards the mid-day sun and between which and them were three lakes and three carrying places, and these lakes were connected with the big river by a smaller stream. One of these savages was induced to act as guide to the border of the neighboring nation.

On June 12th, the Height of Land the apex of the great continental watershed, was reached. The small lakes and portages were found as had been described by the Indians and also the smaller stream now known as "Bad River", running into the Fraser. The name "Bad River" was aptly applied for the cascades were so dangerous that the explorers lost nearly their whole equipment, and again the men wanted to turn back. MacKenzie listened to the complaints in patience but said not a word until his companions had been made warm and comfortable by a good fire and a hearty supper, and enough liquor had been dispensed to raise their spirits and throw a halo of romance around their misfortunes.

Then very gently this great leader of men recalled to their minds that before starting he had told them that they would have to suffer hardships and dangers but that they had promised to stand by him. He was going forward himself, he said, if he went alone; and if there was a man of Montreal who was afraid to go with him he was greatly mistaken in his character. It was enough. Not another word was said about turning back and again they pressed onward.

On June 17th, the Fraser was reached. Great was the satisfaction of MacKenzie in reaching this river, the first white man to stand upon the bank of a large navigable stream west of the Rocky Mountains whose waters flowed, as he was sure, into the Pacific. He imagined it the majestic Columbia as also did Fraser when he first reached it thirteen years later. Rapid progress was now made and very soon they came to the mouth of the Blackwater, at which point MacKenzie left the Fraser and struck out overland in a straight line for the sea. This he was persuaded to do on account of reports obtained from the Indians who informed him that the path to the west was shorter and less hazardous than the perilous river of unknown limits to the South, that their iron, brass and copper came from their neighbors to the west and that there was a well beaten path with assisting links of chains and rivers.

After leaving the Fraser the route taken by MacKenzie followed the valley of the Blackwater as far west as the Upper Canon, thence across country to Cluscus and Tsacha Lakes. From this point the trail took a more southerly direction passing over a range of mountains where, although the time was summer, there was considerable snow seen in places and the weather was cold. After descending this

range on the western side MacKenzie soon came to the head waters of the Bella Coola River the valley of which he followed to tide water of the Pacific.

Between the Fraser and Bella Coola Rivers but few natives were met with and these manifested neither fear nor surprise at the appearance of the white strangers. They were generally disposed to be hospitable and the assistance they were able to render in the way of providing guides and imparting information in regard to the country proved of great service to MacKenzie. Articles of European manufacture had already found their way thither, having been obtained from the trading vessels along the coast and passed from tribe to tribe by way of barter to the far interior.

It was on the 20th, day of July, 1793, that MacKenzie reached the mouth of the Bella Coola. Great must have been his satisfaction as he first gazed on the waters of the western sea. He had penetrated a vast and wild continent. He had overcome the difficulties imposed by rapid torrents, rugged mountains, dense forests, and sometimes hostile native tribes who had to be treated and humored with the greatest tact and skill, and now he had the knowledge that his great undertaking was an unqualified success.

While on the coast MacKenzie met with some hair breadth escapes from some of the natives who were unfriendly, but happily no lives were sacrificed. Bentick Arm, Dean Channel and Cascade Inlet were explored, and then preparations were made for the return journey which was accomplished without mishap and in quick time, the party arriving again at Fort Chipewayan on August 24th.

No time was lost by MacKenzie in publishing

the result of his discoveries. His journal is a record of brave work, indomitable endurance and ready resourceful reliance. By his discoveries MacKenzie proved the impracticability of the North West passage, a question which had agitated the world for many years. He also added a new and immense region to the realm of British commerce and of geographical science. It is indeed problematical whether in the absence of these discoveries, any portion of that country between the Rockies and the Pacific would at present have constituted a part of the Dominion of Canada.

The years immediately following the momentous explorations of Vancouver and MacKenzie were comparatively unimportant, except for the rapid growth in the fur trade on the Coast. Traders were at liberty to conduct their traffic in any way they chose and in the fierce competition which developed unscrupulous men threw away all regard for fair dealing in their endeavor to obtain the precious furs. In season and out of season the capture of the valuable sea otters was carried on, and this incessant and indiscriminate hunting soon showed its effects in the numbers of furs obtainable. Intoxicating liquor of the vilest kind which was supplied in trade to the Indians brought in its wake the inevitable havoc of disease and demoralization. Had the good example of humane treatment of the natives shown by Cook, Mears, Vancouver and other early British traders, and in later times by the Hudson Bay Company, been followed by all traders the record of the Indian History of the North West Coast would have been free from many tragedies. The cupidity of the majority of fur traders at this period led them to obtain their prizes when and how they could and the unsophisticated natives found themselves continually

over reached in trade. The result was they became suspicious and revengeful and their plan of redress led them only too often to inflict punishment on the innocent instead of the guilty.

One memorable tragedy, generally known as the massacre of the Boston Crew, occurred at Nootka Sound in 1803, and should be recorded here. Captain Salter in command of the American trading ship "Boston" had anchored at Nootka a few miles from the Indian Village at Friendly Cove. The ship was frequently visited by the Indian Chief Macquinna and his men and for a time relations continued friendly enough. Macquinna had been given a gun with which he was at first greatly pleased, but a few days later he brought it back with a broken lock and declared it was no good. Captain Salter with little tact, told him in English that he was a liar and some other things and indignantly tossed the gun into the cabin. The Chief, only partly understanding the words but wholly comprehending the nature of the insult, resolved on vengeance, his desire for which was easily kindled on account of previous ill treatment he had received on different occasions by the foreign visitors.

On the next day by a ruse Captain Salter was induced to send a part of his crew out to catch salmon and when his forces were thus divided the Indians who had boarded the "Boston" with a show of friendliness, seized the ship and killed all on deck, except two men, Jewitt and Thompson, who escaped in the hold below. An armed force then went after and killed those who had gone out in boats, Jewitt, who was granted permission to live on account of his cleverness in manufacturing iron tools and weapons, and Thompson who was, through the intercession of Jewitt, also spared, lived with the tribe at Nootka for three years as slaves, but

eventually made their escape to another trading vessel. During his captivity Jewitt kept a Diary which he published in book form some years later, and his narrative is a valuable asset to all libraries of Indian History.

While much might be said in criticism of the trade methods of many of the fur companies carrying on business at this period, it was largely through the indomitable energy and heroism of individual members of the great Canadian Company of fur traders, known as the North West Company, that the work of discovery and first explorations of a vast and wild region was carried out. The magnitude of the task of exploring and opening up that part of the country now known as Interior British Columbia can be fully appreciated only by those familiar through experience with the geographical conditions of such a wilderness of crags and canyons. To Simon Fraser must be given the chief credit for opening up and taking possession of practically the whole of this territory. Up to the year 1805 there had not been established west of the Rocky Mountains a single white settlement, although MacKenzie had made his overland journey some eight years before as already recorded. Fraser, who like MacKenzie, was connected with the North West Company, was chosen by his associates at Fort William to extend the Company's operations beyond the Rocky Mountains, thereby taking possession of the new territory. This action was taken to anticipate American traders and explorers who it was feared might advance northward and establish a claim to ownership by right of discovery and occupation.

In compliance with his orders Fraser proceeded

from Fort William , the head quarters of the Company, to Lake Athabasca, and thence up the Peace to a point immediately east of the mountains where he established Rocky Mountain Portage. In the autumn of the same year, 1805, he continued up the Peace and Parsnip Rivers to Lake McLeod, a narrow body of water some seventeen miles in length, where he established the first permanent post west of the Great Divide. Leaving three French Canadians in charge of Fort McLeod, so named after a friend in the service, Fraser returned to Rocky Mountain House where he passed the winter.

The following year, 1806, saw the establishment of Fort St. James on Stuart Lake and Fort Fraser on Fraser Lake. Stuart Lake is a magnificent body of water fifty miles in length drained by Stuart River into the Nechaco. The beautiful mountain scenery which surrounds the Lake reminded Fraser of his absent fatherland and led him to call the whole district New Caledonia. Fraser Lake, a quiet little sheet of water about thirteen miles long and emptying by a short stream into the Nechaco was discovered by John Stuart, Fraser's chief companion, and so named to return the compliment the Chief had paid to his Lieutenant in the naming of Stuart Lake. Another post called Fort George was erected the following year at the junction of the Nechaco and Fraser Rivers, thus making the fourth link in the chain of forts which it was intended should secure to the North West Company the possession of the country.

The route generally followed by Fraser and his men in bringing supplies from the Peace to these most western Forts was up the Parsnip and Bad Rivers; but the difficulties of transportation by this road was so great that the question

of outfitting and supplies was one to seriously engage the attention of the Company. About this time also there were vague rumors of the activity of the Americans to the South and of the successful overland expedition of Lewis and Clarke to the mouth of the Columbia. Therefore, to anticipate their southern rivals if possible and at the same time, to look for a more practical route to the Interior the Company in the fall of 1807 sent an urgent request to Fraser to undertake as soon as possible the exploitation of the "Great" River which now bears his name, but at that time was supposed to be the Columbia.

In the spring of the next year everything was in readiness for the big journey and on the 23rd, of May, Fraser with his lieutenants, Stuart and Quesset, and a crew of nineteen men and two Indians set out from Stuart Lake. A short stay was made at Fort George and on the 28th, this tiny fleet of four canoes embarked for the unknown. For a few days rapid progress was made until they reached the point where MacKenzie had previously been induced to turn westward. The Indians ^{here} were friendly and again reported that a further descent of the river was extremely hazardous if not altogether impossible. Fraser, however, determined to push on but soon found that the Indians had made no exaggeration in their description of the journey. The following is quoted from his diary, dated the first Wednesday in June, -

"Leaving Mr. Stuart and two men at the lower end of the rapids in order to watch the motions of the natives, I returned with the other four men to the camp. Immediately on my arrival I ordered the five men out of the crews into a canoe lightly loaded, and the canoe was in a

#History of the Hudson Bay Company - Dr. Bryce.

moment under way. After passing the first cascade she lost her course and was drawn into the eddy, whirled about for a considerable time, seemingly in suspense whether to sink or swim, the men having no power over her. However, she took a favorable turn, and by degrees was led from this dangerous vortex again into the stream. In this manner she continued, flying from one danger to another, until the last cascade but one, where in spite of every effort, the whirlpools forced her against a low projecting rock. Upon this the men debarked, saved their own lives, and continued to save the property, but the greatest difficulty was still ahead, and to continue by water would be the way to certain destruction.

"During this distressing scene, we were on the shore looking on and anxiously concerned; seeing our poor fellows once more safe afforded us as much satisfaction as to themselves, and we hastened to their assistance; but their situation rendered our approach perilous and difficult. The bank was exceedingly high and steep, and we had to plunge our daggers at intervals into the ground to check our speed, as otherwise we were exposed to slide into the river. We cut steps in the declivity, fastened a line to the front of the canoe, with which some of the men descended in order to haul it up, while the others supported it upon their arms. In this manner our situation was most precarious; our lives hung, as it were, upon a thread, as the failure of the line, or a false step of one of the men might have hurled the whole of us into eternity. However, we fortunately cleared the bank before dark."

On the tenth day they were compelled to abandon their canoes and undertake the journey by foot. The hardships endured by walking can be realized by a further reference to Fraser's diary. On the 26th, he writes, --"As for the road

by land, we could scarcely make our way with even only guns. I have been for a long period among the Rocky Mountains, but have never seen anything like this country. It is so wild that I cannot find words to describe our situation at times. We had to pass where no human being should venture; yet in those places there is a regular footpath impressed, or rather indented upon the very rocks by frequent travelling. Besides this, steps which are formed like a ladder by poles hanging to one another, crossed at certain distances with twigs, the whole suspended from the top, furnish a safe and convenient passage to the natives down these precipices; but we, who had not the advantage of their education and experience, were often in imminent danger when obliged to follow their example. "

After nine days of foot travelling they arrived at the mouth of Thompson River, a large and rapid stream flowing from the East. The name was applied in honor of David Thompson, who was at that very time in charge of another expedition for the North West Company, particulars of which will be given later. The road continued rough until Yale was reached. At this point, which is the head of navigation for large vessels on the Fraser, an Indian canoe was obtained and the journey continued by water.

The unfriendliness of the Coast Indians prevented Fraser from going farther than where Westminster now stands, but he was on tide water and he considered his task completed. Observations were made which disclosed the fact that the mouth of the river he had explored was four degrees north of the Columbia. No time was lost on the return journey and on the 6th, of August the party were back again at Fort George. As a reward for his services Fraser was three years later promoted to the charge of the whole Red River Department,

which then extended as far west as the Laird River, while John Stuart was left in charge of New Caledonia.

While Simon Fraser was carrying out his great project, David Thompson, to whom reference has already been made, was endeavoring to find by another route, an outlet across country to the mouth of the Columbia. Thompson was a famous astronomer in the employ of the North West Company, and for some years made repeated attempts to cross the Rocky Mountains farther south than the Peace River Pass used by MacKenzie and Fraser. In 1800 he entered the mountains at the head quarters of the Bow River, on the same pass as that now followed by the Canadian Pacific Railway. In 1807 he descended one of the branches of the Columbia but was compelled by hostile Indians to return. In 1807 he was again in the Rocky Mountains crossing over by what is now known as Howe's Pass. This time he reached the Columbia River and ascended to its source where he built Fort Kootenay. In 1808 he descended Kootenay River to Kootenay Lake, where he entered into trade relations with the Flathead Indians of that Country. He returned to Fort Kootenay by another route descended the Columbia to Blackberry River and recrossed the Mountains by Howe's Pass.

Late in the autumn of 1810 he ascended Athabasca River to its source, and crossed the Mountains by what is now known as Athabasca Pass to the Columbia where he arrived early in January 1811. He spent the remainder of the winter at the mouth of Cance River at the big bend of the Columbia, and early in the spring left for the mouth of the Columbia, but he did not follow the stream with the current as was the general method but ascended the river to its source, crossed McGillivray portage and descended Kootenay River continuing his journey thence by Panda d' Oreille

and Spokane Rivers. On June 18th, he reached the falls of the Columbia where Fort Colville was subsequently erected, and thence followed the main river to the Pacific Coast, where he arrived on July 15th. Here a disappointment awaited him as he found that while he had succeeded in conquering the route which he had for years been struggling to find he was beaten out by only a few weeks in the race for the mouth of the Columbia. His rivals were the officers of the Pacific Fur Company controlled by John Jacob Astor of New York. They had come around the Horn and on Thompson's arrival they were engaged in establishing a fort, which was named Astoria in honor of the founder of the Company.

Mr. Thompson, although kindly received by his rivals, remained only a few days at Astoria before he set out on his return trip. He proceeded homewards by the same route as he came, as far as Fort Colville, thence by the Arrow Lakes and the Columbia to the mouth of Canoe River, the point whence he had started a few months previously. It is probable that before he returned east he proceeded to the Thompson River and established Fort Kamloops.

The North West Company had thus obtained a firm footing in New Caledonia, and through their enterprising leaders and explorers were in a position to increase their trade. Bancroft says: "Of all associations formed at any time or place for the purpose of obtaining the skins of fur bearing animals, the North West Company of Montreal, was the most daring, dashing, audacious and ultimately successful."

Let us now notice the first efforts of the Pacific Fur Company to build up their trade following the establishing of their fort at Astoria. To supply this

establishment the ship "Tonquin", immediately after its arrival from New York, was sent out under Captain Thorne on a fur trading expedition up the West Coast. The ship's company numbered twenty three men, including officers, chief among whom was Alexander MacKay, who had in 1792-3 accompanied MacKenzie in his overland journey to the Coast. They sailed until they reached Clayoquot Sound, on the West Coast of Vancouver Island, where they immediately began to barter with the Indians for furs.

And now we have to record another of those tragedies which are only too often described in the annals of Indian History. After the first day's friendly intercourse information was brought on board by an Indian, whom the officers had engaged as an interpreter, that the tribe was ill disposed and intended attacking the ship next day. Captain Thorne, whose conduct during the voyage, and especially during the short stay made at Sandwich Islands, showed him to be tyrannical and obstinate, affected to disbelieve the news.

Next morning the savages came around the vessel in great numbers. MacKay advised caution, and ordered several men to unfurl the sails. In the meantime the Captain permitted about fifty Indians to come on board. They immediately began to exchange otter skins for blankets and knives. The blankets they threw into their canoes but they secreted the knives. As had been previously arranged by them, when armed they moved from the quarter deck to different parts of the vessel, so that when everything was in readiness they were so distributed that at least three savages were opposite to every man on the ship. At a given signal they rushed on their prey, and notwithstanding

the brave resistance of the crew, every individual on deck was butchered in a few minutes.

The men aloft, in attempting to descend, lost two of their men, besides one mortally wounded, who notwithstanding his weakened condition made good his retreat with four others to the cabin. Here they found loaded arms and began firing on their savage assailants through the sky lights and the companion way which had the effect of clearing the ship in a short time, and before night the five men had full possession. Whether from lack of ability to navigate the vessel back to the Columbia River, or want of courage, the four men who were unhurt left in the long boat early the following morning. They wished the wounded man to accompany them but he refused saying he must die before long and was as well in the vessel as elsewhere.

Soon after sunrise next day the "Tonquin" was surrounded by a great number of Indians in canoes. They came for the purpose of unloading her, but from the warm parting they got on the previous day did not seem forward in boarding. The wounded man however showed himself at the railing and made signs that he was alone and wanted their assistance, at which some ventured on board and found what he said was true. They spoke to their people, who then came aboard quickly, so that in a very short time the deck was considerably thronged, and they proceeded to undo the hatches without any further ceremony. No sooner were they completely engaged in this than the only survivor of the crew descended to the cabin, and having everything in readiness, set fire to the magazine containing nearly nine thousand pounds of gunpowder, which in an instant blew the vessel and everyone on board to atoms. As a result of the explosion the Indians lost one hundred warriors besides a vast number of wounded, which included those in canoes around the ship. The four men who set off

in the long boat were two or three days afterwards driven ashore in a gale and all with the exception of the interpreter were massacred by the natives. The interpreter was detained two years in slavery before he effected his escape. He afterwards reached Astoria and reported the affair.

After the loss of the "Tonquin" a second ship, the Beaver, was sent out from New York by the Pacific Fur Company, to carry on the work of the fur trade. About this time, however, the war of 1812 broke out between England and the United States and naturally affected the fur trade on the West Coast. The Pacific Fur Company had already met with a series of misfortunes and in the following year, 1813, they sold out their establishment at Fort Astoria to the North West Company, just a short time before Captain Black landed and took possession of the country in the name of his Britannic Majesty.

At the time of this war there were no definite boundaries determining the limits of the respective territories in America belonging to the United States and to England, the whole region extending from California to the 49th. parallel, and from the Rocky Mountains to the Pacific Coast being claimed by each country. During the negotiations preceding the signing of the Treaty of Ghent, which terminated the war, an attempt was made to have these boundaries made more definite. It was proposed by the Plenipotentiaries of the United States that the settled line of division which up to that time existed as far west as the Lake of the Woods, should be continued westwards along the 49th. parallel as far as the Rocky Mountains. The proposal was favorably considered by the British plenipotentiaries, but they proposed

other conditions in regard to the rights of navigating the Mississippi to the sea, which were not acceptable and so the question of boundaries was left unsettled by the Treaty.

However one article of the Treaty, which had an important bearing on the subsequent struggle for the Oregon territory provided that, with certain specified exceptions, all territories and possessions taken by either party during the war should be restored. At this time the affair of the capture of Astoria by the British and the transfer of the Pacific Company's establishment at that point to the North West Company, was unknown by the plenipotentiaries negotiating the Treaty. When the next year the United States demanded the surrender of Astoria, in accordance with this article of the Treaty it was claimed by Britain that, as Astoria was an establishment owned by a private commercial company rather than a national possession, and furthermore that it had been formally transferred by sale and for a consideration to the North West Company it could not properly come under the terms of the Treaty. The result of the dispute was a victory for United States diplomacy and in October 1818 Astoria was formally surrendered by the British.

In the meantime the two governments were carrying on negotiations in an endeavor to arrive at a definite arrangement in regard to the unsettled boundaries west of the Lake of the Woods. It was finally agreed in the Convention of 1818 that the dividing line should follow the 49th. parallel as far westwards as the Rocky Mountains, but from this point to the Pacific Ocean all territories claimed by either power should be open to the subjects of both countries for the space of ten years.

Greenhow, an able advocate from the United States point of view, in discussing the decision of this convention

states: - "the compromise with regard to the territories west of the Rocky Mountains , was perhaps the most wise, as well as the most equitable measure, which could have been adopted at that time, considering that neither party pretended to possess a perfect title to the sovereignty of any of these territories, and that there was no prospect of the speedy conclusion of any arrangements with regard to them, between either party and the other claimants, Spain and Russia. The agreement could not certainly, at the time, have been considered unfavorable to the United States, for, although the North West Company held the whole trade of the Columbia country, yet the important post at the mouth of that river restored to the Americans without reservation and there was every reason for supposing that it would be immediately reoccupied by its founders; and it seemed, moreover evident that the citizens of the United States would enjoy many and great advantages over all other people in the country in question, in consequence of their superior facilities of access to it, especially since the introduction of steam vessels on the Mississippi and its branches. "

Further reference will be made later on in this essay to the subsequent events relating to the settlement of the Oregon question. The restoration of the settlement at Astoria to the United States did not interfere with the acquired rights of the North West Company to their fur trading establishment there, and as this energetic Company now had the monopoly of the fur trade for the whole district west of the Rocky Mountains an enormous and profitable

business was, for a time, carried on. Events, however, were transpiring in Eastern Canada which brought about a radical change. The rivalry which existed between the Hudson Bay Company and the North West Company had become so intensified that a skirmish took place between the two parties in 1816 near Winnipeg in which Governor Semple of the Hudson Bay Company, and a number of others, were killed. The competition between the rivals had grown so keen that neither companies were able to declare big dividends and both were ready for reconciliation, and in 1821 by an Act of the Imperial Parliament, a coalition was formed under the name of the Hudson Bay Company.

HUDSON BAY COMPANY PERIOD.

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The original charter of the Hudson Bay Company was granted in 1670 by King Charles II to Prince Rupert and others under the name of "the Governor and Company of Adventurers of England trading in Hudson Bay." By their charter this Company was granted a monopoly of the fur trade all over the country in the vicinity of Hudson Bay. On the amalgamation of the North West Company and the Hudson Bay Company in 1821 the name of the older concern was retained and the new and enlarged company was given the exclusive right to trade for twenty-one years in the whole territory east and west of the Rocky Mountains, not included in the old charter. Under the Act the Company possessed a quasi-official charter as it was given jurisdiction in both criminal and civil matters, and was always assured of the protection of the Government.

The first Governor was Sir George Simpson, chosen on account of his ability, shrewdness and energy as being the best man attainable to prosecute the work of the great Company over its now vast territory. The whole trading region was divided into four departments, known as : Montreal, the Southern, the Northern, and the Western, the

latter embracing all west of the Rocky Mountains. Each department was ruled by four factors but in the case of the Western Department these again were under the direction of one man who was subject to the Governor in Chief. Under the Chief factors were the Chief traders and clerks, and a whole army of regular servants employed as hunters, traders, voyageurs and clerks.

The first man placed in control of the Western Department was John McLoughlin, a former officer in the North West Company. He chose for his first assistant, James Douglas, his warm and personal friend who also had been previously connected with the North West Company at Fort William. The names of McLoughlin and Douglas were destined to become household words and throughout the years of glory which followed, although McLoughlin was the directing spirit, Douglas had the full confidence of his chief and helped him in both the formation and execution of his plans.

The coming of McLoughlin and Douglas to the Pacific marks the beginning of a policy of expansion on the part of the Company to an extent hitherto undreamed of by its most sanguine leaders. The tremendous possibilities of growth and development in the Western Department together with the fact that it was the farthest removed from the head office in London made it necessary for McLoughlin to act largely on his own initiative and therefore he was granted more than the usual powers as chief factor. In many ways he was as supreme as the Governor at Fort Garry, and as from year to year he extended the limits of his company's domain his power grew in proportion until he virtually became czar over a territory which stretched from Alaska to California,

and from the Rocky Mountains to the Pacific Ocean.

#"Uncounted thousands of Indians obeyed his behests and feared his displeasure. Over every waterway in that immense region he sent his Canadian voyageurs; through hundreds of miles of forest he despatched his trappers and traders; in and out of the fringing north west islands, to Sitka itself, his schooners plied; through the San Joaquin and Tulare valleys, over the Shoshone country, on the shores of Salt Lake and in the Yellowstone itself his brigades pitched their tents; all alike bringing home rich tribute to the Company, and restlessly seeking further and even further regions to subdue. "

Headquarters were established by McLoughlin at Fort Vancouver, which he founded in 1824 to take the place of Astoria. This change of location was adopted for several reasons. Its situation ninety miles up the river made it more central; the country immediately surrounding it was specially adapted to agriculture, and it was easily accessible to sea going ships. Situated on a sloping green terrace on the northern bank of the Columbia and fortified like a mediaeval stronghold, Fort Vancouver was at once a safety retreat in time of danger and a capital from which its governor ruled the surrounding territory.

At the time of McLoughlin's appointment to the West the name of New Caledonia was applied to all that interior territory bounded on the north by the head waters of the Peace River, on the south by the Valley of the

Life of Sir James Douglas - Coats and Gosnell.

Thompson, on the east by the Rocky Mountains and on the west by the Coast Range. Stuart, who succeeded Fraser in New Caledonia, was still in command at the time of the amalgamation. He continued to hold this position for three years longer during which time he carried on with great energy the work of expansion and established several new forts. Fort Alexandria was built in 1821 to facilitate the bringing in of supplies over the new route from the south by the Fraser and Columbia instead of the old and difficult passage from the east. Fort Babine on Babine Lake was built the following year, and Chilcotin, an outpost of Alexandria, about the same time.

In 1824 Stuart was succeeded in New Caledonia by James Connolly, an Irishman with a wide experience in trading matters. McLoughlin, who also came out at this time, took up his post on the Columbia while he left Douglas in New Caledonia to help in the work of that most difficult section, and also to acquire a more thorough training for the great work for which he had chosen him as assistant.

Douglas remained at first with Connolly at Fort James, and from time to time assumed temporary command during the absences of his chief. He immediately began to make himself thoroughly familiar with the geographical and other features of the country, and also the languages and characteristics of the various Indian tribes. During his stay of six years in this District he assisted in the work of extension and founded several forts, chief of which was Fort Connolly, on Bear Lake, in 1826.

In the meantime McLoughlin was busy in the South.

One of his first objects was to strengthen his line of communication with New Caledonia which had already been established through Kamloops and Alexandria. For this purpose Fort Colville was established on the upper Columbia, and this post soon attained importance as a trade centre for a rich district, and also as a chief point of call for the Company's brigades on their eastern journey from the Coast to Edmonton.

Attention was next directed to the establishing of another Fort on the coast north of the Columbia. An expedition had been previously sent out, in 1824, to make an examination of the whole shoreward country lying north of the Columbia. In the year 1827 Fort Langley was built on the lower Fraser and this event marks the time of the first occupation of what is now known as the lower mainland of British Columbia. The schooner "Cadboro" which was used to convey the supplies to the new establishment was the first sea-going vessel to enter the waters of the Fraser. Langley at once became an important post, not only on account of the profitable trade in furs which was carried on there, but also for its salmon fishery.

In 1830 McLoughlin sent for Douglas to come to Vancouver. Competition, especially with American traders, was growing keen and McLoughlin decided to make a bold stroke for supremacy. Control of the whole Coast territory between the Columbia and Alaska was the grand object to be attained, and in 1831 Fort Simpson was erected at the mouth of the Naas River. The occupation of this lonely outpost, situated as it was in the midst of the most treacherous natives on the Coast and continually beset by dangers,

was an example of the splendid courage on the part of these pioneers, and was typical of their grim determination to maintain for themselves the monopoly of the fur trade on the whole north west coast.

In 1833 an expedition under Finlayson, Manson and Anderson was sent up the north coast, and at Millbank Sound, in the heart of a hostile district, Fort McLoughlin was built. In the same year Fort Nisqually was established between Langley and Fort Vancouver, and two years later Fort Essington was built to serve as an intermediate post between Forts McLoughlin and Simpson.

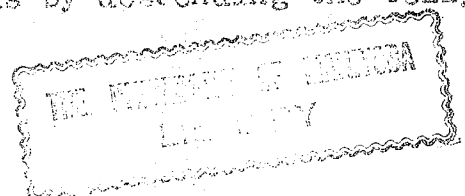
While the Company was thus engaged in carrying out their policy of vigorous extension their operations were watched with a jealous eye by Russia in the North. In the year 1825 by a treaty between England and Russia it had been agreed that Portland Canal should mark the southern limit of Russian territory. The eastern boundary was to follow the summit of the Coast Range where it followed parallel with the shore, but provided that in no place was the line of boundary to be more than ten leagues from the Ocean. An important provision of the treaty gave to British traders the right to navigate the rivers running through the narrow strip of Russian territory.

The inevitable conflict came in 1834 when an expedition under Ogden and Anderson was sent north to ascend the Stikeen River and establish a post beyond the limits of Russian territory. At the mouth of the river they met with armed resistance, and a hot dispute followed. The outcome was the return of the expedition to Fort Vancouver. Complaints and a demand for compensation were immediately made to the home government and the result of

the negotiations which followed was the granting , in 1839, of a lease to the Hudson Bay Company of Alaska for an annual rental of two thousand otter skins. The Stikeen post was to be handed over and permission was also granted to establish another post still farther north at the mouth of the Taku River. In addition, the British Company was to supply the Russian post at Sitka with provisions, which they were unable to grow there on account of the rigor of the climate.

This last provision in the lease had an important effect on the Hudson Bay Company as it necessitated the commencement on a large scale of mixed farming in the vicinity of Fort Vancouver, to supply the demands of the new market. Relations now continued so friendly with Russia that the lease was afterwards several times renewed.

Simultaneously with the conquering of the North West trade, the Company with the courage and ambition of heroes, was penetrating and establishing their posts in the northern Interior. In 1834 the upper Laird River was ascended by McLeod to its southern source in Dease Lake, although it was not until four years later that Robert Campbell built a fort at this point. Campbell, whose name as an explorer ranks with that of MacKenzie, was the first man to penetrate that region lying northward from Dease Lake to the Arctic. In 1840, he set out on his hazardous journey up the Laird River, through an almost impassable gorge, to its source, Lake Frances. After many desperate struggles he succeeded in reaching the Great Continental Ridge, and from Lake Finlayson saw the waters divide , part to flow to the Pacific and part to the far Arctic Sea. The next year he continued his journey northwards by descending the Pelly



River. Hostile Indians prevented him from going farther than the junction of the Pelly and Lewis Rivers. It was not until eight years later, when, after ascending the Lewis, thence journeying down the Yukon to its junction with the Porcupine, that his task was completed. He returned by way of Fort Simpson on the Mackenzie, having traversed in that great circle over three thousand miles. These explorations, besides mapping out a huge region of hitherto unknown territory, gave a lasting impetus to the fur trade inland in opposition to Russian competitors.

Events which had far reaching results now began to transpire in the South. Settlers from the Eastern States began to come to Oregon, as the district around the Columbia, was generally called. These pioneers suffered many hardships and privations, but they were one and all determined to do their loyal part towards winning for their country by occupation the disputed territory of Oregon. The danger to British interests of their coming was fully appreciated by the officers of the Hudson Bay Company but McLoughlin's nature had in it too much of the milk of human kindness to adopt any policy other than that of hospitality. Greenhow, in his report to the United States Government, already referred to, says : "All the missionaries and emigrants from the United States and indeed all strangers from whatsoever country they might come, were received at the establishments of the Hudson Bay Company on the Columbia with the utmost kindness and hospitality. "

The operations of the Company in California and the whole Southern territory had not been so

successful as in the North, and as the influx of American settlers westwards increased it became plainer each year that the fur trade would have to yield its supremacy to agricultural interests. On the occasion of Governor Simpson's visit to the Coast in 1841 on his tour around the world, a council, consisting of the Governor in Chief and Chief Factors McLaughlin, Ogden and Douglas, was held at Fort Vancouver, and, after discussing the question of moving the Company's headquarters to some point farther north, it was decided to adopt a new location on the southern end of Vancouver Island. The task of choosing this site was assigned to Douglas, who after making a preliminary survey of the district now occupied by the City of Victoria, reported to the Company that a more suitable place for the new fort could not be found on the Coast. In 1843, just fifty years after Alexander Mackenzie's overland journey to the Coast, Fort Camosun, afterwards called Victoria, was established. Charles Rose was the first officer left in charge of the new fort, but on his death in the following year he was succeeded by Roderick Finlayson.

In 1846 the question of the Oregon boundary was finally settled by the terms of the Oregon Treaty concluded between Great Britain and the United States. By the terms of this Treaty it was decided that the 49th. parallel which hitherto had been the international boundary from the Lake of the Woods to the Rocky Mountains, should be continued as an extension of that boundary through to the Pacific Coast. In the long controversy which preceded

the settlement many arguments had been advanced by both countries but debate raged fiercest over the rights conveyed by Spain to the United States under the Florida Treaty of 1819. It was claimed by the United States that they fell heir to the original right of Spain by virtue of discovery, to the exclusive ownership of the Coast. It was contended by Britain that as Spain had given up her claim to exclusive sovereignty in the Nootka Convention of 1790, she had no such title to convey in 1819. The United States also claimed # "the first discovery of the mouth of the River Columbia by Captain Gray, of Boston, in 1792; the first discovery of the sources of that river, and the exploration of its sources to the sea, by Lewis and Clarke in 1805-6, and the establishment of the first posts and settlements in the territory in question." The arguments in support of the claim of Great Britain were: That the River Columbia was not discovered by Gray in 1792, who had only entered its mouth, but that it was discovered in 1788 by Lieutenant (Captain) Mears, of the British Navy; that in 1792-3 Vancouver or his officers explored the river for some distance from the mouth, and was the first to make a correct map of the Coast, including Puget Sound; that the explorations of Lewis and Clarke, in 1805-6, were only of that portion of the Columbia west of the rivers named after them, not far from Walla Walla, in Latitude 46°, and could not be considered as confirming the claim of the United States, because, if not before, at least in the same and subsequent years, the British North West Company had, by means of their agents, already established posts on the

History of British Columbia - Alexander Begg

head waters or main branch of the river.

In the United States the Oregon question became a national one and the claim put forward by their plenipotentiaries was backed up by a fierce popular clamor. The American people were a nation of expansionists and at the time of the controversy Oregon was of much greater value to the United States than it was to Britain. So intense did the excitement become that the whole country adopted as their slogan "Fifty four forty, or fight" and for a time it seemed that war was inevitable.

England endeavored by every means known to diplomacy to hold their claims but, in the last analysis, ignorance of the value of the territory was probably responsible for the loss of Oregon. It was clear at the last that the United States would fight unless they were granted all the territory south of the 49th. parallel, and England did not consider the country worth the price.

The conciliatory part that McLoughlin played throughout the Oregon trouble did not quite satisfy the London officials of the Hudson Bay Company and in the same year as the Treaty was made he was retired from his high position and Douglas was appointed to succeed him. One of the first tasks imposed on the Company by the new condition of things was to open up fresh channels of communication to connect the interior with Victoria instead of Vancouver on the Columbia. Mr. A.C. Anderson, who at the time was in charge of Fort Alexandria was despatched in 1846 to locate a route between Kamloops and Langley. After considerable opposition on the part of hostile Indians he at last succeeded in establishing a route by way of Lake Nicola and the Quequealla River at the mouth of which the town of Hope now stands. In 1848 Fort Yale was established to facilitate the transfer of supplies over the new route.

From the first the new Fort on Vancouver Island enjoyed a flourishing trade. In the short space of three years, 160 acres of land were brought under cultivation and made to produce grain and vegetables, while two large dairies with seventy cows each supplied the market with butter. The natives were employed to help clear the land and perform agricultural duties. An impetus to the trade of Victoria was given in 1848 by the discovery of gold in California, as it brought many people from the south for supplies, but this event had a bad effect also as it was hard for the Company to keep their men from deserting for the California diggings. In 1849, Chief Factor Douglas removed his family from Fort Vancouver to his new headquarters at Victoria, and Finlayson, who was then in charge, was placed in the position of Chief accountant, an office which he held for many years.

In the same year that the headquarters of the Hudson Bay Company were removed from Fort Vancouver to Victoria, Vancouver Island was made a colony, which event marks the beginning of a new chapter in this narrative. For the twenty-eight years, from 1821 to 1849, which we have included in the "Hudson Bay Period" the country north of the Columbia had been practically in the sole possession of the British Fur Traders and the Indians; and as in the early history of every part of the American continent the strife between the savage aborigines and the civilized invaders occupies a more or less important place, it is fitting therefore that, before closing this chapter, we notice in brief the

relationship which existed between the Hudson Bay Company and these natives, and also some of the racial characteristics of the latter.

First then, as to the treatment they received from the Hudson Bay Company, it is conceded by all that in no part of America has there been such freedom from Indian wars and atrocities as in that territory over which the Hudson Bay Company held sway. Greenhow, in his "History of Oregon", a work specially prepared as a report for the United States Government, gives credit to this British Fur Company for the humane treatment accorded by them to the natives. The following is an extract from his report:

"In the treatment of the aborigines of the countries under its control, the Hudson Bay Company appears to have admirably combined and reconciled policy with humanity. The prohibition to supply those people with ardent spirits, appears to be rigidly enforced. Schools for the instruction of the native children are established at all the principal trading posts, each of which also contains a hospital for sick Indians, and offers employment for those who are disposed to work, whilst hunting cannot be carried on. Missionaries of various sects are encouraged to endeavor to convert them to Christianity, and to induce them to adopt the usages of civilized life, so far as may be consistent with the nature of the labors required for support; and attempts are made, at great expense, to collect the Indians in villages, or tracts where the climate and soil are most favorable for agriculture."

Bancroft, another United States Historian, contrasts the policy of the Hudson Bay Company towards the Indians with the treatment accorded them by the United States, as follows: # "Unlike the people of the United States, the British North Americans did not seek to revenge themselves upon savage wrongdoers, after the savage fashion. When an offense was committed they did not go out and shoot down the first Indians they met; they did not butcher innocent women and children; they did not scalp or offer rewards for scalps." The following extract from the legislative journals of Idaho Territory shows to what depths of cruelty and inhumanity the citizens of that state had reached; "Resolved, that three men be appointed to select twenty five men to go Indian hunting, and all those who can fit themselves out shall receive a nominal sum for all scalps that they may bring in; and all who cannot fit themselves out, shall be fitted out by the committee, and when they bring in scalps it shall be deducted out. That for every buck scalp be paid \$100, and for every squaw \$50, and \$25 for everything in the shape of an Indian under ten years of age. That such scalp shall have the curl of the head, and each man shall make oath that the said scalp was taken by the company." This barbarous mode of action could not but rouse the most vindictive feelings amongst the natives. The result is that five hundred million dollars has been spent by the United States in Indian wars. This is the statement of Bancroft, the United States Historian, who adds, "between the shores of the

#History of British Columbia - Alexander Begg.

Atlantic, and the Pacific, in United States territory there is not a hundred-mile patch on which white men and red men have not fought North of the Canadian line", he continues, "where dominate the same avaricious Anglo-Saxon race over the same untamed element of humanity, there never have been Indian wars or massacres, such as have been almost constant on the United States border; not a single encounter such as we could call a bloody battle, and no money spent by the Government to keep the natives in peaceful subjection.... The reason is plain. In the latter instance the natives are treated as human beings, and their rights in some measure respected. Being amenable to law they are protected by the law. Of crimes among themselves, of their wars and atrocities, the fur companies did not feel called upon to take special notice, though without direct interference they used their influence to prevent barbaries and maintain the peace, for the men could not hunt and trade while fighting. By preventing the coalition of neighboring nations; by fostering petty jealousies; by refusing arms and ammunition for purposes of war; by dividing clans; by setting up one chief and deposing another; by weakening the strong and strengthening the weak - the fur companies held the balance of power. The British fur companies found it to their pecuniary interest to be just and humane in their dealings with the natives If an Indian murdered a white man, or any person in the employ of the company, the tribe to which he belonged were assured that they had nothing to fear; that King George men (the Indian appellation for Englishmen) were single hearted and

just; that unlike the Indians themselves, they did not deem it fair to punish the innocent for the deeds of the guilty, but the murderer must be delivered to them. This demand was enforced with inexorable persistency. This certainty of punishment acted upon the savage mind with all the power of superstition. Felons trembled before the white man's justice as in the presence of the Almighty. "

As to the origin of the American aborigines, many theories have been advanced but no explanation can be made with any degree of certainty and it is probable that this is one of the questions of history destined to remain forever unsolved. Franz Boaz in his introduction to "Publications of the Jesup North Pacific Expedition" says: "There is little doubt that the American race has inhabited our continent for a very long time. Although no finds have been made that establish its geological antiquity beyond cavil we have good reason to believe that man inhabited this continent at a very early time. The principal foundation for this belief is the existence of well marked varieties of the American race, the establishment of which must have occupied a long period. The general characteristics of the race are fairly uniform. The smooth dark hair; the broad heavy face; large nose and rather full mouth, are common to all the natives of America. But nevertheless a number of distinct types have developed differing in color of skin, in form of head and of face, and in proportions of the body. The difference in these types show that a long period was necessary for their development. They cannot be explained as due to the mixture of different races, because they all

partake of the general characteristics of the American race, and because the members of each type show a remarkable degree of uniformity."

Father Morice, who lived and worked for many years amongst the Indians in New Caledonia, classifies the native inhabitants of that district into four different tribes; the Sekanais, on the West slope of the Rocky Mountains; the Babines, around Babine Lake and in the Buckley Valley; the Carriers, between Stuart Lake and Alexandria on the Fraser, and the Chilcotins, occupying the valley of the River of that name. In describing their various characteristics he says: "These tribes, though all belonging to the same ethnic group of aborigines, differ not a little as regards language, manners and customs, and even physical appearance. Thus the Sekanais, for instance, are slender and bony, with fairly delicate features, very small eyes, and thin lips. The Carriers are stouter and more heavily built, with coarser traits, thicker lips, and quite large eyes. The Babines and Chilcotins are shorter than the Carriers, with broader shoulders and, the former at least, with even thicker lips and flattish faces These four or five tribes form what we call the Western Denes. They have all very black and straight hair, dark eyes, small hands and feet, and a complexion, as a rule, fairer than their heterogeneous neighbors, the Shushwaps These tribes concurred in their religious ideas. They believed in a future world, and had some confused notions of a Supreme Being who governed the universe through the instrumentality of spirits, whose object was to protect or injure the

individual. " As to their origin Morice says: "All we are prepared to state, after a careful survey of their languages, manners and customs, is that; 1st. They are undoubtedly of a mixed origin; 2nd. They have come from the north-north West; 3rd. They had, in their early history, commerce, perhaps through intermarriage, with people of Jewish persuasion or origin. "

James Deans, who has spent many years amongst the natives of the West Coast has written a very interesting little Book, entitled "Tales from the Totems of the Hidery". According to this authority these people, whose original home was on the Queen Charlotte Islands, believed in a Supreme Being: "Under the name of Ne-kilst-lass he was the originator and perfecter of all good. By other names he was known as the originator of all evil. He had no beginning, neither will he have an end. In the shape of a raven before this world existed, he brooded over the intense darkness, until after eons of ages, by the constant flappings of his wings, he beat down the darkness into solid earth."

Franz Boaz, whose name has been already mentioned, describes some of the religious beliefs of the Bella-Coola Indians as follows: "The Bella-Coola believe that there are five worlds, one above another. The middle one is our own world, the earth. Above it, are spanned two heavens; while below it there are two underworlds. In the upper heaven resides the Supreme Deity, a woman who interferes comparatively little with the fates of mankind. In the centre of the lower heaven; that is in the zenith, stands the house of the Gods, in which reside the Sun and all other deities. Our own

earth is an island swimming in the ocean. The underworld is inhabited by the ghosts, who are at liberty to return to heaven, whence they may be sent down again to our earth. The ghosts who die a second death sink to the lowest world from which there is no return. Our world is an island swimming in the boundless ocean. In the far east is a giant sitting with legs apart He holds a long stone bar in his outstretched hands. The earth is fastened to this stone by means of two stone ropes. Sometimes he gets tired and moves his hands to take better hold of the stone bar. Then we have an earthquake..... When he moves our earth westward, we have epidemics. When he moves it eastward, all sickness disappears. In the ocean lives a being who twice every day swallows the water of the sea and gives it forth again. This is the cause of the tides."

James Teit, who was also connected with the Jesup Expedition, and who for many years lived at Spences Bridge among the Thompson River Indians, gives us the following very interesting summary of their ethical teachings: # "It is bad to steal. People will despise you and say you are poor. They will laugh at you and will not live with you. They will not trust you. They will call you thief.

It is bad to be unvirtuous. You will make your friends ashamed. You and your friends will be laughed and gossiped about. No man will want you for his wife. You will always be poor. They will call you foolish.

It is bad to lie. People will laugh at you, and, when you speak, will take no notice of you. No one

#Publications of the Jesup North Pacific Expedition -Bcaz.

will believe what you say. They will call you liar.

It is bad to be lazy. You will always be poor, and no woman will care for you. You will have few clothes. They will call you lazy one.

It is bad to commit adultery. People will laugh at you and gossip about you. Your friends and children will be ashamed, and people will laugh at them. Your husband will disgrace you or divorce you. Other men may be afraid to take you to wife. Harm may befall you. They will call you adulterer.

It is bad to boast if you are not great. People will dislike you and laugh at you if you cannot do what you say. Men versed in mystery may test you and kill you. People will call you coyote or will say you are proud of yourself or vain.

It is bad to be cowardly. People will laugh at you, insult you, and mock you. They will point their fingers at you. They will impose on you. They will trade with you without paying. No one will honor you or be afraid of you. They will call you woman and coward. Women will not want you.

It is bad to borrow often. People will laugh at and gossip about you. They will get tired of you. They will say you are indigent or poor. They will say you have nothing. They will laugh at your wife for staying with you. They will find fault with you. They will call you pauper.

It is bad to be inhospitable, or stingy. People will be stingy to you, will shun you, and will not visit you. They will gossip about you, and call you stingy. You will be poor.

It is bad to be quarrelsome. People will not deal with you. They will avoid you. They will dislike you. Your wives will dislike or leave you. You will be called bad, family quarreller, angry one, Etc.

It is good to be pure, cleanly, honest, truthful, brave, friendly, hospitable, energetic, bold, virtuous, liberal, kind-hearted to friends, diligent, independent, modest, affable, social, charitable, religious, or worshipful, warlike, honourable, stout-hearted, grateful, faithful, revengeful to enemies, industrious."

The Indian mind is highly imaginative, and although the vocabulary of their language is comparatively limited, their public speeches on occasions are wonderful for their simple eloquence. One example will suffice: In 1841 Samuel Black, a Hudson Bay official in command of Fort Kamloops, had been killed by a nephew of a Shushwap Chief, who had died, as the Indians believed, from the evil effects of the white man's magic. Great excitement followed and many of the Indians themselves joined in the demand that the murderer be given up. Chief Nicola, of the Okaanagans, at a large gathering addressed the people as follows:

"The winter is cold; on all the hills around the deer are plenty; and yet I hear your children crying for food. Why is this? You ask for powder and ball, they refuse you with a scowl. Why do the white men let your children starve? Look there. Beneath yon mound of earth lies him who was your friend, your Father. The powder and ball he gave you that you might get food for your famishing wives and children, you turned against him.

Great Heavens. And are the Shushwaps such cowards, dastardly to shoot their benefactor in the back while his face was turned? Yes, alas, you have killed your Father - A mountain has fallen - The earth is shaken - the Sun is darkened - My heart is sad. I cannot look at myself in the glass, I cannot look at you, my neighbors and friends. He is dead and we poor Indians shall never see his like again. He was just and generous. His heart was larger than yonder mountain, and clearer than the waters of the Lake. Warriors do not weep, but sore is my Breast, and our wives shall wail for him - wherefore did you kill him? But you did not - You loved him - And now you must not rest until you have brought to justice his murderer."

The above account is taken from Dr. Bryce's "History of the Hudson Bay Company", and the author goes on to say that the murderer was quickly produced.

And now the days of Indian glory are forever past. In British Columbia they are, for the most part, collected into a number of bands, living on Reserves and under the protection of the Government. As a conquered race they have lost many of their characteristics which gave them a sort of glamour, which compelled admiration. There are still some people who say that the only good Indian is a dead Indian; but let us be more charitable. Dr. Franklin in his essay on the North American Savages says: "Savages we call them, because their manners differ from ours, which we think the perfection of civility; they think the same of theirs. Perhaps, if we would examine the manners of different nations with impartiality, we should find no people so rude as to be without any rules of politeness: nor any so polite as not to have some remains of rudeness."

THE COLONIAL PERIOD.

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The Colonial period extended from the year 1849, when Vancouver Island was made a Colony, to 1871 when British Columbia was made a province of the Dominion of Canada. The History of North America shows that no territory can long remain rich in furs after the advent of permanent settlers. It may seem strange therefore at first thought that formal steps towards the establishing of a British Colony on the North West Pacific Coast should have been first taken by the Hudson Bay Company. The reason, however, is not hard to find. After the rush of settlers to Oregon it was clear to those who were acquainted with conditions on the Coast that the tide of settlement must very soon flow northward, and it was shrewdly concluded by the Directors of the Hudson Bay Company that they could best serve their own interests by not appearing to oppose colonization, which now seemed to be inevitable, but by securing a monopoly which would give them power to direct and retard the bringing in of settlers. Accordingly a request was made to the British Government by the Hudson Bay Company to undertake the work of colonizing the whole of their territory in Canada.

The negotiations which followed met with considerable opposition in Parliament, but they finally resulted in an agreement which gave the Company the

control of the whole of Vancouver Island. By the terms of the grant, for which the Imperial Government was to receive a nominal sum of seven shillings per annum, the Hudson Bay Company were bound to establish an English Colony on the Island within five years. Land was to be sold to the colonists at a reasonable price, and the proceeds of sales, after allowing a commission of ten per cent were to be applied towards colonization and improvements. The Company was requested to report progress every two years. It was also stipulated that the Government reserved the right to cancel the agreement if the company failed to carry out their part of the contract.

The first inducements offered by the Company to prospective colonists were not calculated to be of a very encouraging nature. The price of land was quoted at one pound per acre, and moreover for every hundred acres so purchased the buyer was required to bring out, at his own expense, three families or six single settlers to the Colony. The first colonist to arrive in 1849 was W. Colquhoun Grant, who brought with him a party of eight others. After an inspection of the district he chose a location at the head of Sooke Harbor, about twenty miles from Victoria. Among other arrivals this first year were the Muir family, brought out from Scotland as experienced coal miners. They first went to Fort Rupert, a post which had just been established that same year, chiefly to protect the Coal deposits which had lately been discovered there and which the Company proposed to develop. This Fort was soon abandoned and two years later the Muirs moved to Nanaimo where the prospects for the coal industry were brighter. The Fort of Nanaimo was founded the next year, 1852, and from that day to the present Nanaimo has been the chief coal centre on the whole coast.

Now that the machinery was set in motion for bringing out settlers, the next natural step on the part of the British Parliament was to provide for the proper government of the new Colony. The suggestion to appoint Chief Factor Douglas to this position was rejected and the first Commission as Governor of Vancouver Island was granted to Richard Blanchard. The Hudson Bay Company, although they discreetly offered no opposition to this appointment, did not intend that the arrival of the new official should in any way conflict with their interests or interfere with their plans.

On Blanchard's arrival in Victoria in March, 1850, he proceeded to the Fort, and there with the dignity that the occasion demanded the proclamation of the New Governor was read. As no accommodation had been prepared for Blanchard's residence he had to return to his ship's quarters, and thereafter for some time Government House, was wherever the good ship "Driver" happened to be. Shortly after his arrival Blanchard undertook a trip of inspection to Fort Rupert and other points of interest, but after his return to Victoria he soon began to realize how undesirable was his position. He had understood that he was to receive for salary a grant of one thousand acres of land, but he was informed by Douglas that this land was not to be actually conveyed to him but was simply reserved for his temporary use as Governor. Further, although the Company was expected to pay all expenses of civil and military establishments in the Colony during peace, they would not expend anything towards fitting up a residence for the Governor or providing him with clerical or other assistance. In fact they practically ignored him and, although they did not seek an open quarrel, they gave

him to understand that he was regarded only as a figurehead. This state of affairs could not last long, and after remaining a little over a year, Blanchard, sick at heart and disgusted, sent in his resignation. Before leaving for England, on the request of a petition signed by the independent settlers in the District, Blanchard nominated a provisional Council, consisting of Douglas, Cooper, and Tod, who were to act until the appointment of a new Governor.

In the same year that Blanchard resigned his office Douglas was appointed as Governor in his place. The decision to vest the authority of the Crown in the chief official of the Hudson Bay Company was theoretically open to serious criticism, but practically it was the best selection that could be made for the time being. Indeed there was no one else that could have satisfactorily filled the place. Douglas was competent, and well acquainted with the conditions of the country. He had absolute control over all other officials and servants of the Hudson Bay Company and had almost as much influence over the Indians. Moreover at this time there was little need for the machinery of Government, and the title as Governor was useful chiefly to symbolize the Supreme authority of the Crown.

For the next few years there were few features of interest. With the appointment of Douglas as Governor the monopoly of the Hudson Bay Company seemed to be as complete as could be desired. Little or no attention was paid to colonization, and so strongly were the company entrenched that at the end of their first five year term in 1854 they had little difficulty in securing a renewal

of their grant for another term of five years. Douglas continued his Council of Advisors appointed by Blanchard, the name of Finlayson being also added, but these advisors had few duties to perform or responsibilities to bear as Douglas filled the position of an undisputed autocrat.

In the year 1853 there were four hundred and fifty settlers on the Island of whom about three hundred were at Victoria, and the balance at Nanaimo and Port Rupert. Up to that time about twenty thousand acres of land had been applied for, over half of which was for officials of the Hudson Bay Company. For the first few years the only provision made for the judicial needs of the Colony was the appointment by Blanchard of Dr. Helmcken as Justice of the Peace. In 1853 However David Cameron of Nanaimo was appointed the first Chief Justice.

It was in 1856 that events began to happen which were important on account of their far reaching consequences. In this year steps were taken by the Home Parliament for the establishment of representative government in Vancouver Island. Although the Governor's commission made provision for the summoning of a representative assembly, yet the Crown had for seven years granted Douglas the privilege of dispensing with this cumbersome machinery and had allowed him to carry on his duties as governor aided only by his advisory council. The legality of this method of procedure raised some doubt in the minds of the Home authorities, and if for no other reason than to validate all former acts, it was decided to ask Douglas to take immediate steps to call together a representative Assembly.

The proposal was distasteful to Douglas, as it meant a great deal more work, and, besides it was not likely to benefit the interests of the Company, but realizing that opposition was useless he called together his Council and issued a proclamation dividing the Colony into four electoral districts as follows: Victoria, Esquimalt, Nanaimo and Sooke. Elections were soon held and the following had the honor of being members of the first legislative assembly of Vancouver Island: J.D. Pemberton, James Yates and E.E. Langford for Victoria; J.S. Helmcken and Thomas Skinner for Esquimalt District; John Muir, Sooke District; and John F. Kennedy, Nanaimo District. Dr. Helmcken was chosen speaker when the first Assembly met on August 12th, 1856. The inaugural speech from the throne on that occasion is interesting, apart from its historical nature, because it admirably outlines the status of the young colony and states the various problems that had to be faced. The address was as follows:

"Gentlemen of the Legislative Council and of the House of Assembly, I congratulate you most sincerely on this memorable occasion - the meeting in full convention of the General Assembly of Vancouver Island, an event fraught with consequences of the utmost importance to its present and future inhabitants, and remarkable as the first instance of representative institutions being granted in the infancy of a British Colony. The History and actual position of this Colony are marked by many other remarkable circumstances. Called into existence by an Act of the Supreme Government, immediately after the discovery of gold in California, it has maintained an arduous and incessant

History of British Columbia - Alexander Begg.

struggle with the disorganizing effects on labor of that discovery. Remote from every other British settlement, with its commerce trammelled, and met by restrictive duties on every side, its trade and resources remain undeveloped. Self-supporting, and defraying all the expenses of its own government, it presents a striking contrast to every other colony in the British empire, and, like the native pines of its storm-beaten promontories, it has acquired a slow but hardy growth. Its future growth must, under Providence, in a great measure depend on the intelligence, industry and enterprise of its inhabitants, and upon the legislative wisdom of this Assembly.

"Gentlemen I look forward with confidence and satisfaction to the aid and support which the executive power may in the future expect to derive from your local experience and knowledge of the wishes of the people and the wants of the country. I feel assured that as public men, holding a solemn and momentous trust, you will, as a governing principle, strive with one accord to promote the true and substantial interests of the country; and that our legislative labors will be distinguished alike by prudence, temperance, and justice to all classes.

"Gentlemen, I am happy to inform you that Her Majesty's Government continues to express the most lively interest in the progress and welfare of this Colony. Negotiations are now pending with the Government of the United States, which may probably terminate in an extension of the reciprocity treaty to Vancouver Island. To show the commercial advantages connected with that treaty, I will just mention that an impost of thirty pounds is levied on every hundred pounds of British produce which is now

sent to San Francisco or to any other American port. The reciprocity treaty utterly abolishes these fearful imposts, and establishes a system of free trade in the produce of British Colonies. The effects of that measure in developing the trade and natural resources of the Colony can, therefore, be hardly over-estimated. The coal, the timber, and the productive fisheries of Vancouver Island will assume a value before unknown while every branch of trade will start into activity and become the means of pouring wealth into the country. So unbounded is the reliance which I place in the enterprise and intelligence possessed by the people of this Colony, and in the advantages of their geographical position, that with equal rights and a fair field, I think they may enter into a successful competition with the people of any other country. The extension of the reciprocity treaty to this island once gained, the interests of the Colony will become inseparably connected with the principles of free trade, a system which I think it will be sound policy on our part to encourage.

"Gentlemen, the Colony has been visited this year by a large party of northern Indians, and their presence has excited in our minds a not unreasonable degree of alarm. Through the blessing of God they have been kept from committing acts of open violence, and been quiet and orderly in their deportment; yet the presence of large bodies of armed savages who have never felt the restraining influences of moral and religious training, and who are accustomed to follow the impulses of their own evil natures more than the dictation of reason and justice, gives rise to a feeling of insecurity which must exist as long as the

Colony remains without military protection, Her Majesty's Government, ever alive to the dangers which beset the Colony, have arranged with the Lords Commissioners of the Admiralty that the "President" frigate should be sent to Vancouver Island, and the measure will, I have no doubt, be carried into effect without delay. I shall, nevertheless, continue to conciliate the good-will of the native Indian tribes by treating them with justice and forbearance, and by rigidly protecting their civil and agrarian rights. Many cogent reasons of humanity, and sound policy recommend that course to our attention, and I shall therefore rely upon your support in carrying such measures into effect. We know, from our own experience, that the friendliness of the natives is at all times useful, while it is no less certain that their enmity may become more disastrous than any other calamity to which the Colony is directly exposed.

"Gentlemen of the House of Assembly, according to constitutional usage you must originate all money bills. It is therefore your special province to consider the ways and means of defraying the ordinary expenses of the Government, either by levying a customs duty on imports, or by a system of direct taxation. The poverty of the country and the limited means of a population struggling against the pressure of numberless privations, must necessarily restrict the amount of taxation; it should, therefore, be our constant study to regulate the public expenditure according to the means of the country, and to live strictly within our income. The common error of running into speculative improvements, entailing debts upon the Colony for a very uncertain advantage, should be carefully avoided. The

demands upon the public revenue will, at present, chiefly arise from the improvement of the country, and providing for the education of the young, the erection of places for public worship, the defence of the country, and the administration of justice.

"Gentlemen, I feel, in all its force, the responsibility now resting with us. The interests and well-being of thousands yet unborn may be affected by our decisions, and they will reverence or condemn our acts according as they are found to influence, for good or evil, the events of the future.

"Gentlemen, of the House of Assembly, I appoint Chief Justice Cameron to administer the oath of allegiance to the members of your House, and to receive your declarations of qualification; you may then proceed to choose a Speaker and to appoint the officers necessary for the proper conduct of the business of the House.

James Douglas, Governor."

The introduction of representative government in the new Colony did not, however, immediately affect the conditions of the independent settlers there, who still complained against the burdens they were forced to bear under the Hudson Bay monopoly. #Douglas, the Governor, was the Company's factor-in-chief. Work, Finlayson and Tod, who made up the Council, were respectively chief factor, chief trader and ancient pensioner of the Company. The seven members of the House were no less of the monopoly. Helmcken, the Speaker, was the Company's staff doctor.

#Life of Sir James Douglas - Coats and Cosnell.

Pemberton was its surveyor general; and MacKay was its clerk. Muir and Kennedy were retired servants. Yates was its beneficiary; and Skinner was an agent of the Puget Sound Company. Cameron, the Chief Justice, was the brother-in-law of Douglas, and Anderson the Collector of Duties, was a retired Chief-trader." It is no wonder therefore that the interests of the Company for the time being remained paramount on Vancouver Island, and its officials were able to conduct their affairs in their own way without interference.

The event which eventually stripped the Hudson Bay Company of its monopoly on both Vancouver Island and the mainland was the discovery of gold on the Fraser River, and the consequent stampede of thousands of miners from California and other places to the rich diggings. Such a sudden influx of miners into a country where the only British authority was that vested in the Hudson Bay Company created a new condition of affairs, and Douglas, anxious to maintain British supremacy, though acting without instructions or precedent, at the outset issued a proclamation declaring that all gold in its natural place of deposit belonged to the Crown, and therefore no person had a right to dig or prospect for it or take it away without a licence. The fee for such licence was at first fixed at ten shillings a month, but was later raised to twenty one shillings. The immediate effect of this action, which was not questioned by the miners, was to cause a great influx of people to Victoria where the licence was procurable. The date of the big rush was in the summer of 1858, when it is estimated that between 20,000 and 25,000 persons passed through Victoria. As in every great gold

stampede people of every description joined the throng. Most of them came from California, and San Francisco was threatened with bankruptcy. Victoria, since that day to the present has not seen such a boom. Everything rose to famine prices; flour was sold at \$30 a barrel, lumber rose to \$100 a thousand feet, and lots brought \$1000 a foot frontage. The port of Victoria became the chief shipping centre on the Coast and its docks, crowded with merchandise, were a scene of constant activity.

It was clear to the Hudson Bay Company that with the tide of immigration pouring in to the Fraser River country, they could not hope to hold their right of exclusive trade with the Indians on the mainland. To precipitate matters, a commission had been appointed by the British Government in 1857 to investigate the conditions of territories in Canada which were under the jurisdiction of the Hudson Bay Company and over which they held exclusive trading licences. The result of the enquiry was not favorable to the Hudson Bay Company, and as far as Vancouver Island was concerned, it was recommended that the lease to the Company should terminate at the end of the present term, which would be in 1859. This recommendation was carried out.

Of no less importance was the decision to revoke the Company's exclusive licence on the mainland west of the Rocky Mountains. Accordingly in 1858 an Act was passed providing for the Government of the mainland of British Columbia. The territory to be included in the new Colony was to extend from the 49th. parallel north to the Maas and Finlay Rivers, and from the Rocky Mountains to the

Sea, including the Queen Charlotte and other adjacent Islands except Vancouver Island, which was to remain a separate Colony. Douglas was asked to accept the position as Governor of both Colonies, but a condition was imposed that he should sever his connection with the Hudson Bay Company, to which he agreed. From this time henceforth Douglas ruled as an independent governor, and the Hudson Bay Company, although it remained a powerful factor in the development of the country, was no longer entitled to privileges of any kind that were not shared in common by all other private trading enterprises.

At the date of the establishment of the new Colony British Columbia, as it was named, the population was of such a migratory nature, and conditions generally were so unsettled, that the time was not considered opportune for the introduction of representative government. The control of the young Colony was therefore left almost solely in the hands of Governor Douglas, although he had for his guidance a wealth of correspondence from the Colonial Secretary in England which enabled him to govern the new territory in accordance with the wishes of the Home Government.

It was not intended however, that Douglas should continue to hold his autocratic position any longer than was absolutely necessary. At the outset he was advised to choose for himself an advisory council, and in doing so to select the best and most influential men regardless of nationality. To quote from an early despatch sent by the Colonial Secretary : "#1 wish to impress upon you the necessity of seeking; by all legitimate

#History of British Columbia - Alexander Begg.

means, to secure the confidence and good will of the immigrants, and to exhibit no jealousy whatever of Americans or other foreigners who may enter the country ... In the meanwhile it will be advisable for you to ascertain what Americans resorting to the diggings enjoy the most influence or popular esteem, and you should open with them a frank and friendly communication as to the best means of preserving order and securing the interests and peace of the Colony. It may be deserving of your consideration, whether there may not be found already amongst the immigrants, both British and foreign, some persons whom you could immediately form into a council of advice; men whom, if an elective council were ultimately established in the Colony, the immigrants themselves would be likely to elect, and who might be able to render you valuable assistance until the machinery of government was perfected ... You will keep steadily in view that it is the desire of this country that representative institutions and self government should prevail in British Columbia, when by the growth of a fixed population materials for these institutions shall be known to exist, and to that object, you must from the commencement aim and shape all your policy."

It is almost unnecessary to say that Douglas carried out his instructions with faithfulness and won for himself the esteem of his people and also of the Colonial Secretary who expressed his appreciation in a concluding paragraph of one of his many letters, as follows: # "I cannot conclude without a cordial expression of my sympathy in the difficulties you have encountered, and of my sense of the

#History of British Columbia - Alexander Begg.

ability, the readiness of resource, the wise and manly temper of conciliation which you have so signally displayed; and I doubt not that you will continue to show the same vigor and the same discretion in its exercise; and you may rely with confidence on whatever support and aid Her Majesty's Government can afford you."

The ceremonies which marked the legislative birthday of British Columbia were enacted on November 19th, 1858 at Port Langley, the presumptive capital of the New Colony. Matthew Baillie Bagbie, who had just been sent out from England, was at this time also formally installed in his office as Chief Justice of British Columbia. After the necessary oaths of office had been administered to His Excellency several proclamations were read: one, citing the Act by which the Colony was established; another indemnifying all officers of the Government from any previous irregularities, a third proclaiming English law in force, and lastly the proclamation in regard to the cancellation of exclusive privileges formerly held by the Hudson Bay Company.

The appointment of Chief Justice Bagbie was indeed an important provision made by the Home Government for the new Colony. He immediately became a valuable assistant to Douglas for, in addition to his judicial duties, he was instructed to assist in the framing of laws and looking after other details that are usually delegated to an attorney general. Until his death in 1894 Bagbie, from sheer force of character and stern devotion to duty continued to exercise a most potent influence on the

affairs of the young Colony, and to him more than probably any other man was due the enactment of healthful ordinances and the prosecution of wrong doers which insured the degree of peace and order which this new country in those days enjoyed.

The following story is told of Begbie, which, although we cannot vouch for its authenticity, serves to illustrate his eccentric nature. A prisoner was once brought before him charged with having killed another man with a sandbag. The evidence was conclusive, and the judge charged the jury accordingly, but a verdict of "not guilty" was promptly brought in. The judge was astonished. "Gentlemen of the Jury", he said, "this is your verdict, not mine. On your conscience the disgrace will rest, many repetitions of such conduct as yours will make trial by jury a horrible farce and the City of Victoria a nest of crime. Go - I have nothing more to say to you." And then turning to the prisoner: "You are discharged. Go and sandbag some of those jurymen, they deserve it."

As the new Colony was known to be exceptionally rich in material resources, including fertile lands, a magnificent system of harbours and waterways, and enormous wealth of timber and minerals it was confidently hoped and expected that the country would be self supporting. Moderate duties were imposed on beer, spirits, and other imports usually subject to such taxations, and the treasury funds were further considerably increased by the sale of Town Lots held by the Crown. At Langley, the proposed capital of the Colony, the proceeds from a two

days' sale amounted to \$68,000, the lots bringing from \$100 to \$750 each, according to location.

One of the most useful and satisfactory provisions made by the Home Government for the young Colony was the sending out of a party of Royal Engineers to survey lands for settlement, to open up roads, to select townsites, and also to serve to some extent as a military protection to the new District. Colonel Moody, who was placed in command of this party, was also given the office of Chief Commissioner of Lands and Works, and it was his duty to look after all surveys and public works, but always under the supreme authority of the Governor. With regard to his military duties Colonel Moody was warned to use his utmost caution. # "No soldiers", wrote the Colonial Secretary, "are likely to be more popular than the Royal Engineers, partly, let me hope, from their military discipline and good character, and partly from the civil nature of their duties in clearing the headway for civilization. Thus if not ostentatiously setting forth its purely military character, the force at your command, will, nevertheless, when the occasion may need its demonstration, do its duty as soldiers no less than as surveyors."

In the Year Book of British Columbia, 1911, the author, R.E. Gosnell, speaks of the work of this body of experts as follows: "The Royal Engineers did excellent work in building roads and bridges and in surveying and making other public improvements. Among other important undertakings the Cariboo wagon road was begun by them from Yale and in a large measure constructed by them or under

#Life of Sir James Douglas - Coats and Gosnell.

supervision. This was a project which reflected the highest credit upon all who were indetified with it, both as illustrations of engineering skill and of enterprise and public spirit on the part of the young colony. Indeed, Sir James Douglas, to whom a large share of credit is due, has been described as a "King of Roads". Road building was not only a part of his policy, but it was the distinguishing feature. It was to him, along with his surveyor general, the late J.D. Pemberton, the people of the southern end of Vancouver Island owe the splendid network of good highways they enjoy."

In 1859 Colonel Moody decided Langley was not a desirable place for a capital as it was too far up the river to accommodate large vessels, and after making a careful examination of the banks of the Fraser farther down chose a new site where New Westminster now stands. Accordingly a survey was made and another sale of lots was advertised. Those who had purchased lots in Langley were allowed to exchange them for lots in New Westminster or Queensborough, as it was first named.

The year following the survey of New Westminster was marked by the beginning of British Columbia's second great gold rush. The rich placers of the Lower Fraser, which caused so much excitement in 1858, did not last long, but hardly prospectors fought their way farther and farther into the interior and in the year 1860 important discoveries were made in the Cariboo District. This new gold field was located in the very heart of New Caledonia and may be roughly described as the plateau lying between the Thompson and

Fraser Rivers. It was to afford means of communication with this region that the famous Cariboo Trail was built, as already mentioned. For several years Cariboo gold was shipped out in unabated quantities. The primitive devices employed at Hope and Yale on the Fraser were supplanted by more modern methods and the business of mining took on a more permanent aspect. In the first seven years of operations in Cariboo this District produced an aggregate amount of ore totalling in value twenty five millions of dollars.

One subject of great interest during the Colonial Period was the dispute between England and the United States over the possession of the Island of San Juan. The Oregon Treaty of 1846 defined the boundary between Canada and the United States along the 49th, parallel to the coast, and thence westwards to the middle of the Gulf of Georgia from which point it was to run southwards through the channel which separates the Continent from Vancouver Island. In 1856 commissioners were appointed by both countries to definitely locate this boundary line but difficulties were encountered in marking the water channel. The United States Commissioners claimed that Haro Strait should be the dividing channel while the English Agents contended that Rosario Strait, which was nearer the mainland, was the proper boundary. Between these two channels were three islands of importance, San Juan, Orcas and Lopez, the ownership of which would be affected by the settlement of the dispute. After considerable discussion the British authorities, without abandoning their original claim, suggested as a compromise that a middle channel which was found to be navigable, should be chosen. This

would have given Orcas and Lopez Islands to the States, and San Juan to England, but the United States refused to agree. The Island of San Juan had been occupied since 1843 by the Hudson Bay Company, and at the time of this dispute had there a stock of five thousand sheep, besides a number of horses, cattle and hogs; title to the Island was therefore claimed by Great Britain by right of first occupation.

In 1854 Mr. Ebey, a Collector of Customs for the United States visited San Juan for the purpose of collecting duties. Mr. Griffin, who was in charge of the Hudson Bay Company's property, refused to acknowledge Ebey's authority and asserted that the Island belonged to the Colony of Vancouver Island. The next year a number of sheep belonging to the Hudson Bay Company were seized and sold for taxes, but such extreme proceedings in territories under dispute were disapproved of by the United States authorities.

In 1859 the population of San Juan consisted of nineteen men in the employ of the Hudson Bay Company, and twenty one squatters claiming to be citizens of the United States. In this year a trifling incident occurred which but for the forbearance of Douglas might have resulted in direful consequences. One of the squatters, Cutler, by name, shot a hog, belonging to the Hudson Bay Company, for trespassing on his land. Mr. Griffin demanded payment for the animal but was indignantly refused. The affair aroused considerable excitement and was reported to Governor Douglas. Just at this time General Harney, a United States Officer, visited San Juan, and Cutler and his friends poured into his ears a tale of their imaginary woes, and presented to him a petition, asking for military protection. Harney a

bellicose officer who had for several years been employed in fighting and suppressing Indians in the Western States was spoiling for a quarrel and without consulting either British or Washington authorities, undertook on his own authority, to despatch from Fort Bellingham a force of troops under Captain Pickett to occupy the Island.

The complaints made by the United States settlers in their petition to General Harney were false and received an unqualified denial from Douglas. As there were a sufficient number of British war vessels at Esquimalt at the time to blockade the harbor at San Juan, the excitement in Victoria was intense, but Douglas acted with forbearance, and did all in his power to prevent an open eruption. Meanwhile General Harney continued his warlike preparations until, as he stated in one of his despatches, he had on the Island under Colonel Cassey a force of 461 men with eight 32 pounders.

When news of the affair, however, were brought to the attention of the United States authorities at Washington, Harney's actions were disapproved and the general was relieved of his command. General Scott succeeded Harney in Washington and, after more friendly negotiations were conducted between him and Douglas, consented to a joint occupation of San Juan for the time being. The decision of the dispute was afterwards submitted to the German Emperor as arbitrator, who in 1872 gave his decision in favor of the United States.

To return to the question of constitutional growth of the new Colony there was an agitation started in 1861 on the mainland advocating the establishment of representative government in British Columbia and also

the appointment of a resident Governor there, entirely unconnected with Vancouver Island. In discussing the question Douglas stated his views in a communication to the Colonial Secretary as follows : # "I am decidedly of opinion, that there is not as yet, a sufficient basis of population or property in the Colony to institute a sound system of self government. The British element is small, and there is absolutely neither a manufacturing or farmer class; there are no landed proprietors, except holders of building lots in towns; no producers, except miners, the general population apart from New Westminster, being the traders settled in the several inland towns, from which the miners obtain their supplies. It would, I conceive, be unwise to commit the work of legislation to persons so situated, having nothing at stake and no real vested interest in the Colony."

It was the wish of the Home Government that the two Colonies should be governed by one Legislative Assembly, as it was thought that in that way economy and efficiency would be promoted, but the feeling in British Columbia was so strongly opposed to such a method that, they were finally granted their wish and in 1864 their first Legislature was convened. This Assembly was not a wholly representative body, but the compromise adopted was a step in that direction. The power of selecting the Legislative Council was left in the hands of the Governor, but he was instructed to so exercise this power that the men chosen would be as nearly as possible representative men. It was suggested that one third should consist of the executive, one third to be selected from the magistrates in the various districts, and the balance selected by the people.

#History of British Columbia - Alexander Begg.

The organization of this first Parliament of the mainland Colony was the last important act of Douglas, as Governor. On his retirement from official life he was honored by many numerous popular demonstrations of good will and esteem, and as a further reward for his services he had conferred upon him the distinction of knighthood. He was succeeded by Arthur Edward Kennedy as Governor of Vancouver Island, and Frederick Seymour as Governor of British Columbia.

For three years following the appointment of Governor Kennedy the chief question which interested the Colony of Vancouver Island was that of annexation with the mainland. It was argued that such an event, besides being more economical, would strengthen and enhance the prosperity of both Colonies. At first the idea however was not regarded with much enthusiasm by the people on the mainland. With the opening up of the rich Cariboo District and later the Kootenay gold fields, the development of the mainland territory was growing by leaps and bounds. The Dewdney Trail was constructed through the Southern interior across three ranges of mountains (from the Lower Fraser River to Kootenay Pass); telegraphic communications were established in Westminster with the whole of the United States and Canada, and it is little wonder that the Colony was satisfied to let things go on as they were. From the first the scheme of uniting the two colonies under one government was advised and urged by the Home Government but it was not until 1866 that both colonies agreed to the proposal. The chief opposition came from New Westminster as the residents of that town feared that Victoria, being the older and larger place, would be

selected as the permanent capital. This question of the Capital was wisely left in abeyance by the Act of Union, but the choice ultimately fell to the Island City, and in the following year 1867, the Legislature of British Columbia met for the first time in the City of Victoria.

The following year brought about the Confederation of the Dominion of Canada and then arose the question of the Union of the Colony of British Columbia with the rest of Canada, but the events which finally led up to this event in 1871 will be treated in the next chapter.

The history of the Colonial Period is largely a history of its greatest man James Douglas. It was not a period of responsible government but rather of autocratic rule. His extraordinary executive ability and his stern devotion to duty which he had learned from his experience in the Hudson Bay Company, together with his more personal qualities of resourcefulness, judgment and firmness made Douglas the successful "benevolent despot" that he was; but it was probably a recognition of his own limitations that made him choose to regard his public career as ended when the time came for the country to be governed through representative institutions. As Governor of the Colony he was no mere figure head. He ruled by Chief Factor methods, and could brook no interference of his will. #Above all, he had the power, both by nature and by training, of ruling men. He was the one man of his time and place of whom as much

#Life of James Douglas - Coats and Gosnell.

could be said. If, therefore, we shall find him often wrong in matters that lay beyond his experience; and while we shall have reason often to rejoice that the imperial curb was present in his administration; we shall never see him at a loss in any matter of the actual management of the Colony or without the courage of his convictions when he felt himself on ground which was his own. And that is indeed to praise him greatly. Confronted with an inrush of the most adventurous and irresponsible classes in the world, rough and ungovernable when they were not vicious, owning no law or authority save that of their own rude customs, and powerful enough to sweep all before them had they willed; the situation doubly embarrassed by the problem of the native races, - Douglas was able of his own prestige and personality, without jot or tittle of precedent whereon to base his action, to turn all to the upbuilding of the colony, establishing the law and sovereignty of Great Britain, firmly maintaining order, organizing the new community on terms that won the support and confidence, where they might have looked only for the enmity, of the wild and uncouth masses which made up the population, giving in short to the world at large the spectacle of a gold-field ruled as it was never ruled before, and laying the sure foundation of a greater community to be."

But great as was the achievement of Douglas in keeping in order and winning the esteem of a young nation of gold diggers, special mention should be made of the control which he exercised over the Indians. # "To the simple nature of the savage the gift of intuition has been added in unusual measure. No one more quickly recognizes

#Life of Sir James Douglas - Coats and Cosnell.

weakness; no one is readier to acknowledge superiority. To win the Indian's confidence and obedience requires not only constant tact and care, it has need of a courage never known to waver and of a strict integrity of purpose as the guiding principle in every action. Especially was this the case with the native races of British Columbia, who if less warlike than their kindred of the plains, ranked higher in all the moral qualities and were proverbial for their honesty, their hospitality and their chastity. Building upon the foundations which the Hudson Bay Company had established in forty years of intercourse, Douglas attained much more than the usual influence of trader and friend. He became, as they called him, their father, to whom under the slow and crushing weight of the white invader, they could look with the trustfulness of children to temper, if he could not turn aside, the bitterness of their fate. Thus by his personal authority he gained what under other circumstances might have cost the effusion of blood; and the Colony saw none of the outrages that for years held the Western States in terror. Fear may at the first have formed a portion of the awe which he inspired; but in the end it was the justice and the kindness of the governor that won their confidence. By nature crafty and suspicious, keen to resent intrusion, and reticent of their strongest feelings, they never for an instant questioned the perfect ascendancy which he had gained over their minds, even while they saw their lands despoiled before their eyes or snatched from their possession. Decimated though they had been by the vices and diseases of civilization, they were still,

in 1858, when they passed beneath the British Crown, at least as strong in numbers as the invaders who dispossessed them. To the man who by the patient work of years could hold in leash this formidable element, exasperated by a treatment which had often added insult to injury, the debt of the young community is not easily to be estimated."

CONFEDERATION PERIOD.

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The merging of the colony of British Columbia in the Confederation of the Eastern Provinces of Canada in 1871 marks the introduction into the former of a full measure of representative government, but the event was of even greater interest to the people of the Western Province because it brought with it the promise of the greatest industrial achievement in the whole history of Canada, the building of a transcontinental railroad.

Immediately after the Union in 1867 of the four provinces of Ontario, Quebec, New Brunswick and Nova Scotia, the question of the admission of British Columbia to the Dominion of Canada began to be discussed. In British Columbia itself considerable opposition to the proposal was for a time encountered from various factions; a small party advocated annexation with the United States, a host of office holders opposed it for personal reasons, and even Governor Seymour at first viewed the project with disfavor. However the prospect of obtaining overland communications with the East soon overcame all serious objections and when the British Columbia legislature met in 1870, Governor Anthony Musgrave, who had succeeded Seymour, had little trouble in bringing the

matter to a head' After a memorable debate terms of Union which would be considered acceptable to British Columbia were drafted, and forwarded to Ottawa for approval. A few months later news were received that the articles had been accepted, by the Federal Government, and a guarantee had been given that the railway would be constructed.

The Agreement of Union provided that the Dominion Government should assume all debts and liabilities of British Columbia, and as these were small compared with those of the other provinces when they were united, due allowance was made on that account. For the support of the Provincial Government the Dominion was to grant to the Province annually the sum of \$35,000, with an additional subsidy of 80¢ per head on an estimated population of 60,000, which sum was to be increased, pro rata, until the population reached 400,000. All salaries of the Lieutenant Governor, Judges, and all officials of the customs, post office, telegraph, fisheries, militia, marine and other Federal Departments were to be borne by the Dominion. Provision was also made for the building of a dry dock at Esquimalt, the Dominion agreeing to guarantee the payment of interest for ten years on a maximum sum of \$100,000 to be used for its construction. The new Province was to have three seats in the Senate and six in the Dominion House of Commons, and in regard to its own local government British Columbia was to retain its executive and legislature as before and until such time as she wished to make a change, when the Dominion Government agreed to consent to the introduction of fully responsible government. But the most important part of

the arrangement was that pertaining to the building of the transcontinental road. It was provided that within two years construction should be begun on a railway which should connect the sea board of British Columbia with the railway system of eastern Canada, the Province agreeing to give a large grant of land along the line of railway.

As soon as terms of Union had been agreed upon a representative was sent from British Columbia to England to secure the guarantee of the Imperial Government for the building of the railway, and also to make provision for a change in the constitution of the Colony.

In 1871 the Council of British Columbia formally ratified the terms of Union and immediately afterwards an Act was passed abolishing the Council and establishing in its stead a legislative Assembly to consist of twenty four members, to be elected by the people every four years. Thus it came about that the first Assembly in British Columbia subsequent to the Union was also the first in its history that all its members were elected by the popular vote of the people.

Everything now seemed to be clear sailing for the new Province but there were breakers ahead. Signing a contract for the building of a railway was one thing, but the carrying out of this gigantic task was an altogether different one, and British Columbia was doomed to many disappointments before the West was finally connected up with the East by a line of steel rails.

To the people of the Eastern Provinces the project was viewed with alarm, and although the Premier, John A. Macdonald, had a large majority in the house it was only with difficulty that the bill was passed, and then

only after a promise was given that the work would be undertaken by private capital, and the taxation of the country would not be increased thereby. To entice private capital to such an investment was however a different problem, and the result was that at the end of the two year period specified in the terms of Union for the commencement of construction practically no progress had been made. A private Company was organized by Sir Hugh Allen, and an Act was passed by the Dominion, granting to this Company a subsidy of \$30,000,000 in addition to a land grant of 50,000,000 acres. In connection with the organization of this Company opportunities for graft resulted in the famous Pacific Scandal and in the general public revolt over the affair both the Company and the Government went out of existence. Alexander MacKenzie succeeded MacDonald as Premier.

In the meantime British Columbia was manifesting considerable impatience over the failure of the Dominion to live up to its part of the Agreement and in the mass of correspondence which passed between the two governments much bitterness was expressed. In 1874 Mr. J.D. Edgar, afterwards Sir James Edgar, was sent out by the MacKenzie Government to endeavor to pacify the people of British Columbia but his mission only resulted in bringing the trouble to a head and the question was carried to the Home Government in England, the Hon. G.A. Walkem. Premier and Attorney General representing the Province. The award which was contained in what is known as the "Oarmarvon Terms" was distinctly favorable to British Columbia and required that the surveys for the road should be commenced immediately, and pushed forward with all possible vigor. As soon as

these surveys were completed a sum of \$2,000,000 was to be spent each year on construction of the road within the Province and by the end of 1890 the whole road was to be completed and open for traffic. A Telegraph Line and Wagon Road to aid in the work of construction was also to be immediately proceeded with. It was further provided that in accordance with the promise previously made by the former Premier a railroad should be built immediately from Esquimalt to Nanaimo as compensation for delay.

This latter provision proved a bone of contention between the Province and the Dominion. The most strenuous opposition was made in the Canadian Senate, it being argued that the original terms of Union did not require the building of any such line on Vancouver Island and if the work was to be carried out simply as a compensation for delay it was altogether too much to grant. Moreover the MacKenzie Government found objection to the selection of Esquimalt as the terminus of the Road as such a choice involved the expenditure of Seven or Eight million dollars for road construction on the Island, besides \$20,000,000 more for bridging the Seymour Narrows.

By 1876 practically nothing had been done on either the main line or the Vancouver Island section, neither was anything done on the Telegraph Line or the wagon road and the delay and uncertainty of the past few years caused a serious trade depression in the Province. The construction of two transcontinentals, the Northern Pacific and the Union Pacific, through American territory only aggravated the situation. The attitude of the Dominion Government seemed to be a total disregard of the "Carnarvon Terms", and the people of British Columbia in their deep disappointment talked seriously of secession

from the Confederation and of annexation with the United States.

At this stage of the controversy Lord Dufferin, the Governor General of Canada, paid a visit to the Pacific Coast, and although he failed to wholly establish harmony he succeeded by his tact in making the Province give more consideration to the almost insurperable difficulties with which the Dominion had to contend, and for a time the tension of the situation was relieved. It was only for a time, however, for the next two years proved as fruitless as the past and in 1878 the British Columbia Legislature made a formal threat of separation.

The dismal failure of the past few years was probably due chiefly to the feeling of timidity on the part of the Canadian Premier. Alexander MacKenzie was a man of thorough integrity but he lacked the breadth of vision and confidence in the future displayed by his predecessor. Moreover Canada was at this time keenly feeling the effects of a period of commercial depression, and when the former premier, John A MacDonalld, brought forward his "protection policy" in 1878 he was endorsed by the people, and was again elected prime minister of Canada.

The change marked the beginning of the end of the trouble. The work of surveying was now pushed forward with despatch. By 1880 the expenditure for surveys alone amounted to a total of over \$16,000,000 and British Columbia now in a more hopeful mood, authorized the conveyance to the Dominion of a belt of land extending twenty miles on either side of the line of railway, and the Federal Government were now successful in making arrangements with a Syndicate to undertake the completion of the road. This Syndicate was

composed of John S. Kennedy, of New York, Richard B. Angus and James J. Hill, of St. Paul, Morton, Rose and Company, of London, and John Reinach and Company of Paris. The Dominion Government agreed to build the portion of the western section between Kamloops and Burrard Inlet and the whole road was to be completed by the year 1891. The Syndicate were to receive a subsidy of twenty-five million dollars (\$25,000,000) in cash and twenty-five million (25,000,000) acres of land, and on the completion of the sections which were to be built by the Government the whole was to become the property of the Syndicate.

The route which had been selected for the most western portion of the road was by the valleys of the Thompson and Fraser Rivers, Port Moody, on Burrard Inlet, being chosen as the terminus. The task of bringing in supplies and material was enormous; on many portions of the route the cost of construction amounted to between Eighty thousand dollars and Two hundred thousand dollars per mile. In places along the Fraser River canyon men had to be lowered hundreds of feet by ropes over the edge of the precipice to blast out a foothold, but all these difficulties were overcome with marvellous skill, and so energetically was the work prosecuted that by the year 1885, just five years before the date required by the "Carnarvon Terms", the line of steel was completed which connected the Pacific with the Atlantic.

On October 27th, four directors of the Railway Company, Donald A. Smith, Sanford Fleming, W.C. Van Horne and G.R. Harris, left Montreal in their private car "Saskatchewan" bound for Port Moody on the Pacific. There still remained a gap of several miles

between the eastern and western sections where the rails had to be laid before a train could make the through trip, but the work was rushed with all possible speed and on the morning of November 7th, at Craigellachie, one hundred miles east of Kamloops, the last rail was put in place. The driving of the last spike was performed with due ceremony, Sir Donald A. Smith, the senior director, being chosen to wield the sledge hammer. The occasion was no ordinary one, it marked the completion of a Herculean task, which had been marked by numerous failures and which had been carried on in the teeth of almost insuperable difficulties. Hundreds of workmen and engineers were present and when all was over such a cheer was raised as had never before startled the solitude of that wilderness of mountains. A few minutes later the conductor shouted "All aboard for the Pacific" and the train proceeded on its western journey, reaching Port Moody the next morning.

The selection of Port Moody instead of Esquimalt as the terminus of the road was a serious blow to the development of Vancouver Island. However, in 1883 a Company was organized with a capitalization of \$3,000,000 to undertake the building of a railroad from Esquimalt to Nanaimo. The Company was to receive from the Dominion Government the sum of \$750,000 and from the Provincial Government a grant of 200,000 acres of land on the eastern side of Vancouver Island. The work of construction was to be commenced immediately and the road was to open for traffic in 1887, the penalty for failure being the forfeiture of both the cash and the land

grants besides an additional sum of \$250,000 deposited with the Receiver General as security. The road was subsequently purchased by the Canadian Pacific Railway Company, and in 1911, was extended to the head of Alberni Canal on the west coast of Vancouver Island.

The completion of the transcontinental line of the Canadian Pacific Railway Company was a most important event in the history of British Columbia, as it marks the beginning of a new and modern era in her industrial development. The potential riches of the Province are rich and varied, and a review of the present production of wealth, compared with that of earlier years is full of interest, and justifies the faith which these early railroad builders had in their undertaking.

Mining. The leading asset of British Columbia is, and always has been her mines. In her earlier mining days when gold was first discovered on the Fraser River and later in the Cariboo District the chief production was from placers, the best yearly record being in 1863 when placer mining in Cariboo was at its best. From 1858 to 1885 placer gold returns for the province amounted to over \$50,000,000, and from 1885 to 1910 the returns from this class of mining amounted to only about \$20,000,000, making a total up to date of a little over \$70,000,000.

Of late years placer mining has been superseded in importance by lode mining with modern machinery, and up to the year 1910, there has been produced in the province by this method a total value of over \$60,000,000 in gold. In this connection it should be noted that gold lode mining was not begun until 1893, and of the \$60,000,000 above stated, about four-fifths has been produced during the last ten years 1901-1910.

As will be seen from the above figures the total gold production of British Columbia from 1858 to 1910 amounts to the tidy sum of over \$130,000,000.

Next to gold the chief mineral product of British Columbia is Coal. Up to the year 1884, however, the production of coal was on a small scale, and in no one year did the value of the production amount to as much as \$1,000,000, in fact the total production up to the year 1868 was less than \$1,000,000. By the year 1885 the total output amounted to about 3,000,000 tons representing a value of about \$10,000,000. By 1910 the total production of coal and coke in British Columbia amounted to over 30,000,000 tons, valued at \$100,000,000, of which one-half was produced in the last ten years preceding 1910, and fully one-third during the last five years of this period. Prior to 1898 the total coal production came from the mines on Vancouver Island, but since that time there has been a constantly increasing production from the Crows' Nest Pass District, and more recently from the mines of Nicola.

Other minerals produced in British Columbia, naming them in the order of their importance, are copper, silver and lead. Up to the year 1885, however, the date of the coming of the Canadian Pacific Railroad, there was nothing done in mining except in gold and coal, as already noted. The first production of copper was from the Nelson and Rossland mines in 1894, the total production from that time until 1910 being 415,000,000 pounds, with a money value of \$60,000,000.

Silver mining began as early as 1887 and reached the maximum production in 1897. The aggregate production to

1910 amounted to 54,000,000 ounces, valued at \$30,000,000. Lead was first produced in the same year silver mining was commenced, its total production to 1910 being almost \$25,000,000. Other metals, such as zinc, iron and platinum have been produced in small quantities but it cannot be said that up to the present these metals have received much attention, although they have bright prospects for the future. Summing up then we find that the production of mineral wealth in British Columbia has grown from a total of \$60,000,000 in 1885 to a grand total of \$374,000,000 in 1910.

Forests. # "In their extent and diversified character the forests of British Columbia stand in the forefront of her splendid array of natural resources. Their present value is enormous, and considering the ever increasing demand for lumber coupled with the rapidly diminishing resources of supply, their future worth is inestimable. Were it conceivable that British Columbia had no other available asset her forests alone would be an enviable possession, sufficient to support a large population in comfort, a fact which should impress the minds and dictate the policy of those intrusted with their management and conservation."

It is impossible to give more than a rough guess as to the total stand of timber within the Province, but from the evidence procured by the Forestry Commission a short time ago, we may assume that the total stand of merchantable timber is not far short of 200,000,000,000 feet, covering 15,000,000 acres.

Year Book of British Columbia¹⁹¹¹ - R.E. Gosnell.

In 1910 there were in British Columbia 225 saw mills with a daily capacity of 4,500 feet of lumber, besides 59 shingle mills, with a daily capacity of 4,400,000 shingles. In 1910 the total production of lumber exceeded 1,000,000,000 feet.

Fisheries. Another important asset of the Province is in her Fisheries, the Coast Waters of British Columbia abounding in salmon, halibut, cod and herring. Many species of salmon are found in its coast waters and the catching and preserving of these fish has grown into a gigantic industry. The chief canneries are on the Fraser River, and at the mouth of this river, during the height of the fishing season, as many as two thousand boats may be seen at once. There are also canneries on the Skeena and Naas Rivers, Gardner's Canal, Rivers and Knight Inlets, Alert Bay, Alberni Canal and other points on the Coast.

The following recent article on the Fisheries of British Columbia is contained in an issue of the Monetary Times, dated January 27th, 1912: "On the Pacific Coast, the Province of British Columbia, owing to its immense number of islands, bays and fiords, which form safe and easily accessible harbors, has a sea-washed shore of 7,000 miles. Along this shore and within the limits of the territorial waters, there are fish and mammals in greater abundance, probably, than anywhere else in the whole world."

The beginning of the fishing industry may be said to have commenced in the year 1876 when there were nearly 10,000 cases put up, valued at \$47,000. By the year 1885 the total number of cases was over 1,000,000, representing a money value of \$5,000,000. The total pack since the beginning of the industry to 1910 amounted to 15,500,000

cases valued at \$80,000,000.

Whaling is an industry which has come into prominence on the British Columbia coast within the last few years. The work was first undertaken in 1905 by the Pacific Whaling Company. Three stations were established on Vancouver Island and two on Queen Charlotte Island. The profits from the industry have been from 15 to 40%. Within the past year the Pacific Whaling Company sold out to Messrs. McKenzie and Mann, the famous Canadian Railroad builders and financiers.

Agriculture. Compared with the other Provinces in the Dominion it cannot be said that Agriculture as an industry has yet attained very great importance, although during the last decade very considerable progress in this line has been made. The reason is not hard to understand, only about four per cent of the whole area of the Province can be classed as agricultural land, and this is to be found chiefly in timbered valleys between high ranges of mountains. These districts are, as a rule, covered with timber and so require much work in clearing before they are fit for agricultural purposes, furthermore, they are widely scattered and the problem of transportation is more serious than in a country whose area is more level and where the productive districts are not scattered.

The climate of British Columbia is not favorable to the growing of a grade of wheat that is suitable for milling purposes, but on the other hand a much more profitable industry has sprung up in the growing of fruit, and this is where lies the chief agricultural wealth of the Province. For many years past British Columbia fruit on account of its color, size and quality has

attracted attention in England, Eastern Canada and the United States. Shortly after the building of the Canadian Pacific Railway small shipments of fruit were sent to Winnipeg but it was not until the nineties, when the middle west opened a good market, that regular shipments of importance were made. Probably the best apple district that first attracted attention was the Okanagan Valley, but splendid development work has also been made in the Thompson and Similkameen Valleys and in the Kootenay Lake District. In the most recent years probably the greatest development has been made in the districts around the shores of Arrow Lakes, the Kootenay Lakes and thence eastward along the line of the Crows' Nest Pass Road.

The lower mainland and the southern part of Vancouver Island are not so well adapted to the cultivation of apples as some parts of the interior, but these parts are prolific in small fruits, as strawberries, cherries, plums, Etc. The high lands on the Fraser River, from Agassiz to Spuzzum, are also well adapted to the cultivation of small fruits, and here cherries will grow to compare with those produced in any part of England. In regard to the more northern part of the Central interior, there has not yet been much development along agricultural or horticultural lines but as this district is soon to be opened up by railways we may look to see many of the hardy fruit varieties produced in the near future as far north as the country adjacent to the main line of the Grand Trunk Pacific.

It will be seen from the above that the industrial development of British Columbia has been most satisfactory. There have, however, been struggles

and setbacks, but in general these have been characteristic of a country where placer gold or other natural resources are free to all. Population is less fixed than in a purely agricultural country and the demands of organized labor have had their effect in keeping in a more or less unsettled condition the general industrial life. No where in Canada have labor disputes been waged with greater bitterness, and this is partly accountable for the general high level of prices, both for wages and commodities in the Province.

The chief labor problem which British Columbia has at present to deal with is that connected with Oriental immigration. Out of a total population of 365,000 no less than 10% are Chinese and Japanese. It must be remembered too that nearly the whole of the Oriental population is made up of male adults, so that as compared with white laborers, the proportion of yellow men is much greater than 10%. These Orientals do not assimilate with our white population; their social, moral and religious ideals are altogether foreign to ours and besides they are able and satisfied to live on a much cheaper scale than the average white man, so that they can afford to give their services for less wage than the white man can.

The most acute stage of the trouble over Orientals was in the year 1900 when over 6,000 Mongolians landed in British Columbia within the short period of four months. This alarming influx caused the Province to take the matter up with the Dominion Government with the result that a Royal Commission of inquiry was appointed, on whose recommendation the Chinese capitation tax was raised from \$100 to \$500 per head. This regulation had a deterring effect upon the tide of

immigration, and since that time there has been little complaint of any further inflow of Asiatics. While the above mentioned tax applied only to the Chinese, the question of Japanese immigration has been satisfactorily settled by special arrangement between the Canadian and Japanese Governments.

The review of industrial progress given in this chapter contains no reference to Provincial politics. The fact of the matter is there have been few features of a political nature since British Columbia became a Province that are of more than local interest. The first Premier was the Hon. J. T. McCreight, who resigned office in 1874. Thereafter and until 1903 administrations followed each other in quick succession, no one Premier holding office longer than a single term. Until 1885 the chief topic of political interest was, of course, the construction of a transcontinental railway, after that date there were no questions of outstanding importance, apart from matters of administration, to engage the attention of legislators, and this fact is probably accountable for the lack of leadership and of constructive party organization which until lately has been a feature of the politics of British Columbia. In 1903 however elections were held on straight party lines, with the result that a majority of Conservatives were returned and Richard McBride was made first Premier of a purely party Government. At this time the financial standing of the Province was in a very unsatisfactory condition and the credit of British Columbia was nearly exhausted, but careful administration has since placed the Province

on a strong financial basis and at the present time there is enough money drawing interest, deposited in the various Banks to the credit of the Province, to liquidate its total indebtedness.

For the future welfare of British Columbia there are a few points that should be kept in the foreground of the policy of any political party. In the first place, the natural resources should be conserved. However rich may be our natural wealth, the principle of exploitation for speculative purposes should not be tolerated, but on the other hand special encouragement should be given to Companies and individuals who are willing and ready to develop our mines, manufacture our timber into lumber, and till the soil.

In the second place the most careful attention should be given to the respective rights of Capital and Labor. British Columbia is of such a nature that important industrial progress is dependent upon the expenditure of large capital, and therefore investments for development purposes should be made as attractive as possible. An unsettled condition of the labor market would be a serious drawback and therefore every assistance should be given by the Government in maintaining a friendly spirit between the representatives of capital and their employees.

A third question of importance is the necessity of passing stringent laws in regard to the formation and control of Joint Stock Companies. In the past these have been rather loose and the public has been literally robbed of thousands of dollars by conscienceless promoters of fake mining schemes and other wild cat speculations. The natural consequence is that legitimate companies are

made to suffer for the guilty and a stain is left on the good name of the Province. The Government should endeavor to pass such legislation as will enable it to check up the operations of suspicious promoters and punish them whenever they are found guilty of misrepresentation.

The question of immigration is also a most important one. We have already referred to the difficulties arising out of the recent great influx of Asiatics. The popular verdict of British Columbia is that this should be kept a white man's country and there is a strong feeling in favor of total exclusion of not only the Chinese and the Japanese, but also of the Hindoos. This is a question which must be approached without prejudice or passion, and while we are unanimous on the desirability of preventing the coming of Orientals in large numbers, there are many who would prefer to see the immigration of this race of people regulated by Treaty or mutual arrangement between the Governments of the respective countries rather than by restrictions imposed by statute.

Lastly, the future business and prosperity of this Province depends largely upon the provision made for it in regard to transportation facilities. Of late years the present Government has spent many millions in opening up new districts by the construction of wagon trails in various parts of the Province. In connection with the greater problem of railroad construction British Columbia seems to be coming at last into her own. The Grand Trunk Pacific and Canadian Northern Railways are both pushing forward their work of construction and in a few years there will be three or more transcontinentals crossing the Province to the Coast instead of only one as at present.

In 1904 there were in British Columbia about 650 miles of standard road, while at present the mileage, constructed or assured, is approximately 3,000 miles. The present progressive policy has been undertaken in view of the great development that is to be noted in almost every section of the Province, and also because of the approaching completion of the Panama Canal, the construction of which must necessarily contribute much to the future prosperity and development of this section of America. Though the growth of British Columbia during recent years has been little short of phenomenal it can be truthfully said that this development, instead of being the result of a speculative boom, is found, when analyzed, to be based on a sure and substantial foundation, and the progress that is now being noted makes for permanency and a great future.

186