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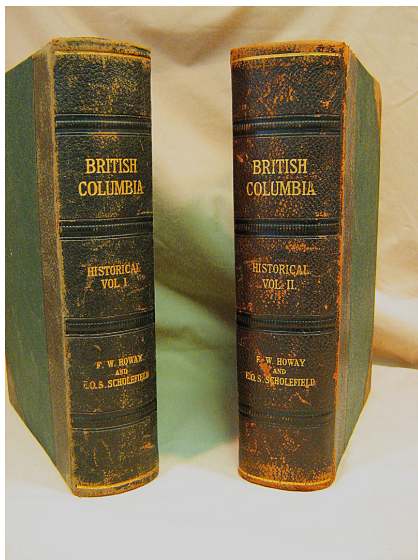
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## British Columbia from the Earliest Times to the Present. History Volumes 1 & 2. (1914) CA0361-H

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## About this CD.

This is the two Volume (Vol. I & II) History of British Columbia from the Earliest Times to the Present (published 1914.) Volume one was authored (mainly) by E.O.S. Scholefield (1875 - 1919), has a text page count of, 688 pages. Volume two authored by F. W. Howay (1867 - 1943), has a text page count of 727 pages. Both volumes are liberally illustrated with pages which do not carry page numbers and so add significantly to the total page count. Both authors are well known, and recognized as expert historians, making them the ideal people to write this fascinating work.

British Columbia was the last of the southern tier of Canadian Provinces to be settled and exploited by non-indigenous peoples. For many years this isolation could be attributed to it's inaccessibility, i.e., being walled off to the east by the Rocky mountains and requiring long and often dangerous sea voyages to attain the Western shores.

Not to say that this shoreline was undiscovered at that time, as the Spanish had entered the Pacific ocean in the 1600's and laid claim to ALL of its shoreline! Their actual occupation of the shores and subsequently, inland, was limited to the more southern areas of the American continent. This resulted in many counter claims for ownership of the northern shores as explorers of several nations began to explore, land and initiate settlements and bases there. Most of the first volume is taken up with this early exploration, including the attempts to gain access overland, and the resulting altercations and negotiations, both between the various interested nations and between the explorers and the indigenous locals, many of whom objected to these strange people moving in on their source of food and their hunting space.

The first and the second volumes are arranged in a more or less chronological order but overlap in a recounting of the discovery of gold, the rapid increase in population due to the "rush" and the evolution into a more "industrial" mining industry. In terms of the overall development of the province the extraordinary influx of "settlers" arising from the "gold rush" was both a blessing and a curse. A blessing in that the growth in population was extraordinary but a curse in that this increase in population exceeded the ability of the governance to adapt and provide all the necessary infrastructure for, for instance, policing and land registry. Nor did it help that the administration of the mainland and Vancouver Island had developed as separate governments. The second volume records a number of attempts to establish acceptable governing bodies in order to find one which was; a: not a function of self interest and, b: one in which the individual members could work together.

Volume two continues to track chronological developments up until the first few years of the 1900s. Both volumes one and two carry chapters in which specific aspects of BCs development are traced in some detail. These topics include Medical and Legal services, Church and Missionary establishment, Rail service developments, Fur and Sealing and the establishment of a northern border with Alaska, amongst others.

We invite you to join in our thanks to the the Slovan Community Library, BC and particularly to Joyce, their librarian, for allowing us to borrow these wonderful books so we could make the digital edition available to the wider Genealogy community. We will be donating copies of the resulting CDs to the library so further wear and tear on these great old books can be avoided

# BRITISH COLUMBIA

FROM THE  
EARLIEST TIMES TO THE  
PRESENT

By E. O. S. SCHOLEFIELD  
PROVINCIAL LIBRARIAN AND ARCHIVIST

ILLUSTRATED

VOLUME I

THE S. J. CLARKE PUBLISHING COMPANY

VANCOUVER

WINNIPEG

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## CHAPTER I

### PREHISTORIC NORTHWEST AMERICA

The Colony of Vancouver Island, constituted in 1849, was the first British Colony to be formally established in the northwestern region of North America. It was not until 1858 that British Columbia became a geographical expression. In that year the Crown Colony of British Columbia was called into being by act of the Imperial Parliament, although its northern boundary as it exists today was not so defined until 1863. The new colony in the North Pacific was formed out of the territory hitherto loosely called New Caledonia, which term was applied generally, both before and after the Oregon Treaty of 1846, to the country lying to the north of the forty-ninth parallel. The district of New Caledonia, however, was not really so extensive as the preamble of the Act of 1858 might lead one to imagine, for it can scarcely be claimed that it extended far beyond the limits assigned by the Reverend A. G. Morice, who defines the territory as that vast tract of land "lying between the Coast Range and the Rocky Mountains, from  $51^{\circ} 30'$  to  $57^{\circ}$  of latitude north." The central interior was named New Caledonia by Simon Fraser, of the North-West Company of Montreal, who built Fort St. James at the outlet of Stuart Lake in 1806.

Capt. George Vancouver in his famous survey of the western seaboard of North America named the coasts he visited in the years 1792 and 1793 New Georgia, New Hanover and New Cornwall, but these titles scarcely survived the explorer. At the same time Vancouver gave the name of "Quadra and Vancouver" to the large island which guards the continental shore between parallels forty-eight and fifty. Two centuries before Capt. James Cook sailed on his third and last voyage to the Pacific Ocean, Sir Francis Drake, of the Golden Hynde, had given the name New Albion to the region of Northern California, a title which had a vogue in many successive generations of cartographers. The Spaniard, on the other hand, did



MAP OF NORTH AMERICA, CIRCA, 1625

## CHAPTER IV

### RUSSIAN EXPLORATIONS

After the voyage of Vizcaino in 1603 no determined effort was made by Spain to chart the northern way. Indeed, in a few years so utterly forgotten were the explorations of the time of Cortes and Mendoza that the Gulf of California was supposed to extend far northward, where it connected again with the ocean. California, in fact, was looked upon not as part of the continent, but as a large island of unknown length and breadth. It is not unlikely that this erroneous idea originated with the Dutch free-booters, who in the beginning of the seventeenth century formed a piratical settlement on the coast of Lower California. They reported, that a vessel had once sailed northward through the Sea of Cortes into the Pacific, thus establishing the fact that California was an island. The story was believed, and Samuel Purchas, in the third volume of "His Pilgrimes," printed a map of North America, representing California as an island, and the Sea of Cortes, the Gulf of California, as a broad channel of enormous length. The views of Purchas were received with favour and generally adopted, and the Spaniards, forgetting the maps then lying in their own archives, apparently shared in the belief, and about the year 1670 the name "California" was on some charts changed to "Las Islas Carolinas," intimating that it was nothing more nor less than a large cluster of islands.

The unsuccessful attempts made in this period by the Spaniards with regard to discovery and development are symbolical of the state of decrepitude into which the one-time mighty Spanish monarchy had fallen. This decadence naturally affected Mexico, even as it did the other colonial possessions of the Empire. Commonplace and pretentious explorers, quixotically styled "admirals," were employed in the maritime service of Spain. Small wonder is it, then, that their accomplishments were insignificant in comparison with the daring

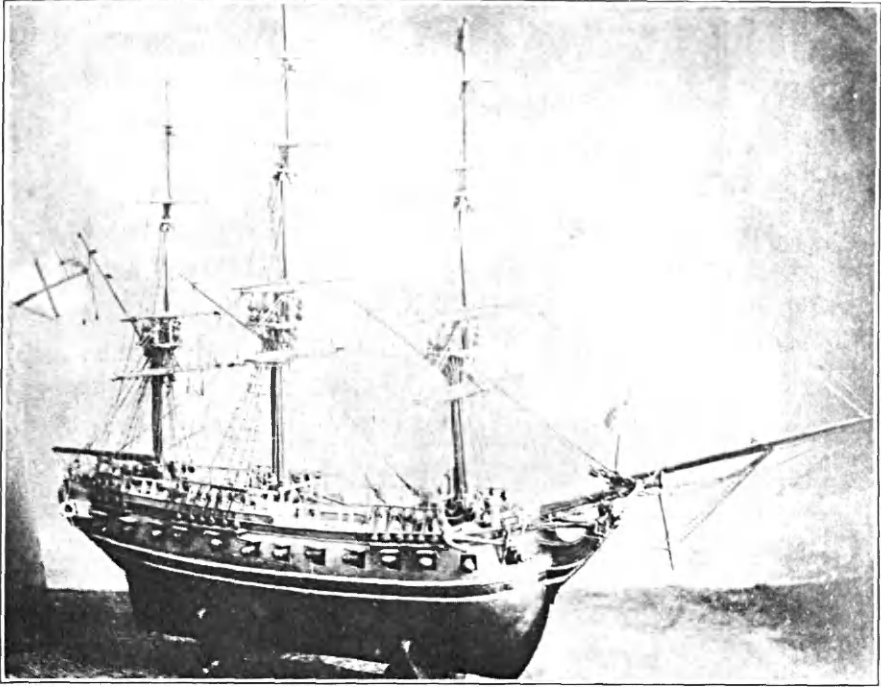
## CHAPTER V

### CAPTAIN JAMES COOK

In 1780 all that was known of the northwest coast was contained in the meagre reports of the expeditions of the Spaniards, Perez, Martinez, Heceta, Bodega y Quadra and Maurelle. Gradually, however, the lines of exploration converged towards that untravelled land that had hitherto defied all efforts to fathom its mystery. As a matter of fact the western slope of the North American continent—from the ramparts of the Rocky Mountains, to the islands that guard the continental coastline—was among the last of the American territories to be conquered by the explorer. Here and there a corner of the veil had been lifted by Russian and Spaniard, but it was not dreamed that behind it lay immeasurable potential wealth in vast forests, rolling plateaux, fertile valleys, and unfathomed mines of gold and silver. Glimpses of it had been caught, but as through a glass darkly. And that was all.

Now, a new force was to be directed to the far northwest coast; and novel and discordant elements were to enter into the discussions concerning it. Unknown though it then was, with limits still undefined, the Pacific slope was destined within a few years to come within the purview of European diplomacy, and to be a conspicuous feature in the zone of international politics.

The desire for knowledge of new lands and seas, which had found expression during the fifteenth and sixteenth centuries in the arduous and successful exertions of mariners and travellers, gradually subsided and had lain for a time dormant; but it was revived in Great Britain in the last quarter of the eighteenth century, when the English navigators of that age emulated the achievements of earlier generations. Of the names associated with this revival of maritime enterprise, that of Captain James Cook stands first and foremost.



PHOTOGRAPH OF MODEL OF H. M. S. "RESOLUTION" NOW IN WHITBY MUSEUM



From a Pencil Drawing by John Webber, R. A.

H. M. S. "RESOLUTION," IN NOOTKA SOUND, CAPTAIN JAMES COOK,  
COMMANDER

## CHAPTER VI

### THE MARITIME FURTRADERS

The latter half of the eighteenth century, like that of the sixteenth, exhibited great enterprise in the discovery of new lands, and commercial activity in the extension of trade to the distant and then little known parts of the world. But unlike the earlier period, when the eyes of the great merchant adventurers of England were turned almost entirely to the eastern shores of North America, and the discovery of a passage by the North West through the Frozen Sea to the supposed Eldorado of the great Southern Ocean, attention had become centred upon the more recently discovered islands of the South Pacific and the valuable fur trade carried on between China and the storm and mist bound coasts of North West America. The merchants of almost every important seaport in the kingdom, in friendly rivalry to the numerous government expeditions, vied with each other in fitting out ships under the command of skilled seamen, of whom there was no lack. Trade was the primary object, of course, but all or nearly all of these private expeditions were fortified with instructions that no opportunity was to be lost of making fresh discoveries of new islands or continents, which might bring honour and wealth to themselves and add lustre to the vast and rapidly extending Empire.

It must not be thought, however, that British merchants were the only ones to seek honour and fortune in the new field. On the contrary, from the very beginning they met with vigorous competition from the adventurers of other nations, the enterprising traders of the United States of America, who carried the flag of their nation into all seas, being notably active in their opposition. It is just such commercial and exploring expeditions as these that are now to come under review. They accomplished a great deal, and added not a little to the complicated international disputes of a later day respect-

## CHAPTER VIII

### CAPTAIN GEORGE VANCOUVER

Some months before news of the capture of the British vessels at Nootka Sound had reached England, the Government had determined to continue the survey of the Northwest coast, so well begun by Captain Cook. Henry Roberts, who had served under that great navigator, was offered and accepted command of the expedition. George Vancouver, who also had sailed with Cook as midshipman, was commissioned to accompany Roberts as second in command. However, just as preparations were nearing completion, word reached the Government of the Nootka trouble. It appeared, at first, that neither Great Britain nor Spain would submit to the demands of the other. Both countries actively prepared for war and, for the time being, the second British expedition to the Northwest coast was abandoned, in order that the officers and men might be drafted into the vessels then being commissioned for active service. Spain, as related in the preceding chapter, was in no position to engage in hostilities and before the autumn of 1790 the Nootka Convention had been arranged and peaceful relations restored.

The Nootka dispute was no sooner settled than the British Government again turned its attention to western American affairs. Vancouver was given command of the postponed expedition, Roberts being engaged elsewhere. The *Discovery*, a new sloop of three hundred and forty tons, originally designed for the service, was recommissioned. She was to be accompanied by the armed tender *Chatham*, of one hundred and thirty-five tons, in command of Lieutenant William Robert Broughton. Great care was exercised in preparing the vessels for their long voyage. As in the case of Cook's ships, the stores supplied were of the best that the arsenals could produce.

In accordance with the terms of the Nootka Convention, Vancouver was clothed with authority to receive from the Spanish officer



## CHAPTER X

SIMON FRASER

In periods like the present, when knowledge of our country is every day extending, even to the most distant parts of the world, it is no easy matter to throw ourselves mentally back into a time in which the territories, now comprised in the Province of British Columbia, first began to assume a definite political form and to arouse the commercial spirit of the Anglo-Saxon race, one of the greatest propelling forces that the world has ever known. At the beginning of the nineteenth century, the vast country beyond the Rocky Mountains was a virgin wilderness, as yet almost unknown and unpeopled, except by aboriginal tribes, whose chiefs held undisputed sway in their several jurisdictions. It is true that the western seaboard had been explored and tolerably well surveyed by Briton and Spaniard and its interior pierced by the furtrader; but these efforts had not as yet led to the occupation of the country; nor had any strong movement in that direction taken place. Great Britain, involved in war with France, which had broken out before Vancouver returned to Europe, found her energies and resources taxed to the utmost to continue the struggle against Napoleon; and therefore the settlement of distant lands was, for the time being, beyond the range of practical politics. Spain, now England's ally, had abandoned forever her enterprise in the North Pacific. Russia alone persevered in her efforts to extend her dominions beyond the sea discovered by Vitus Bering.

If the situation in Europe, precluded Great Britain from actively following up the discoveries of Vancouver and the settlement of the Nootka Affair, with a broad policy of expansion in the trans-continental region of the North Pacific, there was nothing to prevent the progress of the ambitious Canadian furtrader towards the western confines of North America, except physical obstacles similar to those which, from his childhood's days, he had been accustomed to face

## CHAPTER XI

### NEW CALEDONIA

When Simon Fraser retired from New Caledonia it fell to the lot of John Stuart to guide the destinies of that isolated district for several years. Stuart assumed charge in 1809 and he did not relinquish his post until 1824. He spent much of his time at Fort McLeod, although he visited Lake Stuart, Lake Fraser, and Fort George regularly. It does not appear that Stuart was particularly enamoured of his new position, for in 1810 Daniel Williams Harmon, a pious but shrewd American from Connecticut, in the service of the North West Company, was instructed to relieve him, or, if he (Harmon) should prefer it to accompany Stuart as second in command.<sup>1</sup> Harmon had met Stuart the year before at Dunvegan, on the Peace River, and had formed a high opinion of that eccentric but able officer. His journal of July 19, 1809, records that—"A few days since, Mr. John Stuart and company, came here, from New Caledonia, for goods; and today they set out on their return home. During the few days which that gentleman passed here, I derived much satisfaction from his society. We rambled about the plains, conversing as we went, and now and then stopping, to eat a few berries, which are every-where to be found. He has evidently read and reflected much. How happy should I be to have such a companion, during the whole summer."<sup>2</sup> Perhaps the modest author of these lines had equally impressed his guest, and that may be the reason that Harmon was ordered to New Caledonia in the following year. Harmon, however, was not overanxious to take upon himself the management of the western marches of the North West Company, "especially in view of the late unfavourable reports from that country in regard to means of subsistence."<sup>3</sup> He therefore joined

<sup>1</sup> Harmon, Journal, p. 186.

<sup>2</sup> Harmon, Journal, p. 180.

<sup>3</sup> Harmon, Journal, p. 186.

## CHAPTER XIII

### THE OREGON QUESTION

There is perhaps no question in our history upon which opinions are today more divided than that involved in the settlement of our southern boundary line. By that settlement the sovereignty of the whole coastal strip from  $42^{\circ}$  to  $54^{\circ}40'$  was fixed and adjusted, and though over sixty years have elapsed since that time a few minutes conversation in any gathering will evoke most diverse opinions. The extremists on the one hand see the disputed area entirely British or American according to their prejudices, while amongst the others varying boundaries will be favoured depending upon their convictions of the justice or strength of their country's claim. It will be our endeavour to deal impartially with this subject and to place before the reader all the facts bearing upon it, and thus to set it in its proper surroundings and enable him to obtain a clear conception of the dispute and reach a satisfactory conclusion upon the merits or demerits (if such exist) of the settlement.

At the out-set one note of warning must be given. Readers of history cannot more completely mislead themselves than by yielding to anachronisms, therefore let us see exactly what the conditions were in which, or on which, this dispute arose.

By virtue of many titles, amongst which the Papal Bull of Alexander VI. had a prominent place, Spain originally claimed the whole western coast of America. The actual Spanish dominions in the eighteenth century and the early part of the nineteenth bear the names of Mexico and California. The latter was a loose term. Its northern boundary was vague; in the Nootka Convention of 1790 references are frequently made to it under the expression, "the parts of the coast already occupied by Spain," and amongst other things Captain Vancouver while on this coast was ordered to ascertain the number, situation, and extent of such settlements. At that time the

## CHAPTER XV

### THE COLONY OF VANCOUVER ISLAND

Scarcely had the ink dried upon the Oregon Treaty, when Sir John H. Pelly, Governor of the Hudson's Bay Company, sought to extend the sway of the Adventurers of England, even as far as the Pacific Ocean. On September 7, 1846, he addressed a diplomatic note to Earl Grey, the Secretary of State for the Colonies: "With the view of ascertaining the intentions of Her Majesty's Government as to the acquisition of Lands or Formation of Settlements to the North of Latitude Forty-nine." He was also anxious to know whether the Hudson's Bay Company would be confirmed: "In the possession of such lands as they may find it expedient to add to those which they already possess." Clearly it was the intention of the Company to obtain, if possible, from the Crown, a Grant of the western territories of British North America, in order to prevent such occurrences as had proved so disastrous to their several undertakings in the valleys of the Columbia and Willamette Rivers. What Sir George Simpson had termed in a moment of disgust or petulance "the unruly population" of that quarter, ought not to be allowed to obtain a foot hold on Vancouver Island. So far, the mainland was safe enough, because the exclusive trade of that region was assured to the Company by the terms of the Licence of 1838, which had extended for a further term, the agreement of 1821, in which the amalgamated Hudson's Bay and North West Companies had been granted the exclusive trade of the Indian territories. These agreements were generally known as the licences of exclusive trade.

Early in October, 1846, Earl Grey replied to Sir John Pelly's letter. He requested the directors of the Hudson's Bay Company to apprise him with as much exactness as possible: "What is the extent and what are the natural or other limits of the Territory in the

## CHAPTER XVI

### REPRESENTATIVE GOVERNMENT

The year 1849 is memorable for three notable events in the history of British Columbia. In that year Vancouver Island was granted to the Hudson's Bay Company under certain conditions; the Colony of Vancouver Island was created; and the Hudson's Bay Company completed the transfer of its headquarters from Fort Vancouver on the Columbia River to Fort Victoria. During the six years that had elapsed since Victoria was founded in 1843, that place had assumed importance as the emporium of the Hudson's Bay Company's territories in the West. In 1849, however, there were, beside the native tribes, only one or two hundred people on the Island, all of whom were connected in some way or other with the monopoly. Richard Blanshard, as related, retired in 1851, being succeeded by James Douglas, who was destined to see vast changes take place in the territory he was called upon to administer in behalf of both the Imperial Government and the Hudson's Bay Company. Upon his promotion Governor Douglas called Mr. Roderick Finlayson to fill his seat in the Council.

From 1851 to 1856 the Colony of Vancouver Island was administered by the Governor with the advice and assistance of the Legislative Council, the members of which were appointed by Royal Commission under the Great Seal of the Realm. The Council so created exercised a restraining influence upon the Legislative Assembly established later and sometimes even modified the policy of the Governor, but James Douglas virtually ruled the Colony. The Council did not hold an annual session, but met for the despatch of public business as occasion required. At first the Governor had no cabinet and it would appear that in some measure the Council performed the duties of Prime Minister and Executive.

It is interesting as well as instructive to peer back into the past

## CHAPTER XVIII

### THE NATIVE RACES OF BRITISH COLUMBIA

BY CHARLES HILL-TOUT

Mention has frequently been made of the native races of British Columbia in the earlier chapters of this work, and many interesting incidents relating to our earlier intercourse with them have been touched upon at greater or less length, but it has been thought this history would not be the complete and comprehensive work its authors desire to make it unless a chapter were devoted to the native tribes who peopled this portion of the Dominion before we ourselves occupied it, hence this brief sketch of their life-history.

The native races of British Columbia form a portion of the aboriginal people who occupied this continent when the attention of Europe was first directed to it by the voyage of Columbus. Since that time they have been known to us by the name of Indians. This name was given to them under the mistaken notion that this continent was a portion of India and the people, therefore, Indians, and the name has ever since stuck to them.

When it was once definitely ascertained that the new world was not a portion of India, speculation concerning the origin of the natives became rife. Whence had they come and what was their former history? One author thinks they must be Trojan refugees who had fled thither and found a haven of refuge after the sack of Troy, because he fancied he detected a word in their language which had a Græco-Roman sound. Another connects them with those early navigators, the Phœnicians; another brings them from China, and others again make them Jews and see in them the lost ten tribes of Israel. This is perhaps the most common view held by the uncritical. But the most naïve and whimsical of all the origins suggested for them is that propounded by Dr. Cotton Mather, a learned divine of the eighteenth century. He declares that the appearance of man

## CHAPTER XIX

### MEDICAL

BY ROBERT E. M'KECHNIE

#### PART I

##### *The Indian in Medicine.*

In writing a History of Medicine in British Columbia, the narrative would not be complete, without including reference to the customs of the primitive inhabitants of the country. This is all the more true when one remembers, that these ancient customs of treating disease, are still, to some extent, practised in this province among the Indians in the remoter districts.

White, in his History of the Warfare of Science with Theology, says, "Nothing in the evolution of human thought appears more inevitable, than the idea of supernatural intervention in producing and curing disease. The causes of disease are so intricate that they are reached only after ages of scientific labour. In those periods when man sees everywhere miracle and nowhere law, when he attributes all things which he cannot understand to a will like his own, he naturally ascribes his diseases either to the wrath of a good being or the malice of an evil being. This idea underlies the connection of the priestly class with the healing art: a connection, of which we have survivals among rude tribes in all parts of the world, and which is seen in nearly every ancient civilization."

A comparison between the beliefs of the causation of disease, as held in Europe during the dark ages, with those held by the North American Indian is interesting.

Thus, especially prejudicial to the true development of medical science, among the first Christians, was their attribution of disease to diabolical influence.

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2. Memorial of the Court of Spain, respecting the Nootka Affair, June 13, 1790.
3. Declaration and Counter Declaration, Nootka Sound Affair, July 24, 1790.
4. The Nootka Sound Convention, October 28, 1790.
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- Yerba Buena (San Francisco) established, 325.
- Z
- Zalteri, 8.
- Zipangu, 3, 6, 9.

# BRITISH COLUMBIA

FROM THE  
EARLIEST TIMES TO THE  
PRESENT

By F. W. HOWAY

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HISTORICAL AND SCIENTIFIC SOCIETY

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## CHAPTER I

### FIRST NEWS OF GOLD—QUEEN CHARLOTTE ISLANDS EXCITEMENT

Although the discovery of gold in the Thompson River and its tributaries—the Couteau District of that time—followed by the knowledge that the bars of the Fraser River were auriferous, was the cause of the great inrush of 1858, it was not the first intimation of the existence of the precious metal in the British possessions west of the Rockies.

During the short *régime* of Governor Blanshard he had, in August, 1850, reported to Earl Grey that he had seen “a very rich specimen of gold ore, said to have been brought by the Indians of Queen Charlotte Islands.”<sup>1</sup> In the following March he again mentioned the matter in a despatch, stating that a rumor was current that fresh specimens, said to be very rich, had been obtained from the same source and that it was the intention of the Hudson’s Bay Company to send an expedition in the course of the summer to make proper investigations.<sup>2</sup>

Accordingly in July, 1851, the *Una*, one of the company’s vessels, left Fort Simpson to visit the west coast of Queen Charlotte Islands, the reported gold-bearing region. The expedition consisted of Chief Trader McNeill, Chief Trader Work, and eight men, besides the vessel’s crew. Principally by barter about sixty ounces of gold were obtained. The natives soon got an exaggerated idea of its value; one, who was the fortunate possessor of a lump of nearly pure gold weighing one pound eleven ounces, refused to dispose of it for less than fifteen hundred blankets.<sup>3</sup>

The knowledge of the discovery of gold can never be long concealed. It became known in Oregon Territory. Two American ves-

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<sup>1</sup> Queen Charlotte Islands Papers, p. 1.

<sup>2</sup> Id.

<sup>3</sup> Id., p. 11.



"Now, therefore, I have issued this, my Proclamation, warning all persons that such acts are contrary to law, and infringements upon the rights of the Hudson's Bay Company, who are legally entitled to the trade with Indians in the British Possessions on the northwest coast of America, to the exclusion of all other persons, whether British or Foreign.

"And, also, that after fourteen days from the date of this, my Proclamation, all ships, boats, and vessels, together with the goods laden on board found in Fraser's River, or in any of the bays, rivers, or creeks of the said British Possessions on the northwest coast of America, not having a license from the Hudson's Bay Company, and a sufferance from the proper officer of the Customs at Victoria, shall be liable to forfeiture, and will be seized and condemned according to law.

"Given under my hand and seal at Government House, Victoria, this eighth day of May in the year of our Lord, One Thousand eight hundred and fifty-eight, and in the twenty-first year of Her Majesty's reign.

"JAMES DOUGLAS,  
"Governor.

"By His Excellency's Command,  
"RICHARD GOLLEDGE, *Secretary.*"

GOD SAVE THE QUEEN!

Strangely enough, this proclamation was not sent forward with the despatch of the same date, nor was its preparation even hinted at, and yet, more strangely, it was not sent to England until May 19th. The Governor's letter of that date is even more illuminating as regards his attitude to the mining advance. "I am now convinced," he says, "that it is utterly impossible, through any means within our power to close the Gold Districts against the entrance of foreigners, as long as gold is found in abundance, in which case the country will soon be overrun and occupied by a large white population, whether it be agreeable to our wishes or not; while, on the contrary, it is no less certain that the excitement on the subject will soon altogether cease, if the diggings prove unremunerative, and the crowds now gathering on the banks of Fraser's River will

## CHAPTER IV

### THE ROYAL ENGINEERS

It has been already shown that when the Queen Charlotte Islands excitement was in existence Douglas requested and obtained the services of a man-of-war to maintain order. A strong believer in the power behind the throne, he was equally strong in his suspicions of foreigners, and regarded all who had lived in California as non-respecters of law and sowers of sedition. It can scarcely be doubted that his desire to protect the interests of the Hudson's Bay Company was largely responsible for this viewpoint. His conviction of the auriferous character of the country, and his experience of the magnetism of gold, led him to foresee the rush of 1858; but he also knew from his Queen Charlotte Islands experience that the door could not be closed. He must accept the situation and content himself with regulating and restraining the conduct of the gold-seekers.

Writing upon this subject on August 19, 1858, Douglas points out that the *Satellite* and the *Plumper* afford reasonable protection to the seaboard, but that some force is wanted in the interior to support the officers whom he has appointed, and to protect the miners.<sup>5</sup> "The affairs of Government," he says, "might be carried on smoothly with even a single company of infantry; but at present, I must under management—a position inconsistent with the dignity of the Queen's Providence, depend, in a great measure, on personal influence and Government. I, therefore, trust that you will take our case into consideration, and direct such reinforcements to be sent to this country as Her Majesty's Government may deem necessary." The necessity of such a force was already apparent to the Secretary of State, Sir E. B. Lytton, as appears from his despatches, as well as his speech on the British Columbia Act.<sup>6</sup> On July 30th he had noti-

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<sup>5</sup> B. C. Papers, pt. 1, p. 27.

<sup>6</sup> Lytton's Speeches, vol. 2, p. 85.



THE CAMERON, TINKER, AND WATTE CLAIMS, CAMERON, WILLIAMS CREEK



TILTON CREEK, CARIBOO ROAD



OLD VIEW OF BLACKSMITH SHOP, YALE

the creeks of Cariboo were gold-bearing. To the outside world went reports of great "finds"—stories of men who in a short season had sprung from penury to wealth—exaggerated tales of rich deposits as wondrous as those that Ali Baba and Aladdin found. "The excitement respecting the Cariboo mines is fast reaching fever heat in this vicinity. People will not think of or talk about anything else, even the battles of the Rebellion are forgotten or cease to interest them, so engrossing is the subject of the new mines. Everybody talks of going to the Cariboo Diggings in the spring. We may, therefore, confidently look for a rush to these mines next season, equalled only by the Fraser River excitement of '58. So far as we can learn, every miner from this new gold field has brought with him from \$5,000 to \$20,000, all of which has been obtained in the short space of two or three months."<sup>92</sup>

Here was the genesis of the "rush" of 1862—not from California alone, but from the Eastern States and the Canadas, from the British Isles and the Continent. These immigrants came principally by the recognized route by way of Panama, San Francisco, Victoria, and thence up the Fraser. But as in 1858, so in 1862, when the end of navigation was reached miles of forbidding and dangerous land travel intervened. As the song ran,

"Five hundred miles to travel where naught but mosses grew  
To cheer the weary traveller on the road to Cariboo."

Many who set out with determination faltered and fell by the wayside. Some parties also came by the overland route from St. Paul through Winnipeg, or Fort Garry, along the Saskatchewan, across the Rockies by the Yellowhead Pass and down the Fraser; but as they did not reach Cariboo until the end of 1862, their experiences will be dealt with later.

The Gold Commissioner of Cariboo, in the fall of 1861, had "laid over" the claims until June 1, 1862; that is to say, he had suspended until that date the operation of the law which rendered a claim invalid if it remained unworked for seventy-two hours.<sup>93</sup> This was necessary, as the mining then being confined to shallow

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<sup>92</sup> *Puget Sound Herald*, Oct. 24, 1861.

<sup>93</sup> Proclamation, Sept. 7, 1859, Sec. 12.

## CHAPTER VI

### THE ROADS AND TRAILS TO CARIBOO

During all this time the means of communication with the interior had been gradually improving. It is necessary, now, to trace these changes and the gradual evolution of that stupendous work, the Cariboo road.

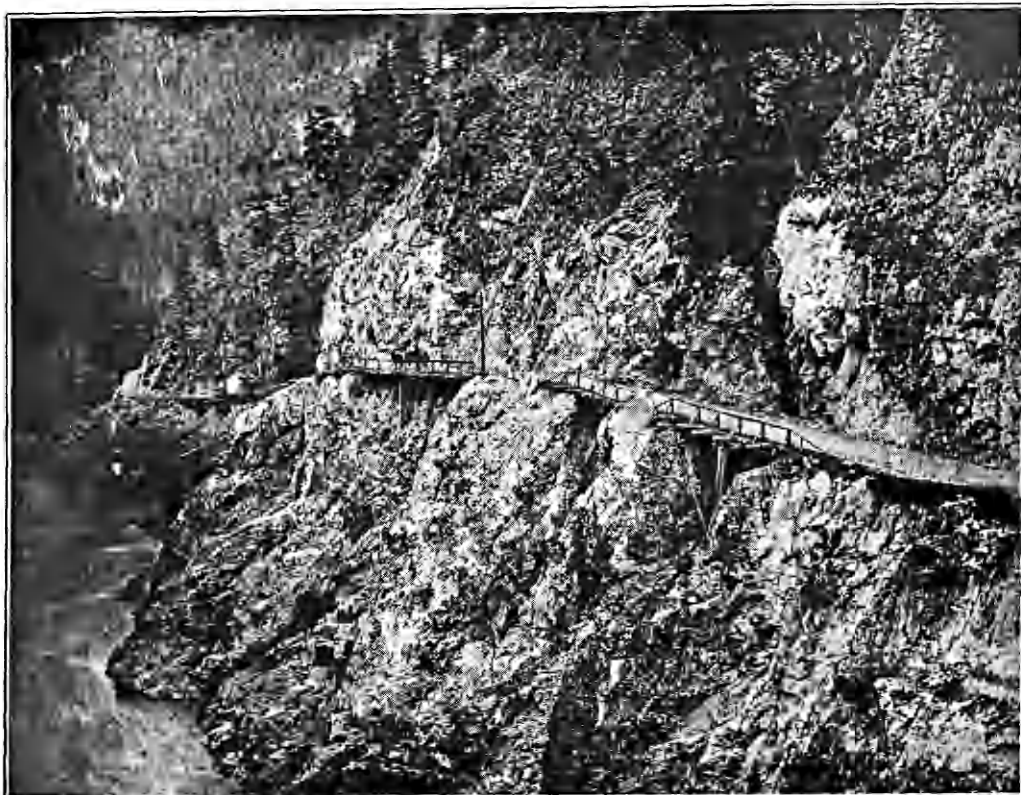
When the miners arrived in 1858 the trails leading from the lower Fraser region were only the abandoned trail of the Hudson's Bay Company from Kamloops to Fort Yale, and the existing trail from Kamloops to Fort Hope. The former, keeping away from the river, led from Fort Yale to Spuzzum, where it crossed, followed the left bank of the Fraser to Ke-que-loose, later known as Chapman's Bar, six miles further, then, climbing to an elevation of two thousand feet, it descended to Anderson River. It followed that river to the source and, continuing at a great height, reached the Coldwater River and thence, in a northeasterly direction, across the Nicola to Kamloops.<sup>11</sup> The trail from Fort Hope ascended the Coquahalla, crossed Manson's Mountain to the Campement du Chevreuil at the head-waters of the Similkameen, and thence in a northerly direction by Campement des Femmes to Nicola Lake and Kamloops.<sup>12</sup> It will thus be seen that these routes were of comparatively small value to persons wishing to ascend the Fraser, and, moreover, owing to their elevation, they were snow-bound during about eight months of the year. But there existed then, as there had existed from the earliest times of which we have any record, Indian trails along the banks of the river—trails of which Simon Fraser has left us such a vivid description.

To get supplies into the region beyond Yale and to reach the mining bars above the canyons were the problems of 1858. The

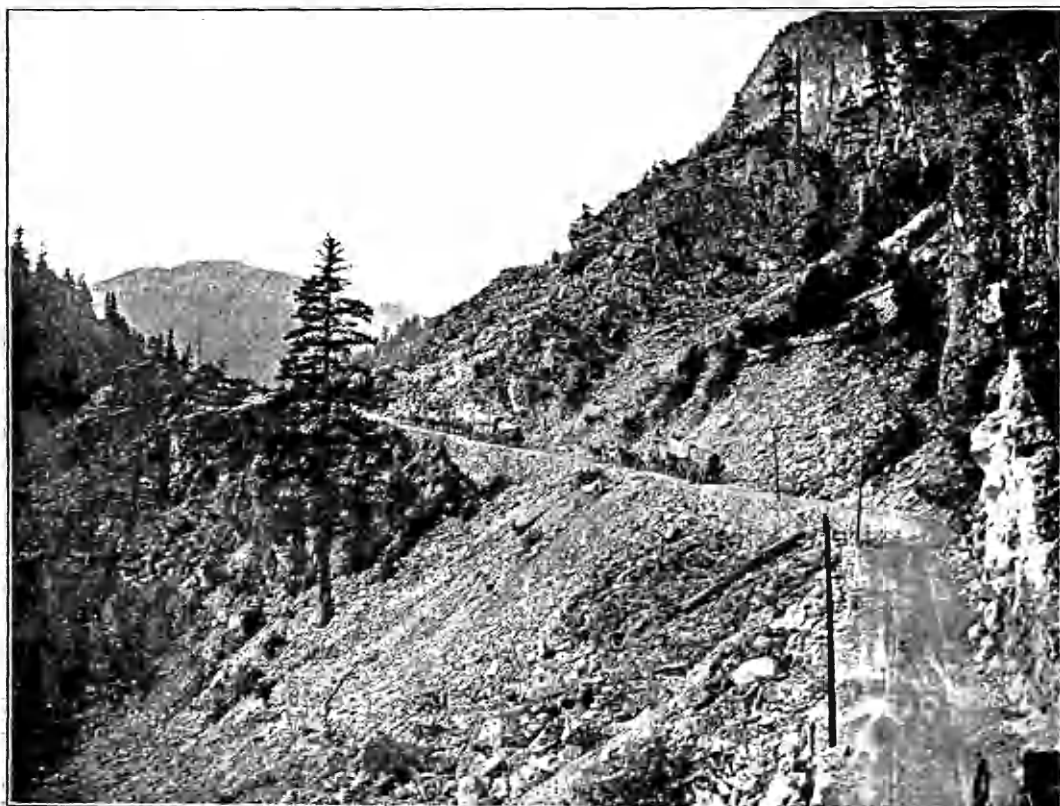
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<sup>11</sup> Anderson's *British Columbia*, p. 97 (note).

<sup>12</sup> Anderson *Hand Book*.



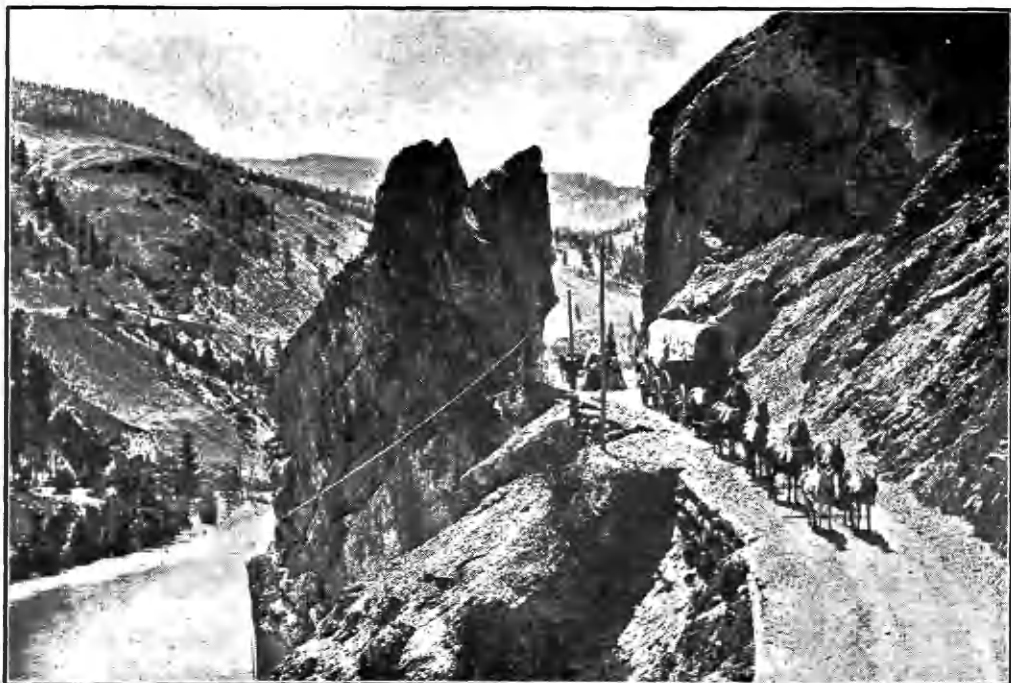
VIEW ALONG THE CARIBOO ROAD



VIEW ALONG THE CARIBOO ROAD



CARIBOO GOLD ESCORT IN 1862



SCENE ON OLD CARIBOO ROAD

## CHAPTER IX

### A SKETCH OF VANCOUVER ISLAND EVENTS FROM 1858 TO 1864— LIST OF OFFICERS OF BOTH COLONIES

The complete transformation of the mainland as the result of the gold discoveries has engrossed our attention up to this point; let us now turn and view the effects, fully as wonderful, which those discoveries produced on Vancouver Island.

The Victoria of the ante-gold days enjoyed a quiet and almost monotonous existence. It lay in a sort of eddy, out of the swirl and struggle for this world's riches. And while it can not be said that its inhabitants lived like the lotus-eaters, yet they did enjoy a life comparatively free from the stress which is the invariable adjunct of a more complex civilization.

The Hudson's Bay Company's fort, occupying the space between Bastion, Government, Broughton, and Wharf streets, formed, so to speak, the centre of the little settlement. A visitor thus describes the fort as he saw it in 1846: "The fort itself is a square enclosure, stockaded with poles about twenty feet high and eight or ten inches in diameter, placed close together, and secured with a cross piece of nearly equal size. At the transverse corners of the square there are strong octagonal towers, mounted with four nine-pounder guns, flanking each side, so that an attack by savages would be out of the question; and, if defended with spirit, a disciplined force without artillery would find considerable difficulty in forcing the defences. The square is about 120 yards; but an increase, which will nearly double its length from north to south, is contemplated. The building is even now, though plain to a fault, imposing from its mass or extent, while the bastions or towers diminish the tameness which its regular outline would otherwise produce. The interior is occupied by the officers' houses,—or apartments, they should rather be called,—stores, and a trading-house, in which smaller bargains are concluded,



## CHAPTER XI

### THE BUTE INLET MASSACRE AND THE CHILCOTIN WAR, 1864-1866

We have already shown that Governor Douglas had built two competing roads to Cariboo—by way of Douglas and by way of Yale. Private enterprise put before the public the claims of two other intended routes: the Bentinck Arm route, following very largely the path of Sir Alexander Mackenzie, and the Bute Inlet route, following the valley of the Homathco River. Both these routes had their adherents and supporters, but the Governor expended no public money on them, further than, in 1863, to cause a reconnaissance of the former to be made by Lieut. H. S. Palmer, R. E.

Bentinck Arm is distant from Victoria about four hundred miles, The Bella Coola River flows into it. The trail up the valley of this river presented no great difficulties, but Lieutenant Palmer pointed out two serious objections to it after it left that valley. These were the slide and the precipice, both of which, however, could be avoided by making lengthy *détours*. Arriving at the summit of the precipice, 3,840 feet above sea-level, the trail led across the great elevated plateau between the Cascades and the Fraser River, a vast expanse of waving forest broken only by lakes and marshes.<sup>16</sup>

The Bute Inlet route, which was for years strongly championed by Alfred Waddington of Victoria, was projected much further south. From the head of Bute Inlet, it followed the valley of the Homathco River through exceedingly rough, mountainous country. About twenty-five miles from the mouth of that river the trail crossed Waddington Mountain at an elevation of two thousand feet, the grades being excessively steep. This great elevation and these heavy grades continued until the plateau was reached. Across this heavily

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<sup>16</sup> Macfie, *Vancouver Island and British Columbia*, p. 237.  
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## CHAPTER XIII

### THE UNION OF BRITISH COLUMBIA AND VANCOUVER ISLAND 1866

When, owing to the pressure brought to bear upon the Duke of Newcastle, he had in the fall of 1863 consented to a complete separation of the two colonies, he had, as he stated in his Despatch, only yielded in deference to the strong local feeling, while he, himself, entertained the settled conviction that the well-being of the colonies and the larger interests of the nation alike required complete union.<sup>84</sup>

The separate Governors had no sooner taken office than the question of union was placed before them by the Secretary of State. Writing to Governor Kennedy on April 30, 1864, the Right Hon. Edward Cardwell said: "Besides the Civil List, Sir James Douglas's Despatch raises a still larger and more important question, namely, the union of both colonies under one Governor, though with some distinct administrative department. On this subject I am desirous of having the benefit of your views as soon as you shall have acquired on the spot sufficient knowledge and experience to enable you to form your opinion, and to supply reliable information for the assistance and guidance of Her Majesty's Government in considering the question. I shall, in like manner, ask Governor Seymour, to whom I shall communicate a copy of this Despatch, to furnish his views on the same matter, and I need scarcely say that it will not only be unobjectionable but highly desirable, that you and he should consult freely on the subject, although it will be the most convenient course that, ultimately, each should report to me independently, the conclusions which he may form on the subject."<sup>85</sup>

Governor Seymour arrived in British Columbia on April 20, 1864, and hardly had the ebullitions of joy at his advent and the

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<sup>84</sup> Union Papers, pt. 1, p. 2.

<sup>85</sup> Union Papers, pt. 1, p. 6.

## CHAPTER XIV

### THE KOOTENAY AND THE BIG BEND EXCITEMENTS

1864-1866

Close to the foot of the Rocky Mountains and adjoining the United States frontier lay a portion of the colony—Kootenay, or as it was then sometimes spelled, Kootenais—severed from the remainder by mountain chains, impassable during half the year. To the southward the mines of Idaho, during 1862-3, were calling the adventurers. Boisé Basin was as well known as Cariboo. Rumors of gold beyond the 49th parallel reached the Idaho miners late in 1863. Indians exhibited samples in Spokane, and at once all were agog. The north always allured the miner. The mere remoteness, the inaccessibility of a region in some strange way charmed these men—indeed were in themselves accepted almost as evidence of rich mining country. In the spring of 1864, Stud Horse Creek, or as it was later named Wild Horse Creek, was on all lips. The only practicable means of access was from Lewiston, Idaho, or other suitable point in the United States, along the valley of the Kootenay and its tributaries to Joseph's Prairie (Cranbrook) and up the Kootenay to *the* creek, for in this excitement there was but one—Wild Horse Creek, which empties into the Kootenay near Fort Steele. Findlay Creek, fifty miles distant, did attract a few persons, but it was disappointing. In the summer of 1864 there were about a thousand, including miners, traders, and labourers on Wild Horse Creek, where a little town had sprung up, containing three restaurants, several stores, a brewery, saloons, and all the other usual appendages of a mining camp. The mines extended four and a half miles along the creek and consisted of about five hundred claims of a hundred feet each, including creek and bar. Being shallow diggings, from four to ten feet below the surface they yielded largely and immediately. The gold was found on the bed-rock, which was a blue slate, soft and easily worked.<sup>21</sup> The rocker and the sluice were in full swing. One hun-

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<sup>21</sup> O'Reilly's Letter, June 18, 1865, in *Cariboo Sentinel*.

## CHAPTER XVI

### MINING GENERALLY FROM 1866 INCLUDING OMINECA AND CASSIAR

The Big Bend gathered to itself in that disastrous summer of 1866 all who could by any possibility reach it; when its hollowness became known it was too late to attempt any prospecting in the north. Real work went on in Cariboo. In that year the Bed Rock Drain was undertaken on Williams Creek to enable the miners to keep their claims free from water without having recourse to expensive pumping machinery. The Drain was really a tunnel four feet by five and one-half feet, about sixty feet below the surface, into which the water from each claim was led. It was about one and one-eighth miles in length, commencing at the Foster-Campbell claim just below the mouth of Stout's Gulch and terminating in Valley Creek, about a thousand feet below Marysville, where it runs into the Meadows. It was a costly work, representing an outlay of some \$100,000.<sup>59</sup>

The only discovery of any importance in Cariboo in 1866 was Canyon Creek (and its tributary, Hixon Creek), which flows into the Fraser about fifty miles above Quesnel. Canyon Creek had been found in 1865 but had attracted little attention. Mr. J. F. Hixon, who had been sent out to explore and prospect, reported that about twenty-six miles from its mouth he had found the creek which bears his name, where his party, without proper equipment, obtained from bank diggings \$8 to \$10 a day. This gold, which he declared to be "certainly of most beautiful quality,"<sup>60</sup> was found very close to the matrix. The samples showed little action by water, and many pieces contained fragments of quartz. Later Mr. Charles Waldron reported that his party had found prospects of \$1 to \$1.25 to the

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<sup>59</sup> *British Columbian*, May 19, 1866, Oct. 7, 1866; Minister of Mines Report, 1875.

<sup>60</sup> Hixon to Spaulding, June 16, 1866, in *British Columbian*, June 27, 1866.

## CHAPTER XX

### THE RAILWAY DIFFICULTY OF THE CARNARVON TERMS

Before entering into the troubles arising out of the 11th Article of the Terms of Union it may be interesting to deal shortly with the genesis and growth of the idea of a railway across British North America, connecting the Atlantic and Pacific oceans.

The dreamer generally precedes the practical man. Who first dreamed of this colossal undertaking? Certain it is that long before gold was discovered in this western land, yea, even before the Colony of Vancouver Island was thought of, at a time when the adventurous and self-sacrificing Jesuits and Oblates had scarce found their way into the mainland of British Columbia, men far ahead of their fellows, had begun to think publicly of such a railway. As long ago as 1847, Major R. Carmichael-Smyth, in a letter *On the Employment of the Capital and Population of Great Britain in her own Colonies*, addressed to Sam Slick, strongly advocated its execution as an Imperial work. "This national highway," he wrote, "from the Atlantic to the Pacific, is the great link required to unite in one chain the whole English race. It will be the means of enabling vessels steaming from our magnificent colonies—from New Zealand, Van Diemen's Land, New South Wales, New Holland, from Borneo, the West Coast of China, from the Sandwich Islands, and a thousand other places—all carrying the rich products of the East to land them at the commencement of the West to be forwarded and distributed throughout our North American provinces and delivered within thirty days at the ports of Great Britain."<sup>26</sup>

Sir Richard Henry Bonnycastle, C. B., R. E., in his work entitled *Canada in 1846*, says: "Nay more; we shall yet place an

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<sup>26</sup> Quarterly Review, January, 1887, p. 120.

## CHAPTER XXIII

### THE GRAVING DOCK—THE LAST DAYS OF WALKEM GOVERNMENT—BEAVEN GOVERNMENT—FIRST YEARS OF SMITHE GOVERNMENT

Perhaps the most confusing element in our political history is the constant change of the members of the Legislature from the support of one side to the support of its opponent. For instance, in 1876 we saw Mr. E. Brown, elected to support Mr. Walkem's Government, supporting Mr. Elliott and assisting in the defeat of the very Government he was elected to aid. He then takes a seat in Mr. Elliott's Cabinet. After resigning therefrom, he is found voting against his old leader. Elected again, in 1878, to oppose the Walkem Government, he, in 1881, is actually the mover of the address in reply. The feeling of his constituents on this Vicar-of-Bray conduct was so strong that in November, 1881, he was forced to resign, and Mr. W. J. Armstrong was elected in his stead.<sup>57</sup> So, too, we see Messrs. Harris and McGillivray, who were elected in 1878, in opposition to Mr. Walkem's Government, changing, in 1880, their allegiance and supporting him; but in 1882 they have swung round into opposition once more; yet later in that session we shall see Mr. McGillivray in the very crisis of the session changing his coat and supporting Mr. Walkem once more. Let it not be supposed that these are isolated instances. Other similar examples have been already shown. They are merely selected as the most glaring, and for the purpose of indicating a defect in the system. It need scarcely be added that in none of these cases did the members receive any mandate from their constituents to change their support.

During the session of 1881, the Walkem Government had a majority of about eight. In July, 1881, the Hon. Clement F. Cornwall, one of the Senators for British Columbia, was appointed Lieutenant-Governor in the place of the Hon. A. N. Richards, whose term had

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<sup>57</sup> *Dominion Pacific Herald*, Nov. 23, 1881.  
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## CHAPTER XXV

### THE EXTENSION OF THE C. P. R. TO VANCOUVER

The terminus of the Canadian Pacific Railway as fixed by statute was Port Moody, at the eastern end of Burrard Inlet. It was soon recognized on all sides that the railway could not end there. The site was not suitable for a city of magnitude. The distance from the entrance of Burrard Inlet was also a strong argument against Port Moody. The Smithe Government were desirous of extending the line to Coal Harbour, a point some twelve miles nearer the entrance, where a small town named Granville already existed. During the summer of 1884, Mr. Van Horne, the General Manager of the Canadian Pacific Railway Company, visited the province with the object of locating the terminus and, after a personal inspection, fixed upon the site at Coal Harbour. Negotiations looking to the extension to Coal Harbour or Vancouver, as it must hereafter be called, took place. As an inducement the Smithe Government agreed, on February 23, 1885, to grant to the company a tract of about six thousand acres and a number of lots in Granville.<sup>19</sup> Besides this magnificent grant for about twelve miles of railway, which, sooner or later their own interests would have compelled them to build, the company received from private owners a gift of one-third of their holdings. The area lying west of Burrard Street and now constituting the most valuable residential portion of the city—then known as Lot 184, was owned by William Hailstone, John Morton, and Samuel Brighthouse.

That the railway might reach English Bay had been considered possible, as far back as 1878. The Provincial Legislature had granted, by an act passed in 1880, a strip twenty miles wide on each side of the railway beginning at "English Bay or Burrard Inlet"

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<sup>19</sup> Sessional Papers, 1887, p. 322; Journals, 1886, p. 37.

## CHAPTER XXVII

### THE SEALING INDUSTRY AND THE FUR SEAL ARBITRATION

The existence of the fur-seal in Behring Sea and the vicinity, and its rookeries on the Pribilov Islands, had long been known, but its importance as a fur-bearing animal had been overshadowed by the sea otter. In 1766, the *Vladimir* included in her return cargo two thousand fur-seal skins, which are said to have been obtained from the Near Islands of the Aleutian chain. The *Arkangel Sv. Mikhail* returning in 1777 after a five years' absence, brought back one hundred and forty-three fur-seal skins. Amongst the skins sold in China by Portlock and Dixon, in 1788, were one hundred and ten fur-seal skins. In 1791, Captain Marchand obtained thirty-seven seal skins from the natives of Norfolk Sound, these skins forming a considerable proportion of the whole amount of furs got there. It is likely that much of the fur classed as beaver by the early maritime traders was in reality fur-seal. This was undoubtedly the case in the Queen Charlotte Islands, for though Portlock and Dixon state that considerable numbers of "beaver skins" were purchased there, the beaver is not and never has been a native of those islands.

About 1869, Messrs. Hutchinson, Kohl, & Co. obtained from the United States Government a lease of the Pribilov rookeries. This constituted a practical monopoly of the fur-seal industry, for pelagic sealing was then unknown. The rights of Hutchinson, Kohl & Co. later became vested in the Alaska Commercial Company.

So far as can be learned, the first vessel to attempt open sea sealing was the *Ino* of Victoria, a small twenty or thirty ton trading schooner owned by Capt. Hugh Mackay. The idea was suggested to him by the Indian hunters themselves who, in pursuit of the seals (which then skirted the shore of Vancouver Island in their northern movement), were often obliged to go ten, fifteen, and even forty



## CHAPTER XXX

### THE PACIFIC CABLE—THE PRIOR GOVERNMENT—THE McBRIDE GOVERNMENT—"BETTER TERMS"—GENERAL EVENTS 1902-1913

The completion, in 1902, of the long-projected cable between Canada and Australia, though but slightly connected with our history must be mentioned. The Pacific cable owes its existence to the strenuous and continuous exertions of one man—Sir Sandford Fleming, who will also be remembered as the Engineer-in-Charge of the Canadian Pacific Railway. From 1874 he had fought for this scheme, his intellectual child, against the intense opposition of existing and rival cable lines. It is gratifying to the people of British Columbia to remember that at a critical period in the struggle the Semlin Government had come boldly forward and offered a contribution of two million dollars towards the construction of the cable.<sup>1</sup>

After much discussion in the public press, in Parliament, and in the conference of Colonial Premiers, the plan was evolved, and the work undertaken. The cable was to be laid from Vancouver Island to Norfolk Island, with a landing on Fanning Island, and thence to New Zealand and Queensland, at an estimated cost of two million pounds sterling. It was to be vested in eight commissioners, representing the various governments interested—Great Britain, Canada, New Zealand, New South Wales, Victoria, and Queensland. The cost and the annual expenses, including interest (so far as not covered by receipts) were to be borne in the following proportions: 5/18 by the Imperial Government, 5/18 by Canada, and the remainder by the Australasian Governments mentioned. Any profits were to be divided in the same manner.<sup>2</sup>

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<sup>1</sup> Sessional Papers, B. C., 1900, p. 501.

<sup>2</sup> Canadian Statutes, 1899, C. 3; 1901, C. 5.

## CHAPTER XXXI

### THE ALASKA BOUNDARY DISPUTE

The Alaska boundary dispute, which had been a continual source of annoyance for thirty years, was settled by the award of the Alaska Boundary Tribunal in 1903. We shall now sketch the origin and progress of this, the last of our boundary troubles.

By the treaty of 1825 between Great Britain and Russia the boundary line separating their possessions on this coast was to be drawn as follows:

“The line of demarcation between the possessions of the high contracting parties, upon the coast of the continent, and the islands of America to the North-west, shall be drawn in the manner following:

“Commencing from the southernmost point of the island called Prince of Wales Island, which point lies in the parallel of 54 degrees 40 minutes, north latitude, and between the 131st and 133rd degree of west longitude (Meridian of Greenwich), the said line shall ascend to the north along the channel called Portland Channel, as far as the point of the continent where it strikes the 56th degree of north latitude; from this last mentioned point, the line of demarcation shall follow the summit of the mountains situated parallel to the coast, as far as the point of intersection of the 141st degree of west longitude (of the same meridian); and, finally, from the said point of intersection, the said meridian line of the 141st degree, in its prolongation as far as the Frozen Ocean, shall form the limit between the Russian and British Possessions on the continent of America to the North-west.

“With reference to the line of demarcation laid down in the preceding article it is understood:

“First. That the island called Prince of Wales Island shall belong wholly to Russia.

## CHAPTER XXXII

### CHINESE AND JAPANESE IMMIGRATION

On the very earliest wave of the impetuous tide of 1858 came the Chinese. But cautious as usual, they first sent one to reconnoitre. On his return he represented the country as very rich and the miners as taking out gold "by the bucketful." He reported that he had been offered \$20 a day and his board as a cook, and regretted that, owing to his ambassadorial duties, he could not accept the tempting offer.<sup>1</sup> Inflamed by these statements numbers of Chinese pressed forward with the throngs that shook the wharves of San Francisco in June and July. As the white miners left bar after bar on the lower Fraser where good wages could be made, to follow the latest, but often untrue and always exaggerated, rumors of richer diggings in more inaccessible spots, these little yellow men took up the abandoned ground and toiled patiently and diligently thereon until the returns dwindled to the vanishing point. This is the story of mining: the white miner never content, always working with both ears open to catch the first vague whisper of richer ground to be found just under the fringe of the unknown, ever ready to abandon the substance for the shadow; the Chinaman content, immovable, deaf to such rumors, clinging tenaciously to his ground so long as it continues to yield the scantiest profit.

An examination of the mining records at Yale shows the names of Chinese occurring with increasing frequency, until in 1860 they are in the majority. As early as 1861, the possible menace to the development of the country which their presence in large numbers might involve, and the desirability of levying some special tax upon them, were being discussed, but as every day brought news of new creeks in Cariboo, each richer than the last, little attention was paid

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<sup>1</sup> *San Francisco Globe*, May 16, 1858.

## APPENDIX CONTAINING PROOFS AND ILLUSTRATIONS

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1. An Act to provide for the Government of British Columbia, 1858.
2. An Act to Define the Boundaries of the Colony of British Columbia, and to continue an Act to provide for the Government of the said Colony, 1863.
3. An Act for the Union of the Colony of Vancouver Island with the Colony of British Columbia, 1866.
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