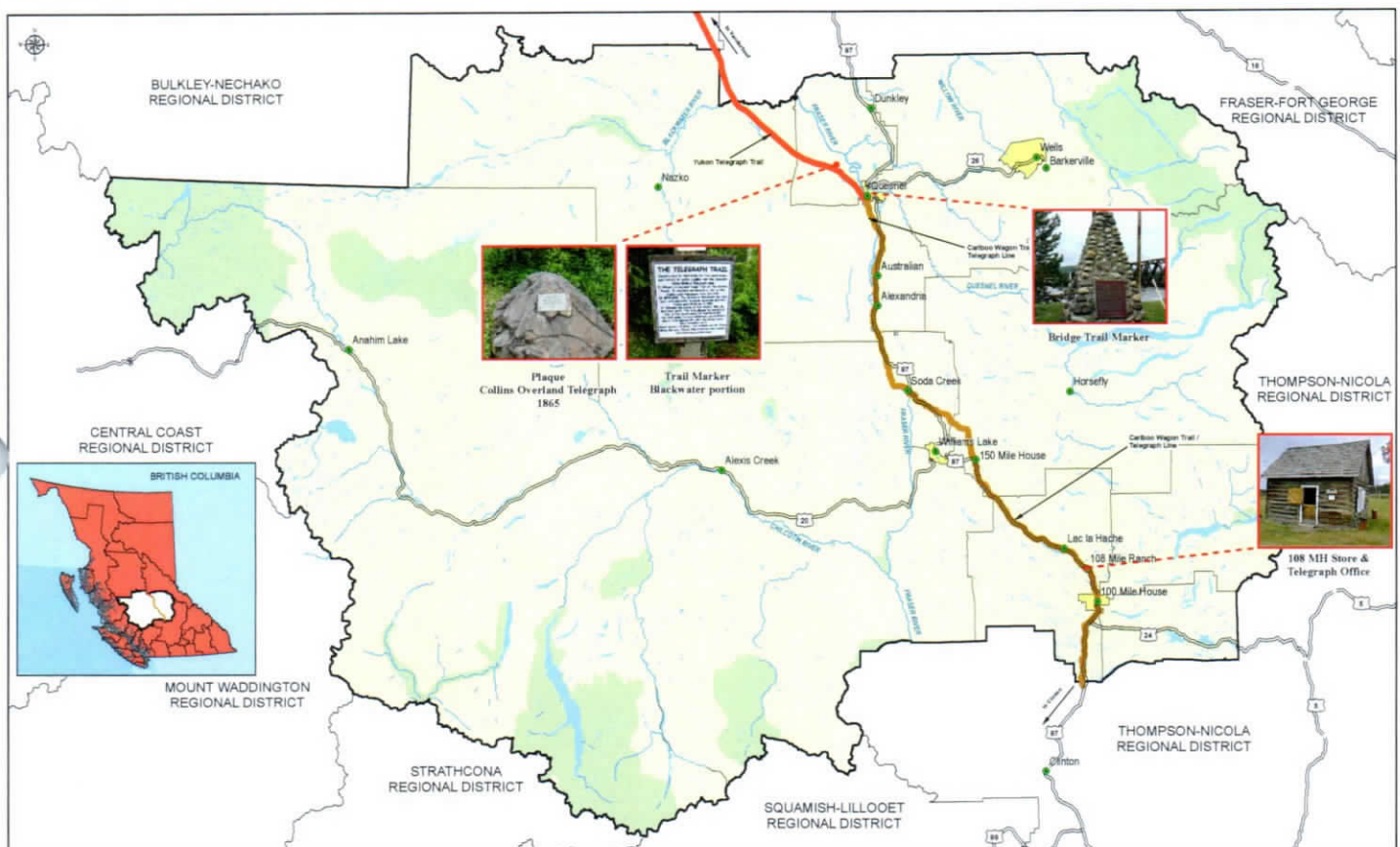


TELEGRAPH TRAIL WITHIN THE CARIBOO REGIONAL DISTRICT



Legend

— CARIBOO WAGON TRAIL / TELEGRAPH LINE — YUKON TELEGRAPH TRAIL — CRD HIGHWAYS



Notes: * Based on survey plans of telegraph line and Cariboo Wagon Trail
 ** Yukon Telegraph Trail is based on the map of Northern Interior of BC 1907 by A.G. Morice

0 20 40 80 120 160 km

BC Register of Historic Places: PDF Data Entry Template

For more information please refer to *Preparing and Submitting Records for the BC Register of Historic Places* guideline document.

☐ denotes a mandatory field

COMMON NAME

Telegraph Trail

Unique Provincial ID

Other Name(s)

LOCATION

Street Address

Municipality

Locality

PID#

Location Description

Extending the length of the Cariboo Regional District, including that portion of the Collins Overland Telegraph Trail and its successor the Yukon Telegraph Trail.

Latitude

Longitude

STATEMENT OF SIGNIFICANCE

Description

The Telegraph Trail is that portion of the Collins Overland Telegraph Trail and its successor Yukon Telegraph Trail that is located in the Cariboo Regional District. It is approximately 275 kilometers long, extending from 70 Mile House in the south to its border with the Bulkley-Nechako Regional District northwest of Quesnel.

Within the Cariboo Regional District the original trail has been largely covered over by Highway 97.

This historic place is comprised of the trail, including the parts covered by Highway 97, and the several remaining telegraph offices that are still in evidence.

Heritage Value

The Heritage Trail is valued for its historical association with the Collins Overland Telegraph Line and with the Yukon Telegraph Line.

The Telegraph Trail is valued for its role in establishing communications between the Lower Mainland of British Columbia and the various communities in the Cariboo region, most specifically those lying along the Cariboo Wagon Road between Cache Creek and Quesnel.

The Telegraph Trail is valued for its role in making possible the extension of telegraph service from the Lower Mainland through Quesnel to Barkerville.

The remaining telegraph offices, a prime example of which exists in its original state at the 108 Heritage Site, are valued for providing examples of the structures and technology of their times.

The Telegraph Trail is valued for the reliance it placed on the use of First Nations trails north-west of Quesnel.

The remaining portions of the Telegraph Trail are valued for their use as recreational trails, by hikers and those interested in the history of the Province.

The 275 kilometer portion of the Yukon Telegraph Trail that extends the length of the Cariboo Regional District, is valued as a physical reminder of the history of both the Collins Overland Telegraph and the Yukon Telegraph lines, and is valued for the critical role it played in maintaining communications along its entire length and for opening up and expanding settlement along its route.

Character-defining Elements

Key elements that define the heritage character of the Telegraph Trail include:

- Portions of the original route through the entire length of the Cariboo Regional District
- Use as recreational trails
- Old telegraph offices and the remains of others along the original route
- The telegraph office complete with communication equipment, restored to its original state, located in the 108 Heritage Site
- The frequently visible landmarks which can still serve to unite and connect communities, albeit in a different manner than carried out by the original trail
- Artifacts such as wire and insulators found along the Telegraph Trail, and in private collections

This Statement Of Significance is in part a tribute to the late Andy Motherwell, former Cariboo Regional District Area "B" Director.

Documentation Location

Cariboo Regional District - Planning Department - Williams Lake



Heritage Branch

OTHER INFORMATION

Function

Type

Transport-Land: Bridge, Tunnel or Other Engineering Work

Select

Select

Era

Historic

Select

Select

Contributing Resources

Type

Landscape(s) or Landscape Feature(s)

Select

Select

Themes

Developing Economies: Communications and Transportation

Select

Select

Select

Category of Property

Public (provincial)

Architect/Builder

Name

Government of Canada

Type

Builder

Select

Select

Associated Dates

Type

Construction (circa)

Select

Select

From

Feb 1865

To

Mar 1866

FORMAL RECOGNITION

Recognition Type

Community Heritage Register

Select

Select

Reference

2014-11A-15

Recognition Date

November 14, 2014

IMAGES

File Name

Telegraph Trail 1

Image Type

Exterior View

Description

108 Mile House Store and Telegraph Office

Caption

Date

2014

Telegraph Trail 2

Exterior View

Bridge Trail Marker

2014

Telegraph Trail 3

Exterior View

Plaque

"Collins Overland Telegraph 1865"

2014

LINKS

Type

Local government website

Select

Select

URL

http://www.cariboord.ca/services/heritage

Description

Heritage section

COMMENTS AND INFORMATION

NOTE: Information in this field is for use by the local government. It is not added to the BC or Canadian Registers of Historic Places

Author

Karen Moores

Date Modified

January 29, 2015

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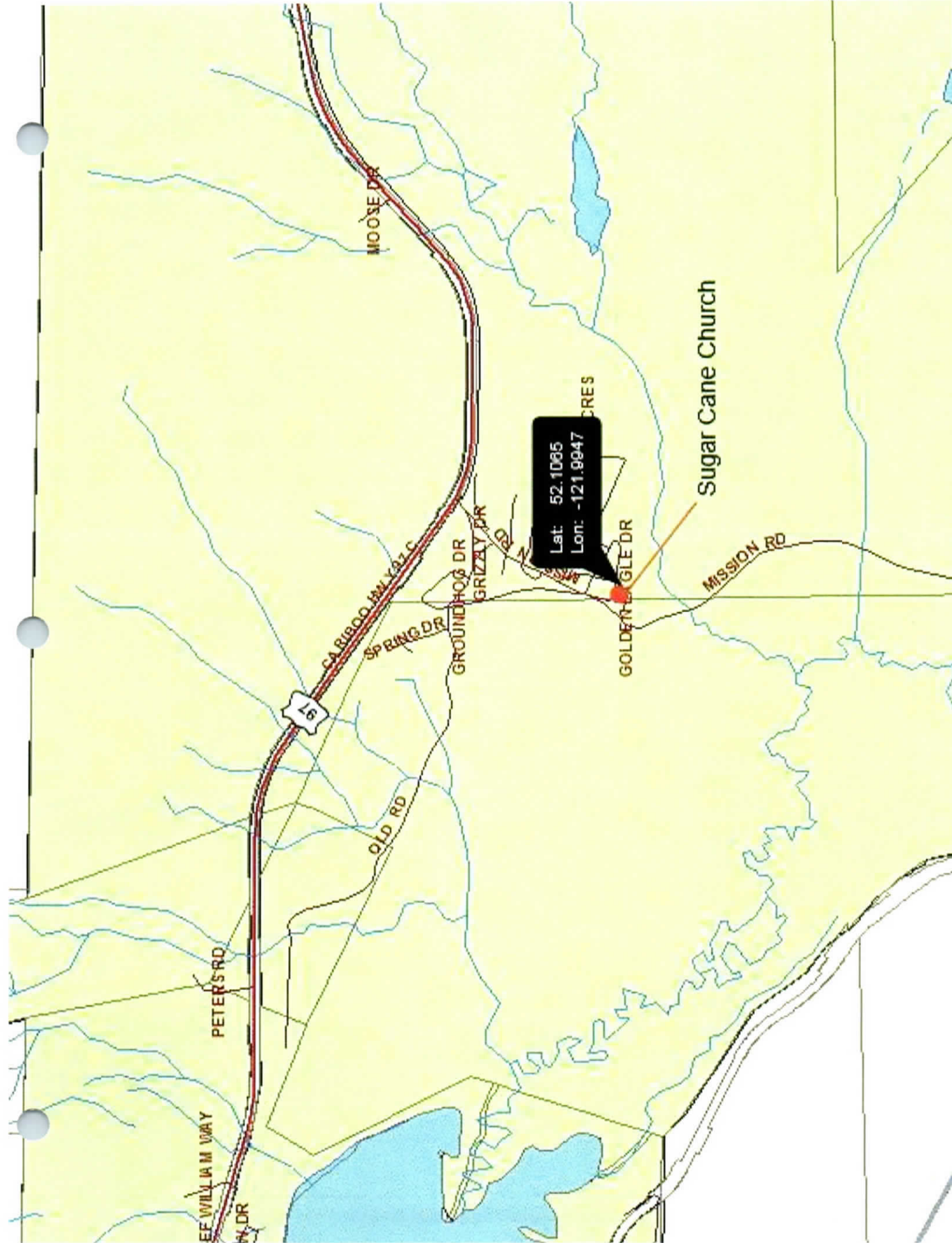
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Heritage Branch



THE
BRITISH
COLUMBIA
HISTORICAL
QUARTERLY



JULY, 1946

BRITISH COLUMBIA HISTORICAL QUARTERLY

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

VOL. X.

VICTORIA, B.C., JULY, 1946.

No. 3

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THE COLLINS OVERLAND TELEGRAPH.*

In the fall of 1943 Brigadier-General James A. O'Connor, commander of the United States North-west Service Command, and officer in charge of the building of the Alaska Highway, presented to the Provincial Archives, Victoria, and to the City of Vancouver, photostat copies of the *Papers* of Colonel Charles S. Bulkley. The same year a third copy was presented to the Library of the University of British Columbia by Mr. Isaac Burpee, of Portland, Oregon.¹

These gifts drew attention to a valuable and unusually interesting record in the early history of British Columbia, for here, in the even, back-sloping penmanship, and the formal, almost elegant style of the 19th century, is a detailed account of one of the most ambitious schemes of that adventurous period: the attempt to bridge the distance which separates Europe, Asia, and North America by building an inter-continental telegraph line. In the long lines of communication necessary to accomplish this, the unexplored northern wilds of British Columbia were to be an important link. That this ambitious attempt ended in failure was in no way the fault of its originators. They were merely the losers in a race with time; for the final successful laying of

* For two interesting and informative accounts of the Overland Telegraph see James D. Reid, *The Telegraph in America and Morse Memorial*, New York, 1886, Chapter 29 (pp. 508-17), and Donald McNicol, "Pioneer Attempt to Establish Telegraph Communication Between America and Europe," *Telegraph and Telephone Age*, July 1, 1926, pp. 289-94. Some time ago Mr. McNicol assembled an outstanding collection of books, pamphlets, clippings, manuscripts, etc., relating to the history of telegraphy, and in 1941 presented it to the Library of Queen's University, Kingston, where it is known as the McNicol Collection. It includes some of the original correspondence between Collins, the Western Union Telegraph Company, and officials in Russia. This and much other material was made available to the writer through the kindness of Mr. E. C. Kyte, Librarian of Queen's University.

(1) The original manuscript is in the possession of the Library Association of Portland, Oregon. There is no title-page, and the Library of the University of British Columbia has catalogued its copy as: Charles S. Bulkley, *Papers: Comprising correspondence relative to the Collins Overland Telegraph Scheme, July, 1865-June, 1867.*

British Columbia Historical Quarterly, Vol. X, No. 3.

Illustration on opposite page, courtesy, The Canadian Geographical Journal.

the Atlantic cable came in July, 1866, and rendered superfluous a Russian-American overland telegraph-line.

The scheme was a logical step in the development of telegraphic communication. The first public line in England was built between London and Slough in 1843; the following year the first line in America was opened between Washington and Baltimore. In Canada the first telegraphic communication was established in 1846, between Toronto and Hamilton. By the early sixties a vast network of lines had been built in Europe and in Eastern North America; and in October, 1861, a trans-continental line was completed to San Francisco.

In the meantime the idea of submarine cables, to carry lines from continent to continent, had already been entertained. The discovery of gutta-percha as an insulating material, in 1848, gave a great impetus to this plan. The first effective cable was laid between Dover and Calais in 1851, and by 1854 there were several cables operating successfully between England, Ireland, and the Continent. In 1856 the Atlantic Telegraph Company was formed, and the following year an attempt was made to lay an Atlantic cable. This ended in failure when the cable broke and could not be recovered. In 1858 another attempt ended in momentary success. The cable was actually laid from shore to shore; but less than three months after its triumphant completion it faltered and fell silent. It was this second failure, which was widely accepted as proof that a trans-Atlantic cable would be impracticable for many years to come, that led to the development of the overland scheme as an alternative means of linking the great centres of Europe with those of the United States.

The chief originator and promoter of the overland telegraph was Perry McDonough² Collins, about whom strangely little is known. His name appears in none of the standard biographical dictionaries, and a careful search for information made some years ago produced only the barest outline of his early career.

(2) Collins seems to have spelled his second name "McDonough," as his name is given as "Perry McD. Collins" on the title-page of *A Voyage Down the Amoor*. This was actually incorrect, for, as noted later, he was named after two American naval officers who won distinction during the War of 1812—Thomas Macdonough and Oliver Hazard Perry.

. . . Collins was born about 1813 in a village up the Hudson, probably Hyde Park [since made famous by its associations with Franklin D. Roosevelt], and was named after the [American] naval heroes of the war of 1812, Commodores Perry and MacDonough [sic]. As a young man he came to New York to seek his fortune, with no particular advantages in education or family influence. He was attracted to New Orleans and for a while worked for a Mississippi steamship company, probably as a clerk. . . .

During the gold rush in 1849, Collins went to California by way of Panama and formed a partnership as a banker and dealer in gold dust with the father-in-law of U. S. Grant, the firm being known as Collins & Dent. . . .³

We know also that he was called to the Bar in California. But Collins was a promoter by nature, and he himself has recorded how his mind was soon busy with plans extending to distant horizons:—

For several years previous to 1855 [he wrote in 1860], while residing in California, I had given much study to the commercial resources of the Pacific side of the United States, especially in connection with the opposite coast of Asia. I had already fixed in my own mind upon the river Amoor [Amur] as the destined channel by which American commercial enterprise was to penetrate the obscure depths of Northern Asia, and open a new world to trade and civilization, when news arrived in 1855 that the Russians had taken possession of the Amoor country, and formed a settlement at the mouth of the river. Greatly interested by this event, the important consequences of which my previous speculations enabled me fully to comprehend, I proceeded to Washington in search of accurate information on the subject. . . . What I chiefly desired was to examine the whole length of the Amoor, and ascertain its fitness for steamboat navigation. That point settled in the affirmative, everything else was sure to follow as a matter of course.

At Washington, I had conferences with President Pierce, Secretary [of State] Marcy, and the Russian Ambassador, which resulted in my appointment, March 24, 1856, as Commercial Agent of the United States for the Amoor River.

Armed with this commission, and with letters to influential personages at St. Petersburg, I started without delay for the Russian Capital, resolved to traverse the empire from West to East, cross Siberia, enter Tartary, and, if possible, descend the Amoor river from its source to its mouth. . . .⁴

This adventurous journey Collins completed without mishap. He was delayed for six months in St. Petersburg and Moscow,

(3) From a sketch of Collins's life compiled about 1928 by Professor Philip B. McDonald, of the Department of English, College of Engineering, New York University. McNicol Collection.

(4) Perry McD. Collins, *A Voyage Down the Amoor*, New York, 1860, pp. 1-2.

but the time was far from being wasted. He spent his days cultivating the acquaintance of influential officials, and in gaining their good-will towards his plans to promote trade and improve communications. When he finally left Moscow on December 3, 1856, he was firmly established in their good graces.

For interesting reading, Collins's *A Voyage Down the Amoor*, published in 1860, can hold its own with many a modern travel book. In prose that may be formal, but is never tedious, he describes his winter journey, mostly by cariole, across the icy highways from Moscow to Irkutsk, and his barge voyage down the Ingoda, Shilka, and Amur rivers in the late spring and early summer of 1857. Nikolaevsk, at the mouth of the Amur, was reached on July 11, and Collins was encouraged to find that a number of American business houses had recently established branches there, and that several American vessels were in port. In August he sailed for home, and some months later arrived back in San Francisco.

It is usually said that Collins went to Russia to promote the overland telegraph project, but there is little evidence that this is so. No reference to the scheme appears in his account of his travels, and at the time he seems to have been concerned solely with ascertaining ways and means whereby American goods could be carried into Siberia. While at Chita, he corresponded with the Russian authorities regarding the possibility of building a railway from Kyakhta to Irkutsk, which would form a link between the tributaries of the Amur River on the one hand and the river systems of the Siberian interior on the other; but the telegraph nowhere appears in the story. It was undoubtedly the failure of the first attempt to lay an Atlantic cable, which was a topic of the day when he returned to the United States, and the subsequent fate of the 1858 cable, that brought the telegraph to the fore in Collins's mind. He himself had just traversed some of the most difficult country through which an overland line would have to pass; he had seen no insurmountable obstacles there, and he was convinced that the scheme was practical. If he could secure some aid from the United States Government, interest the Western Union Telegraph Company, and enlist the influence of his Russian friends, he was confident that the great scheme would not prove impossible of accomplishment.

By 1860 Collins was ready to approach the United States Government. This he did by submitting a memorial in which he outlined his plan and asked the "aid of Congress, in order to make a thorough exploration and survey of the coasts, islands, and seas of the Russian possessions, both in Asia and America," from the mouth of the Amur to the northern limits of British Columbia.⁵ (Alaska, it will be remembered, was at this time still Russian territory.) The memorial was referred to the Committee on Commerce of the House of Representatives, and Congressman John Cochrane, its chairman, submitted the Committee's report on February 18, 1861. The verdict was entirely favourable. The report reviewed the obstacles of weather and geography which stood in the path of the scheme, and declared that none of them was insurmountable. As far as climate was concerned, it was "known to practical working telegraphists that high latitudes add to rather than retard the electric current." This had been proven on the lines from Berlin to St. Petersburg—all to the north of 47°, and in part as high as 60° north latitude.⁶ The fact that the only submarine cable required—that across Bering Strait—was no more than 40 miles in length was turned to good account, for the report expressed the conviction that ocean cables of great length were impracticable, and pointed out that this meant that "without some new plan by which a telegraph can be constructed . . . Europe and America must remain as far asunder as if electricity had never been discovered, or Morse, Wheatstone, Amphere, and Siemens never had lived."⁷ "Under all the circumstances," the report concluded, "the committee recommend an adequate appropriation by Congress, in order to carry out successfully the views of the petitioner, and for that purpose report a bill."⁸

(5) Perry McD. Collins, *Overland Explorations in Siberia, Northern Asia and the great Amoor Country; . . . with Map and Plan of an Overland Telegraph Around the World*, New York, 1864, p. 405. The appendix to this volume (pp. 391-467), which was a reissue of Collins's *A Voyage Down the Amoor*, carries the story of the negotiations regarding the telegraph scheme down to May, 1864.

(6) *Ibid.*, pp. 405-6.

(7) *Ibid.*, p. 408.

(8) *Ibid.*, p. 418.

The appropriation recommended was \$50,000; but the bill fell by the wayside. Continuing his campaign, Collins returned to the attack the following year. Upon this occasion his memorial was considered by the Senate Committee on Military Affairs, and the report was presented by Senator Milton S. Latham on February 17, 1862. Once again the verdict was entirely in Collins's favour. The report noted, for one thing, that the gap that had to be closed to link Europe and the United States was steadily diminishing. When Collins had first proposed the project it had extended from St. Louis to Moscow. Since that time the Russians had determined to build a line from Moscow to the mouth of the Amur, and the telegraph was actually in operation as far as Perm, in the Urals. In the United States a transcontinental line had been completed to San Francisco in October, 1861, and its extension northward to Oregon was assured. "We hold the ball of the earth in our hand," Latham declared, "and wind upon it a network of living and thinking wire, till the whole is held together and bound with the same wishes, projects, and interests."⁹

Collins had incorporated in his memorial two letters of more than ordinary interest. One was from Samuel Morse, who stated that although the project would doubtless develop its own peculiar problems, he could see "no insurmountable difficulties" in its way.¹⁰ The other was an enthusiastic endorsement from Hiram Sibley, founder and president of the Western Union Telegraph Company, which had just completed the San Francisco line. This read in part:—

The cost of the line [to San Francisco] will not exceed one-half the lowest estimate made when the contract was awarded to me; and our men are pressing me hard to let them go on to Behring's strait next summer, and (as you say to me) "if I had the money," I would go on and complete the line and talk about it afterwards.

If the Russian government will meet us at Behring's strait, and give the right of way, &c., through their territory on the Pacific, we will complete the line in two years, and probably in one.

(9) *Speeches of Hon. Milton S. Latham delivered in the Senate of the United States, . . . and Report from the Military Committee, on Telegraphic Communication between San Francisco and the Amoor River, . . .* Washington, 1862, p. 29.

(10) *Ibid.*, p. 30. Morse to Collins, November 29, 1861.

in London, covering the portion of the line which would pass through British Columbia.¹⁴ In the meantime, Collins had formally submitted to the Western Union Telegraph Company the terms upon which he would be willing to assign to them his rights and privileges in the plan. He asked for \$100,000 in paid-up stock, the right to subscribe to another \$100,000 in stock, and a cash payment of \$100,000 "as compensation for eight years' service in securing the grants."¹⁵ These terms were submitted to the Board on March 16, 1864, and accepted unanimously.¹⁶

The Western Union, on its part, undertook to build a telegraph-line from some point "not east of Chicago" to the mouth of the Amur River.¹⁷

About this time Collins submitted a third and last memorial to Congress. This was referred to the Senate Committee on Commerce, which, in turn, asked for an expression of opinion from William H. Seward, Secretary of State. Two passages from Seward's reply, dealing with Collins's status, and the nature of the concessions for which he was asking, deserve quotation:—

. . . I have, not without design, called it Mr. Collins' enterprise. It is truly his, because it was he alone who conceived and projected it, and who has clothed it with the substantial form which enables the three great States, whose concerted action he solicits, to cause it to be put in operation. But in another sense it is entitled to be regarded as an enterprise of the government of the United States. During all the time that Mr. Collins has been engaged in maturing and developing it, and presenting it to the consideration of Russia and Great Britain, he has been acting under the instruction and with the approbation of the Department of State, and a knowledge of that fact has not been withheld from Congress.

1865, by Hiram Sibley (for the Western Union) and I. Tolstoy (for the Russian Telegraph Department). See letter, Tolstoy to the Company, August 24, 1865, in the McNicol Collection. The friendly relations that Collins had established with the Russians shows up in the correspondence that took place at this time. In 1866, when Tolstoy was made a Count for his diligence in promoting the overland telegraph, the Company at once sent off a cordial letter of congratulation. See the copy in the McNicol Collection.

(14) Collins, *Overland Explorations*, p. 448.

(15) Reid, *The Telegraph in America*, p. 510-11. Collins's proposal was first formally submitted to the Western Union Company on September 28, 1863. *Ibid.*, p. 510. The actual terms were arranged later.

(16) *Ibid.*, p. 510.

(17) Collins, *Overland Explorations*, p. 447.

The work is not more difficult than that we have already accomplished over the Rocky mountains and plains to California; and, in my opinion, the whole thing is entirely practicable, and that, too, in much less time and with much less expense than is generally supposed by those most hopeful. No work costing so little money was ever accomplished by man that will be so important in its results.¹¹

Upon this occasion the appropriation recommended was \$100,000. Once again no money was actually voted, which is not surprising, as the Civil War was raging at the time; but many men in public life had become interested, and the Western Union Telegraph Company had definitely entered Collins's picture. Thus, in spite of internal strife, American ambition soared. Latham was not alone in feeling that the moment was less inopportune than it seemed.

Let this not be called an improper time to present this subject to Congress, because we are engaged in a war for our national existence, and because we are already taxing the whole energies and resources of the nation in a time of great peril; let us rather say that the United States is not only able to suppress rebellion at home, but able also to extend her great commercial and scientific power over the earth.

Such an enterprise as this telegraph from San Francisco to Asiatic Russia will only strengthen our power as a great commercial nation, and evidence to the world that we surrender nothing to the circumstances of the hour. . . .¹²

Collins's dream was, indeed, well on the way to being realized. Only the possibility of a successful Atlantic cable stood in its path.

The next two years were filled with complicated negotiations. Collins first of all returned to Russia, and there, on May 23, 1863, an agreement was signed that authorized construction of that part of the overland line that would pass through Siberia and Russian-America. The rights granted were for a period of 33 years.¹³ On February 9, 1864, a parallel agreement was reached

(11) *Ibid.*, pp. 30-31. Sibley to Collins, October 16, 1861.

(12) *Ibid.*, p. 31. Latham, a Senator from California, was at this same time pressing vigorously for the establishment of a line of steamers from San Francisco to Shanghai; see his comprehensive speech on this project in *ibid.*, pp. 2-13. This line actually came into being when the Pacific Mail steamer *Colorado* sailed for the Orient on January 1, 1867.

(13) Collins, *Overland Explorations*, p. 448. After Collins had assigned his rights to the Western Union Telegraph Company, new articles of agreement, granting the privileges directly to the Company, were signed in March,

What Mr. Collins asks of Congress is, the grant of a right of way across the public lands, with the right to take therefrom materials necessary for constructing the line; the use of a national vessel, suitably officered and equipped, to make surveys and soundings along the north Pacific coast, beyond the limits of the United States, and to aid in prosecuting the work; and, finally, a stipulated compensation for the government use of the line, when it shall be constructed. If the views I have submitted are just, this demand for patronage is neither unnecessary nor unreasonable.¹⁸

This time Collins received substantially what he asked for.

A second edition of Collins's account of his Asiatic travels was published in 1864, no doubt as part of his campaign to gain support for his great project. The text proper was left unchanged, but the title-page was altered, a map was inserted, and the history of the overland scheme was dealt with in detail in a 77-page appendix. The map not only indicated the route of the proposed line, but included projected extensions to India, China, Japan, and Australia. At the time of publication the Russian trans-Siberian telegraph had been completed as far as Irkutsk, while on this continent a line had been carried northward from San Francisco to Portland, Oregon.¹⁹

The work of actually organizing the undertaking was the next step.

Financially, the arrangements were relatively simple. A Western Union Extension Company was formed, and its activities were financed by special "Extension Stock" issued by the Western Union Telegraph Company. The cost of the 5,000 miles of line was not expected to exceed \$300 per mile, or \$1,500,000 in all; and although the authorized capital was \$10,000,000, consisting of 100,000 shares of \$100 each, only 20,000 of these were issued at first, and only 5 per cent. had to be paid down. Western Union shareholders were given a preference, and they promptly took up practically the entire issue, which was regarded as an excellent investment.²⁰

(18) Seward to Zachary Chandler, Chairman of the Senate Committee of Commerce, May 14, 1864; quoted in Collins, *Overland Explorations*, pp. 464, 466.

(19) See foot-note 5 *supra*.

(20) Reid, *The Telegraph in America*, p. 511. For a facsimile of an Extension Company stock certificate see *Dots and Dashes*, VII., November, 1931, p. 1.

The Extension Company's service was organized on a quasi-military basis, both to improve discipline and because it was thought the plan would give the Company's officers more prestige when dealing with foreign and native peoples. Camp guards were posted, reports were submitted, and accounts kept, more or less in army style. Many of the leaders of the various expeditions had had military training and experience; those who had not were given appropriate honorary ranks.

For the post of Engineer-in-Chief, the Company chose Colonel Charles S. Bulkley, who had been in charge of the United States Army's military telegraph system in the Department of the Gulf. The choice was an excellent one, for Bulkley was not only able and experienced, but "was universally respected and trusted; and he entered his new appointment with the unbounded confidence of all parties."²¹ Under him were three field superintendents, one assigned to each of the three vast segments of territory through which the telegraph-line was to pass. Franklin L. Pope, of New York, one of the best-known telegraphic engineers of the day, who later became the partner of Thomas A. Edison, was given the rank of Major and appointed Chief-of-Explorations in British America—that is to say, in British Columbia. Robert Kennicott, a distinguished young explorer and naturalist who had added immensely to the collections of the Smithsonian Institution, was appointed to the corresponding post in Russian-America.²² Serge Abasa, a Russian, took charge in Siberia. Another notable figure was Captain Edmund Conway, who came to British Columbia as Chief of Construction Parties. Conditions here were different than elsewhere. For some hundreds of miles the telegraph-line would parallel such well-established travel routes as the Cariboo Road. These sections Conway could start to build immediately, while Pope devoted his energies to trail-blazing through the less-known north country.

Kennicott had stipulated that he should be permitted to enlist a number of assistants, who could collect natural history speci-

(21) Reid, *The Telegraph in America*, p. 512.

(22) For an account of Kennicott's career, the diary of his remarkable expedition to the Northwest Territories and the Yukon in 1859-62, and other documents, see James Alton James, *The First Scientific Exploration of Russian America and the Purchase of Alaska*, Evanston and Chicago, 1942 (Northwestern University Studies in the Social Sciences, No. 4).

mens, and a full-fledged "Scientific Corps," which even boasted a flag of its own, took to the wilderness with the various exploring expeditions. The group consisted of six young scientists and a volunteer assistant. Several of the former became widely known in later years, notably J. T. Rothrock, W. H. Dall, and H. W. Elliott. Frederick Whymper, the artist, joined one of the parties when it called at Victoria, and spent two years in the interior of Alaska.²³

Bulkley was appointed in August, 1864, and immediately set about the immense task of organizing and setting in motion the far-flung enterprise. After completing preliminary arrangements in the East, he left New York on December 13 for San Francisco, where, in January, 1865, he opened offices on Montgomery Street.²⁴ There he pressed forward the work of engaging a staff and devising means whereby hundreds of workmen could be mustered in the wilds. To carry men, equipment, and supplies to their appointed places a Marine Service had to be organized, and from first to last the Extension Company owned or chartered more than a score of ships. It had already been arranged that the schooner *Milton Badger* and the bark *Clara Bell* should carry wire, insulators, and other telegraphic supplies from New York to the Pacific Coast; and Bulkley purchased a number of additional vessels in the spring of 1865, including the steamer *George S. Wright* and the barks *Palmetto* and *Golden Gate*. The U.S.S. *Shubrick* was made available by the United States

(23) In 1913, at the request of the late E. O. S. Scholefield, then Provincial Librarian and Archivist, Dr. Rothrock described his experiences in a lengthy letter (dated West Chester, Penn., January 11, 1913) now filed in the Provincial Archives. "The pecuniary inducement offered the scientists," Rothrock recalled, "was board, transportation and thirteen dollars a month. It probably was a fair expression of the estimate placed upon scientific endeavor by the business end of the enterprise." W. H. Dall described his part in the overland telegraph scheme briefly in the volume entitled *Alaska and its Resources* (Boston, 1870). Henry W. Elliott became an authority on Alaska, and in 1886 published *An Arctic Province: Alaska and the Seal Islands*; only incidental reference is made therein to the overland telegraph. Frederick Whymper's interesting *Travel and Adventure in the Territory of Alaska, formerly Russian America*, London, 1868, describes his experiences in detail. The flag of the Scientific Corps is shown in Dall, p. 527.

(24) George Kennan, *Tent Life in Siberia*, New York, 1888, p. 3.

Government, while across the Pacific the steam corvette *Variag* was placed at the disposal of the Company by the Russian Government.

In spite of his utmost efforts, Bulkley found it impossible to get the various expeditions under way as promptly as he had hoped. In British Columbia, as we shall see, Conway was able to make relatively good progress, but elsewhere the preliminary arrangements lagged. The ships that had been assembled at San Francisco were not ready for service until June, and even then Bulkley still had no means of sending an advance party to Siberia. At this opportune moment the brig *Olga*, a private trader, happened along, bound for Kamchatka, and Bulkley was able to arrange a passage in her for Major Abasa, and three assistants—James A. Mahood, a civil engineer, R. J. Rush, and George Kennan, who later wrote an interesting account of the work of the Asiatic Division in a volume entitled *Tent Life in Siberia*.²⁵

The *Olga* sailed from San Francisco on July 3. Nine days later Major Kennicott and a corps of assistants left for Alaska in the *George S. Wright* and *Golden Gate*. Pope and Conway had already reached their appointed field in "British America." Collins's scheme was at last fairly under way.

It is usually said that British Columbia owed her first telegraphic connection with the outside world to the Collins Overland scheme; but, strictly speaking, this is not so. Before the Extension Company was even organized, the California State Telegraph Company had completed a line from San Francisco to Portland, and was arranging to carry it farther northward. Horace W. Carpentier, President of the Company, visited British Columbia early in 1864, and on March 1 he petitioned the Legislative Council for permission to extend this line to New Westminster. The response was prompt and favourable. Within ten days the Council had passed and the Governor had approved the ordinance known as the First Telegraph Act, 1864. This

(25) First published in New York in 1870. In 1885, Kennan returned to Siberia as leader of an expedition sponsored by the *Century Magazine* to investigate the Russian penal system and penal colonies there. A series of articles published in the *Century* in 1888-90 were expanded into the two-volume work entitled *Siberia and the Exile System* (New York, 1891).



Courtesy, The Canadian Geographical Journal.

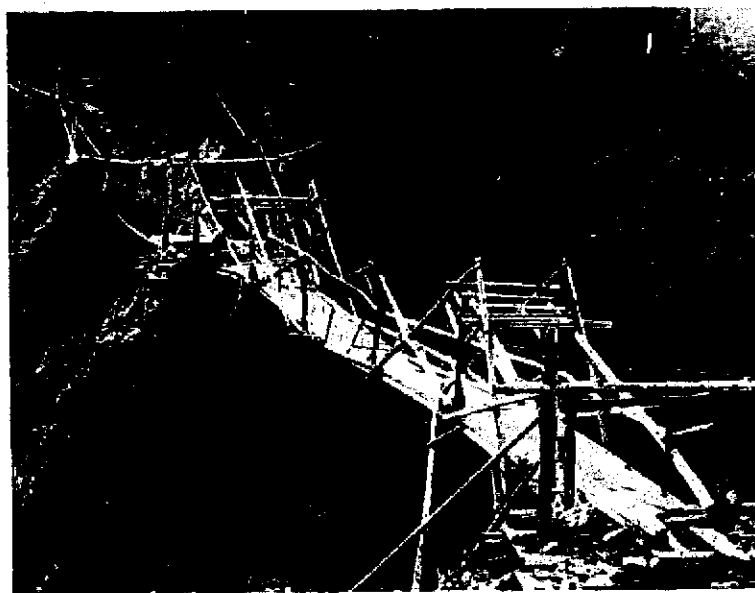
Captain Edmund Conway (centre) and a group of Overland Telegraph officials. Captain J. C. Butler, who explored the Skeena and Stikine rivers in 1866, is on the extreme left.



Courtesy, The Canadian Geographical Journal.

Buckley House, Takla Lake, in 1866.

From a pen-and-ink sketch in the Provincial Archives, based on a water-colour by Franklin L. Pope.



Courtesy, The Canadian Geographical Journal.

The famous suspension bridge built by the Indians over the Bulkley River at Hagwilget. It was bound together with telegraph-wire left in the wilderness when the Overland Telegraph scheme was abandoned.

gave the California State Telegraph Company building and operating rights within the Colony for a period of 25 years, on condition that work commenced within five months, and was completed within thirteen months, on a line that would "place . . . New Westminster in telegraphic communication with the United States and the Canadas. . . ." ²⁶ Later, rights and Company were both alike swallowed up by the Western Union; but the fact remains that the line was assured before these developments occurred.

Edmund Conway's diaries for 1864 and 1865, which were presented to the Provincial Archives some years ago by his daughter, Miss Alice Conway, enable us to follow his movements, and the progress of the overland telegraph in British Columbia, in some detail. He first came to New Westminster in November, 1864, and spent some weeks in friendly negotiations with Governor Seymour and other officials. One result was that early in 1865 the Legislative Council passed the International Telegraph Ordinance, which gave to "Perry Macdonough Collins, his associates and assigns" the right "to survey, and . . . construct and maintain" the section of the overland line that would pass through British Columbia. Construction was to commence by January 1, 1867, and to be completed by January 1, 1870; thereafter New Westminster was to be kept "in complete and continuous telegraphic communication with the whole telegraphic systems of the United States and Russia. . . ." This accom-

(26) British Columbia, Legislative Council, *An Ordinance to encourage the construction of a Telegraph Line, connecting British Columbia with the telegraph lines of the United States, and for other purposes*. No. 9, 1864: passed by the Council, March 8; received Governor's assent, March 10. Actually the rights were given to the President of the California State Telegraph Company "and to his successors in office, or assigns." The Ordinance gave certain rights to Carpentier *exclusively*, and on the grounds that this was contrary to the policy of the British Government, the Colonial Secretary disallowed the Act. The result was *An Ordinance to amend the "First Telegraph Ordinance, 1864,"* No. 9, 1865: passed by the Council, January 30; assented to February 22. This re-enacted the original Ordinance, minus the offending clauses. Some have contended that the Colonial Office's primary objective was to delay construction of a telegraph line from the United States, as an overland telegraph line from Canada to British Columbia was under discussion at this time. See the two Parliamentary returns known as the "Telegraph Papers" (London, 1863 and 1864).

plished, the builders were to be confirmed in their rights for a period of 33 years.²⁷

The Extension Company hoped to have the line nearly finished by the beginning of the specified construction period, let alone the end of it. In November, R. R. Haines, Assistant Superintendent of the California State Telegraph Company, had written to Governor Seymour stating that working-parties were then about 10 miles north of Seattle, and that he hoped that they would reach New Westminster by the middle of January. This hope was not fulfilled, but events nevertheless moved at a lively pace. February saw the arrival of J. L. Pitfield, who was to be the Extension Company's agent in New Westminster. He and Conway established temporary offices in the Columbia Hotel. The excitement aroused in the little city was intense, and the *British Columbian* referred editorially to the wondrous fact that New Westminster, "an infant city established only 6 years before amid towering trees that seemed to smile on man's puny efforts . . . was to be linked with the electric systems of Asia, Europe and North Africa." It was an hour of triumph, and the editor could not resist the temptation to have a thrust at the Royal City's "jealous and grasping neighbour." "We understand," he wrote, with obvious satisfaction, "it is not in contemplation to establish a branch to Victoria."²⁸

(27) *An Ordinance to encourage the construction of a line of Telegraph, connecting the Telegraphs of British Columbia with the Telegraph lines of Russia, the United States and other Countries, and for other purposes.* No. 5 of 1865: passed by the Council, January 26; assented to February 21. This Ordinance provided that all telegraph materials required for the construction or repair of the line should be admitted duty free up to January 1, 1870. It was followed in 1866 by *An Ordinance to incorporate The Western Union Telegraph Company, in lieu of the Western Union Telegraph Extension Company* (No. 3 of 1866: passed January 29; assented to January 31). At this point the Western Union Company proper took over the rights, etc., which had been granted to Collins and to the Extension Company.

(28) *British Columbian*, February 25, 1865. Victoria was finally linked to the mainland by telegraph in 1866, when cables were laid between the Saanich Peninsula and San Juan Island, between San Juan and Lopez islands, and between Lopez Island and the Washington mainland. Communication was established between New Westminster and Victoria on April 24, 1866.

Governor Seymour seems to have been much interested in the telegraph, and the first line actually placed in operation in British Columbia extended from the city proper to Government House, a distance of about a mile. This was completed, with appropriate fanfare, on March 6. On the 17th the U.S.S. *Shubrick* arrived, with Colonel Bulkley on board; but the Engineer-in-Chief hurried on to Alaska after a stay of only one day. However, the *Shubrick* brought the cable that was to be laid across the Fraser River, and Conway had already arranged to use Governor Seymour's steam yacht, the diminutive *Leviathan*, to place it in position.²⁹ A first attempt failed, owing to stormy weather, but on March 21, the laying was completed successfully. The Governor himself acted as steersman, and in recognition of the international character of the event, the star-spangled banner floated proudly overhead. The first message transmitted read as follows:—

Opposite New Westminster,
March 21st, 1865, 11:45 a.m.

To the Editor *British Columbian*.

We have to announce that the Cable is laid and working.
It was laid in seven (7) minutes.

Telegraph.³⁰

Another month passed before through communication was finally established with the cities to the south. Colonel Bulkley, who paid a second flying visit to New Westminster on April 11-12, missed the great event by only a few days. On April 18 the line to Seattle was at last in working order, but rejoicing was cut short when over it came the shocking news of the assassination of President Lincoln, which had occurred on the 14th.

It is interesting to note that Bulkley was not satisfied with this southern connection. On April 22 he wrote to his old chief, Colonel Anson Stager, General Superintendent of United States Military Telegraphs:—

(29) The steamship *Great Eastern* was frequently referred to as the *Leviathan*, and the editor of the *British Columbian* remarked in the issue of March 25, 1865: "It is rather an interesting coincidence that while the submarine cable will be laid across the Atlantic by the big *Leviathan* that across the Fraser is about to be laid by the little *Leviathan*."

(30) *British Columbian*, March 23, 1865.

It will be useful should you find in the future that a line from Salt Lake city down Lewis River is necessary to connect the Overland telegraph. . . .

The California Line to New Westminster, our present connection, is badly constructed and part of it through the gigantic forest growth of Oregon and Washington; this part will ever be subject to frequent breaks.³¹

Conway was now free to push forward the Overland Telegraph proper. He had already spied out the land as far as Hope, and now set off on another expedition that carried him as far as Lytton. On May 25, Franklin L. Pope, Chief-of-Explorations in British Columbia, arrived in New Westminster with a group of assistants and workmen, and on the 31st he and his party left for the Interior. On June 17 the schooner *Milton Badger* completed her long voyage from New York, and Conway at last had the wire, insulators, and other materials essential for actual construction.

Thereafter exploration, the location of routes, the clearing of the right-of-way, the erection of poles, and the stringing of wires all proceeded apace. From New Westminster the line was to follow the south bank of the Fraser River as far as Hope, and wire was being strung from pole to pole within 48 hours of the arrival of the *Milton Badger*.³² On June 27 the river steamer *Lillooet* laid the Overland Telegraph's own cable across the Fraser,³³ and thereafter at times it was possible to maintain contact with some of the working parties. Building operations were soon in full swing both above and below Yale. On the upper reaches of the line Conway opened an office at "Cornwall's ranch," a few miles from the Ashcroft of to-day, on August 2, and another at Clinton two days later. Lower down, the line was completed and commenced working to Hope on August 17.³⁴ According to the *British Columbian* the first dispatch transmitted read as follows:—

(31) From the copy of the letter in the McNicol Collection.

(32) This and many of the other dates and details cited are taken from Captain Conway's manuscript *Diaries*, in the Provincial Archives.

(33) *British Columbian*, June 29, 1865. The report states that this cable was a short distance below that laid by the California State Telegraph Company. The latter extended from Albert Crescent to Brownsville.

(34) Edmund Conway, *Diaries*.

Hope, B.C., August 18, 1865.

To Mr. Grelley, Colonial Hotel, New Westminster.

Send a bottle of champagne to the Telegraph Office to Mr.
Conway with the compliments of

Landvoigt.³⁵

Champagne was apparently abundant in those days, for on August 26, when the line was completed to Yale, another request came over the wire directing Mr. Grelley to deliver a bottle to J. W. Pitfield, the Extension Company's New Westminster agent.³⁶

More important than these local frivolities was the telegram Conway received at Hope, on August 21, which informed him that the latest attempt to lay an Atlantic cable had ended in failure. Thus cheered on his way, Conway travelled on to Soda Creek, Alexandria, and Quesnelmouth. Construction gangs followed hard on his heels, and his diary records that the line was completed to Quesnel at 3 p.m. on September 14, "Great enthusiasm prevailing." The distance from New Westminster was 435 miles, and Conway might well feel satisfied with his brief season's work.

Far from being content to rest on his laurels, however, he turned his attention immediately to the all-important northern explorations. Here the plan of attack was threefold. In Russian-America, Kennicott was to push into the interior from St. Michael, with Fort Yukon as his first objective. That point reached, his parties were to push southward as far as possible. In British Columbia Pope was to start north from Quesnel, with the ultimate object of reaching Fort Yukon, if he did not first make contact with some of Kennicott's men. Finally, Conway had been instructed to have some one explore the Skeena, Nass, and Stikine rivers, both to gain some knowledge of the country through which they flowed, and with a view to carrying in supplies for the various survey parties that would be passing through the region.

This last assignment Conway gave to Captain Horace ("Tom") Coffin, of the small sternwheel steamer *Union*. The

(35) *British Columbian*, August 19, 1865.

(36) *Ibid.*, August 29, 1865.

choice was a logical one, for the previous year Coffin had taken the *Union* to the Northwest Coast on a trading cruise, and in the course of his wanderings had pioneered steam navigation on the Skeena.³⁷ His activities in 1865 were summarized as follows in Conway's report to Colonel Bulkley:—

In compliance with your instructions of July 22d 1865, to have the northern rivers explored and supplies taken to our interior line of explorations, I beg leave to report, that I started the steamer *Union*, in command of Capt. Horace Coffin to make the necessary explorations. Captain Coffin left New Westminster on the 30th of August 1865, entered the mouth of Skeena river on the 15th of September. The steamer ascended the river 90 miles, at this point two canoes were loaded with supplies. They succeeded in getting them up to Agglegate village on the 28th of September, distance from the mouth of the river 216 miles.

I enclose a list of supplies, stored at this village, they will probably be consumed by Major Pope's party, as the village is within four days travel of, Connolly's, or Babine lake.

The steamer entered the mouth of Nasse river on the 9th of October and ascended 43 miles. The party succeeded in ascending with canoes forty miles above the steamer, total distance 83 miles. . . .

Captain Coffin considered it too late in the season to explore the Sticken, so he returned to New Westminster, arriving there on the 3d of November. I sent a full load of supplies on the steamer, thinking they might succeed in getting them to Stewarts lake. These supplies are stored at Fort Simpson, where they will come handy next year. I enclose you a list, in case you should need them. . . .³⁸

Major Pope started his explorations from Quesnel on July 4. At first his party numbered twenty-five, but by the time he had reached Fort St. James the difficulty of transporting supplies had become apparent, and he reduced his force to fifteen. This number included Dr. J. T. Rothrock, the botanist, and Pope decided to send him on ahead to establish winter quarters for a select party of eight or ten men, while he himself looked after the supply problem. Rothrock left Fort St. James on August 7, and after some searching chose a site at the northern end of Takla Lake. There, with the expert help of George Blenkinsop, an old Hudson's Bay man, he built Bulkley House. Heavy frosts started by the end of the month, but the buildings were ready

(37) See Norman R. Hacking, "Steamboating on the Fraser in the 'Sixties,'" *British Columbia Historical Quarterly*, X. (1946), p. 27.

(38) Conway to Bulkley, December 30, 1865; in Charles S. Bulkley, *Papers*, pp. 25-6. Conway itemized the cost of the expedition, which totalled \$2,860.

before winter really commenced, and Pope succeeded in laying in adequate supplies. In addition, he was able to examine the whole of a proposed route for the telegraph from Quesnel to Bulkley House, by way of Fort St. James and Stuart Lake, and to submit a detailed report, complete with map, to Conway.³⁹

Conway himself was ready to leave Quesnel on September 20, and spent exactly two months on a trip that took him first to Fort St. James and Bulkley House, and then on still farther north to Fort Connelly. This done, he returned to his headquarters in New Westminster, where he spent the next few months preparing for the resumption of construction-work in the spring.

In San Francisco, Colonel Bulkley was similarly employed. Amongst other things, a thorough overhauling of the Marine Service was necessary, and Bulkley passed a busy winter. The schooner *Milton Badger* was sold, as she had proven unsuitable for the Company's work. The steamer *George S. Wright*, which had shown herself to be a most useful little vessel, was reconditioned after a tempestuous ocean crossing from Kamchatka in which she had nearly gone to the bottom, taking Bulkley with her. The clipper ship *Nightingale* was purchased and made the flagship of the reconstituted fleet.⁴⁰ The barques *H. L. Rutger* and *Onward* were also acquired, and the sternwheeler *Mumford* was built specially to order on Puget Sound.

(39) See Pope to Conway, November 6, 1865; Bulkley *Papers*, pp. 27-32. Additional details are given in Rothrock's long letter to E. O. S. Scholefield, dated January 11, 1913, in the Provincial Archives (*see* foot-note 23 *supra*). The party that wintered at Bulkley House celebrated Christmas as elaborately as circumstances permitted. For an account of the festivities *see* *British Columbian*, April 11, 1866; also Corday Mackay, "Christmas Day—Cloudy and Cold at B.C.'s Bulkley House, 1865," in magazine section, *Vancouver Daily Province*, December 22, 1945, where much of the original account is reprinted.

(40) The *Nightingale* had had a strange career. Built as a model clipper ship, intended to be placed on display at the time of the great London exhibition of 1851, she was sold at auction before completion, and after sailing as a merchantman for a time, was employed in the African slave trade. Ultimately she was seized, condemned, and purchased by the United States Navy Department, which used her as a guard and store ship during the Civil War. *See* E. W. Wright (ed.), *Lewis & Dryden's Marine History of the Pacific Northwest*, Portland, Ore., 1895, p. 149.

It was Bulkley's hope that these and the numerous smaller craft at the disposal of the Company would prevent a repetition of the delays that had made progress in 1865 less rapid than he had expected. In Alaska results had been particularly disappointing, for he had been unable to land Kennicott and his party at St. Michael before September. As a result, they had been able to do little more than establish winter quarters at Nulato, and make plans for the future. In Siberia, however, though months would pass before Bulkley was aware of the fact, Major Abasa and his three assistants were making phenomenal progress in their preliminary reconnaissance. George Kennan, one of the four, has left a detailed account of his adventures in the volume entitled *Tent Life in Siberia*, and for the present purpose it is sufficient to note that, in the course of only seven months, and in the dead of winter, the little party actually covered the immense distance from the mouth of the Amur to the mouth of the Anadyr. Moreover, as Abasa reported with obvious and justifiable pride, "the route of the telegraph-line [had been] located on the whole distance."⁴¹

So matters stood when the widely-scattered parties had finished their first seasons in the field.

The events of 1866 can be chronicled more briefly. So far as British Columbia is concerned, Captain Conway's summary report to Colonel Bulkley reviews the season's activities in adequate detail:—

San Francisco. Cal Feby 19th 1867

Col Charles Bulkley
Engineer-in-Chief
W.U.T. Russian Extension

Sir

I beg leave to lay before you a brief report of the season's work for 1866. In the fall of 1865 the only route known for operations, north of Fort Fraser, being by Fort St. James and Lake Tatla, I had six men employed at Quesnel during the winter, constructing large bateaux for the transportation of supplies and material from Quesnel. There were five strong, clinker built boats constructed, each to carry four tons. Fearing, that I would not be able to hire men for the boating parties at Quesnel, I determined to engage Stekine and other Indians from the coast, at New West-

(41) Abasa to Bulkley, April 10/March 29, 1866; in *Bulkley Papers*, p. 87.

minster, and take them up the wagon road. This afterwards proved a very fortunate move.

I arrived at Quesnel on the 1st of May, and succeeded, after great difficulty, in getting together 25 white men, with whom, and sixty animals, I commenced work on the 14th of May, eighteen miles north of Quesnel. Owing to the excitement created about the Big Bend gold mines, I found it almost impossible to hire men at Quesnel, which I did, by allowing them ten days pay. On the 17th of May my force was increased by the arrival of 25 chinamen. By the 1st of June I had 150 men; 86 in construction camp, 26 packers with 160 animals; 38 white men and Indians transporting supplies in bateaux between Quesnel and Fort Fraser. The Fraser river being very high, and the current consequently very swift, the boats had great difficulty in getting up to Fort Fraser and only succeeded in making two trips, when I was compelled to have the rest of our supplies brought up by the trail.

We constructed the Telegraph road, and line to latitude 55.42 N. and longitude 128.15 W. The distance from Quesnel, by the road, is computed at 440 miles, and by the wire 378 miles. There are fifteen stations built, a log house, with chimney, door and windows, 25 miles apart. We built bridges over all small streams, that were not fordable, corduroyed swamps. All hillsides too steep for animals to travel over, were graded, from 3 to five feet wide. The average width of clearing the wood for the wire, is, in standing timber, 20 feet; and in fallen timber, 12 feet. All underbrush and small timber is cleared to the ground, thus leaving the road fit for horses, travelling at the rate of, from 30 to 50 miles per day. Double wires are stretched across all large rivers. Number of poles put up 9246. Boats are built for crossing the Bulkley and Westroad Rivers.

The Coast party, 23 men, under command of Jas. L. Butler, left Victoria on Steamer *Mumford* on July 5th; they succeeded in landing at Fort Stager (Skeena River) 150 miles of material and 12000 rations. They also transported to Shakesville on the Stekine river 4500 Rations, and left at the mouth of the Stekine over 200 miles of material, and near 20,000 Rations.

Owing to the uncertainty of our route, and the fast approaching winter, we were compelled to suspend work on the 2d of October. The party returned to the Skeena River, from the point they had reached beyond it, and came down to Fort Simpson in five flat bottomed boats, constructed at Fort Stager. On the 18th of October the party left Fort Simpson on Steamers *Otter* and *Mumford* for New Westminster, where they were paid off during the latter part of October. The accompanying journal gives the amount of work done each day, and the force employed. I also forward the map of our route, which will describe the country in detail much better than I can possibly do in a report.⁴²

(42) Unfortunately the reports and maps to which reference is made in this and other letters are not included in the *Papers* of Colonel Bulkley at present available.

In concluding this brief report, I can assure you, that we constructed in every respect, a first class line, omitting nothing, that would help in making it a good working, and durable line. It runs through an extremely favourable country, and is constructed in such a manner, that it can be kept in repair with but little difficulty, and at not a very great expense.

I cannot speak too highly of the Officers and men employed in the American Division during the past season, they overcame all obstacles cheerfully and willingly. Mr. Butler, commanding the coast party, deserves great credit for the energy displayed by him in transporting supplies up the Skeena and Skeken Rivers. The Division Quarter Master Mr. Burrage, gave great satisfaction, and kept the party well supplied with provisions and material. The foremen, Messrs. Decker and Bradley displayed great energy, and left behind them first class work.

I am very respectfully

Yours most obedt. servant

(Signed) E. Conway

Late Supt American Division⁴³

In addition to being superintendent of construction, Conway was also given direct charge of explorations in 1866. These were devoted, first, to the task of finding the best route from Fort Fraser to the Skeena River, and, secondly, to probing the mysteries of the great area still farther to the north, lying between the Skeena, Nass, and Stikine rivers.

Conway seems never to have been satisfied with the Fort St. James-Bulkley House-Fort Connelly route that he and Pope had examined in 1865: hence the explorations from Fort Fraser. He thought first of carrying the line through the Babine country, but inquiries led him to believe that it would be practicable to build farther west, and carry it in an almost direct line from Fort Fraser to Hagwilget, an Indian village on the Bulkley River about 3 miles from its junction with the Skeena. In May and June of 1866 two of his men went over this route carefully, and found it satisfactory in every essential. Conway promptly adopted it, and, as the report already quoted indicates, the line was completed over the whole distance before the season ended. Half a century later this portion of the Overland Telegraph was paralleled very closely by what is now the Prince Rupert branch of the Canadian National Railways. From Fort Fraser (to use the place-names of to-day) railroad and telegraph alike followed

(43) Conway to Bulkley, San Francisco, February 19, 1867; Bulkley Papers, pp. 159-60. (Paragraphing revised; otherwise quoted verbatim.)

the Endako River, skirted Burns Lake and Decker Lake, and then followed the Bulkley to Hagwilget.⁴⁴

From the latter point the telegraph crossed over to the junction of the Skeena and Kispiox rivers; and near the present village of Kispiox the Western Union Extension crew built one of their stations, Fort Stager.⁴⁵ This was as far as the line was ever placed in operation. Construction was carried about 25 miles up the Kispiox River (which was known for a time as the Collins River), but the wire simply ended in the wilderness.⁴⁶

The northern explorations were commenced during the winter of 1865-66 by Pope and Rothrock, who used their winter quarters at Bulkley House as a sort of base camp. After two shorter trips, undertaken to enable him to learn more about the technique of winter travel, Rothrock and two companions set out in January, 1866, explored the country to the westward, reached the Skeena River, and descended it as far as Kitsalas before turning homeward. Late in February, Pope, accompanied by George Blenkinsop and two Indians, left Bulkley House, determined to reach and descend the Stikine River. This extraordinary trip of some 500 miles they accomplished in 70 days, despite great hardships and privations. In March, Rothrock set out once more from Bulkley House, and made a prolonged journey northward. His route is not known in any detail. "When I was there," he himself has explained, "the country was unnamed—no one knew, except by conjecture, where any of the small streams went, further than that they went East or West. I had no means of fixing my position astronomically, except approximately and

(44) By rail, the distance from Fort Fraser is 192 miles.

(45) Named after General Anson Stager, under whom Bulkley had served in the United States Military Telegraphs.

(46) The route of the Overland Telegraph throughout its length is shown clearly on the so-called "Trutch map," which was compiled in 1870, but includes additions to January, 1871. The correct title is: *Map of British Columbia to the 56th Parallel, North Latitude. Compiled and drawn at the Lands and Works Office, Victoria, B.C., under the direction of the Honble. J. W. Trutch . . . Chief Commissioner of Lands and Works and Surveyor General. 1871.* London: Edward Stanford, 1871. On this map the telegraph-line is carried up the east bank of the Kispiox for 40 miles or more; then it crosses the river, and ends in a valley a few miles to the west.

crudely by the altitude of the pole star." Thutade Lake and some branch of the Finlay River were the only landmarks that could be identified with any certainty. Rothrock's own opinion was that he probably reached a point about 70 miles E.S.E. of Dease Lake, which would bring him very near the upper reaches of the Stikine.⁴⁷

Other expeditions were made from Shakesville, a vanished village on the Stikine that seems to have been located a few miles below the present Glenora. Scovell, one of Conway's men, after being forced back in a first attempt, succeeded during the summer in reaching Kuldo, on the upper Skeena. Byrnes, a member of another party, who had explored the Fort Fraser-Hagwilget route, and later struck out into the country north of the Skeena, actually travelled 1,500 miles between April and October. "Too much cannot be said in praise of these men," Conway wrote to Colonel Bulkley, "the hardships which they had to encounter, were fearful; being compelled to pack their blankets and supplies on their backs, and this through a country covered with underbrush, fallen timber, swollen rivers, and other numerous obstacles."⁴⁸

It is remarkable to find that neither in Conway's reports, nor in a lengthy communication addressed by Colonel Bulkley to the Executive Committee of the Western Union Telegraph Company as late as March 1, 1867, is any reference made to the successful laying of the Atlantic cable. On July 27, 1866, the steamship *Great Eastern* had nosed into Heart's Content Harbour, Newfoundland, and her crew had brought ashore the end of a cable that stretched all the way to Ireland. There is an impression abroad that this event led to the immediate abandonment of the Overland Telegraph scheme; but this is not so. Work continued in British Columbia until October, when it would normally have ceased for the winter; and even then Conway sent Thomas Elwyn to winter quarters at Shakesville, on the Stikine, with instructions to "send out small parties towards the Skeena, Take

(47) Rothrock to Scholefield, January 11, 1913. MS., Provincial Archives.

(48) Conway to Bulkley, San Francisco, February 19, 1867; Bulkley *Papers*, p. 162. This report on the explorations covers pp. 161-2.

and Chilcat Rivers, and also towards Dease House and Yukon."⁴⁹ There still remained the hope that the cable would fall silent, as its predecessor had done in 1858, and until time returned a verdict upon its reliability, the Overland project remained alive.

In British Columbia, it is true, it may be said to have continued to exist only in a state of suspended animation; but in Alaska and Siberia, where news travelled slowly, a year passed before the great enterprise was abandoned. The official decision to stop work was taken by the Directors of the Western Union Company in March, 1867, and on March 27 William Orton, Vice-President of the Company, wrote to Secretary of State Seward:—

All doubts concerning the capacity and efficiency of the ocean cables, are now dispelled, and the work of construction on the Russian line, after an expenditure of \$3,000,000, has been discontinued.⁵⁰

In his reply Seward recognized the facts of the case, and continued:—

I would not have the Atlantic cable become dumb again if thereby I could immediately secure the success of the Inter-Continental Pacific Telegraph enterprise which was committed to your hands. Nevertheless, I confess to a profound disappointment in the suspension of the latter enterprise.⁵¹

The purchase of Alaska was pending at this time, and no doubt Seward was disappointed that the completed line had not been carried that far. Progress in Russian-America had, on the whole, been less rapid than elsewhere. This was partly due to the death of Robert Kennicott, who collapsed suddenly at Nulato in May, 1866. Colonel Bulkley appointed W. H. Dall as his successor, but it was some time before word of Kennicott's death reached the outside world, and Dall could arrive to take over. After spending the winter at Nulato, Dall and his party started up the Yukon River on May 26, 1867, still blissfully ignorant of what had happened in the outside world. On June 23 they

(49) *Ibid.*, p. 162. It was in the course of the winter explorations in 1866-67 that Telegraph Creek, on the Stikine River, was named. This has led many to assume that the Overland Telegraph actually reached the Stikine, but this is not so. Telegraph Creek was the spot at which it was intended that the line should cross. It happens to be the spot at which the Dominion Government Telegraph Line to the Yukon actually does cross the river to-day.

(50) Reid, *The Telegraph in America*, p. 516.

(51) *Ibid.*

reached Fort Yukon, and there saw copies of the *Nor' Wester*, a journal published in the Red River Settlement, that announced the successful laying of the Atlantic cable. Six days later an advance party returned from a winter trip to Fort Selkirk, and on July 8 the whole expedition left for St. Michael, where they arrived on the 25th. There they were met with the news that the Collins enterprise had been abandoned; and Frederick Whympers recalls that the men's feelings caused them "to hang black cloth on the telegraph-poles, and put them into mourning."⁵²

In Siberia, actual construction of the telegraph-line was well started, but the work had been much delayed by the late arrival of the supply-ships. Major Abasa and his men waited weary months before the *Clara Bell* arrived from San Francisco in mid-August of 1866 with 50,000 insulators and brackets, and for other essential equipment they had to await the coming of the *Palmetto*, on September 19. A third vessel, the *Onward*, got only as far as Petropavlovsk, which meant that for immediate purposes she did not arrive at all.⁵³

News of the success of the Atlantic cable arrived on June 1, 1867, when the New Bedford whaler *Sea Breeze* entered the harbour of Gizhiga, the port at which most of the supplies for the Siberian parties were to be delivered. Six weeks later, on July 15, the slow-moving *Onward* arrived with orders to cease work. The summer was spent in gathering up the widely-scattered construction parties, and early in October the barque set sail for San Francisco. The last of the Overland Telegraph officials to leave Siberia included two of the first to arrive—James Mahood and George Kennan. They, and two companions, decided to return home by way of European Russia, and they set out on their great overland trek soon after the *Onward* disappeared over the horizon.⁵⁴

The collapse of the Overland Telegraph was a severe blow to the Western Union Company, but it made no attempt to shirk the unpleasant financial consequences. The Company issued

(52) Wympers, *Travel and Adventure in Alaska*, p. 241.

(53) See Kennan, *Tent Life in Siberia*, pp. 369 *et seq.* A great store of information about the Siberian division of the Collins venture is to be found in the many letters from Major Abasa included in the Bulkley Papers.

(54) Kennan, *Tent Life in Siberia*, p. 421 *et seq.*

\$3,170,292 in bonds to redeem the Extension stock, and although this meant that it was footing the bill, the market value of Western Union stock did not fall. "Some denounced this proceeding," one authority notes, "but as the stockholders [of the Extension Company] were almost wholly also holders of the Western Union Company stock, it was generally acquiesced in."⁵⁵

Collins himself seems to have fared reasonably well financially, and to have emerged from the enterprise with a modest competence. In 1876, at the age of 63, he moved to New York, and took up residence in the St. Denis Hotel, in lower Manhattan. There he lived for no less than twenty-five years, and during that time he handled his investments so well that when he died on January 18, 1900, at the ripe old age of 88, he left a considerable fortune. Seventeen years later his niece and heir, Kate Collins Brown, bequeathed the sum of \$550,000 to New York University, the income from which was to be used for scholarships in the University's College of Arts and Pure Science, and in the College of Engineering. In the interval Collins himself had been so completely forgotten that these scholarships had been awarded annually for a decade or more before anyone thought of drawing attention to the ultimate source from which the money came.⁵⁶ To-day he still remains a forgotten man, although his world-girdling scheme is recalled now and then by a journalist in search of a good story that has both a modern touch and a romantic flavour.⁵⁷

The fate of the hundreds of miles of telegraph line that the Extension Company actually constructed in British Columbia is not without interest. When the "cease work" signal was received, a blockhouse was built at the end of the line and filled with equipment "as a silent hope that the Atlantic venture might

(55) Reid, *The Telegraph in America*, p. 517.

(56) Mr. Donald McNicol seems to have been primarily responsible for the effort that was made to find out something about Collins personally, and bring it to the attention of the University and the students receiving the awards. Most of the details given are taken from the sketch of Collins's career prepared by Professor Philip B. McDonald, of New York University, to which reference has already been made.

(57) For a recent example see W. H. Deppermann, "Two Cents an Acre," in *North American Review*, 245 (1938), pp. 126-33. This article was abridged and reprinted by the *Reader's Digest*.

again result in disaster."⁵⁸ Fort Stager was kept manned until 1869, when John McCutcheon, the last operator there, abandoned the station and left "with thirteen large canoes loaded with provisions and clothing."⁵⁹ In the meantime the line had remained in active commercial operation as far as Quesnel, and in 1868 it had been extended to Barkerville. However, the Western Union Telegraph Company took little interest in it, and in February, 1871, the Government of British Columbia secured a perpetual lease of all the Company's lines that lay within the Colony. In July of the same year British Columbia became a Province of Canada, and the Dominion Government, in accordance with the terms of union, took over the lease. During the next decade the line to the Cariboo was repaired and largely rebuilt, and various new lines and cables were added to the system, including an all-Canadian connection with Victoria. Finally, in September, 1880, the Government purchased all the Western Union Company's property and privileges. It secured an extraordinary bargain, for the price paid was only \$24,000, and the deal ended subsidies and brought in revenues that between them amounted to \$25,000, even in the first years.

Between Quesnel and Fort Stager the line was left to go to wrack and ruin. W. F. (later Sir William) Butler has described how he chanced upon its remains in the course of the great journey described in *The Wild North Land*:—

Crossing the wide Nacharcole River, and continuing south for a few miles, we reached a broadly cut trail which bore curious traces of past civilization. Old telegraph poles stood at intervals along the forest-cleared opening, and rusted wires⁶⁰ hung in loose festoons down from their tops, or

(58) R. N. Young, "Collins Overland Telegraph," in *Telegraph and Telephone Age*, July 1, 1922, p. 298.

(59) *Ibid.* John McCutcheon later settled in the Chilliwack district, where he died relatively recently. Other long-lived survivors of the Overland Telegraph days included George Kennan, who died in 1924, and Leonard Bright, who joined the *Nightingales* as a cabin boy in 1866. He was still alive, aged 87, in 1934.

(60) The reference to rust recalls the fact that it is often assumed that the wire used would be copper. Mr. Donald McNicol is of the opinion that it was 8-gauge iron wire, and notes the fact that the Indians are said to have used bits of it for nails, which would scarcely have been practicable if the wire had been copper. To the best of his knowledge copper-covered iron wire was first used in 1872, and single-strand copper wire did not come into

lay tangled amid the growing brushwood of the cleared space. A telegraph in the wilderness! What did it mean?

When civilization once grasps the wild, lone spaces of the earth it seldom releases its hold; yet here civilization had once advanced her footsteps, and apparently shrunk back again frightened at her boldness. It was even so; this trail, with its ruined wire, told of the wreck of a great enterprise.⁶¹

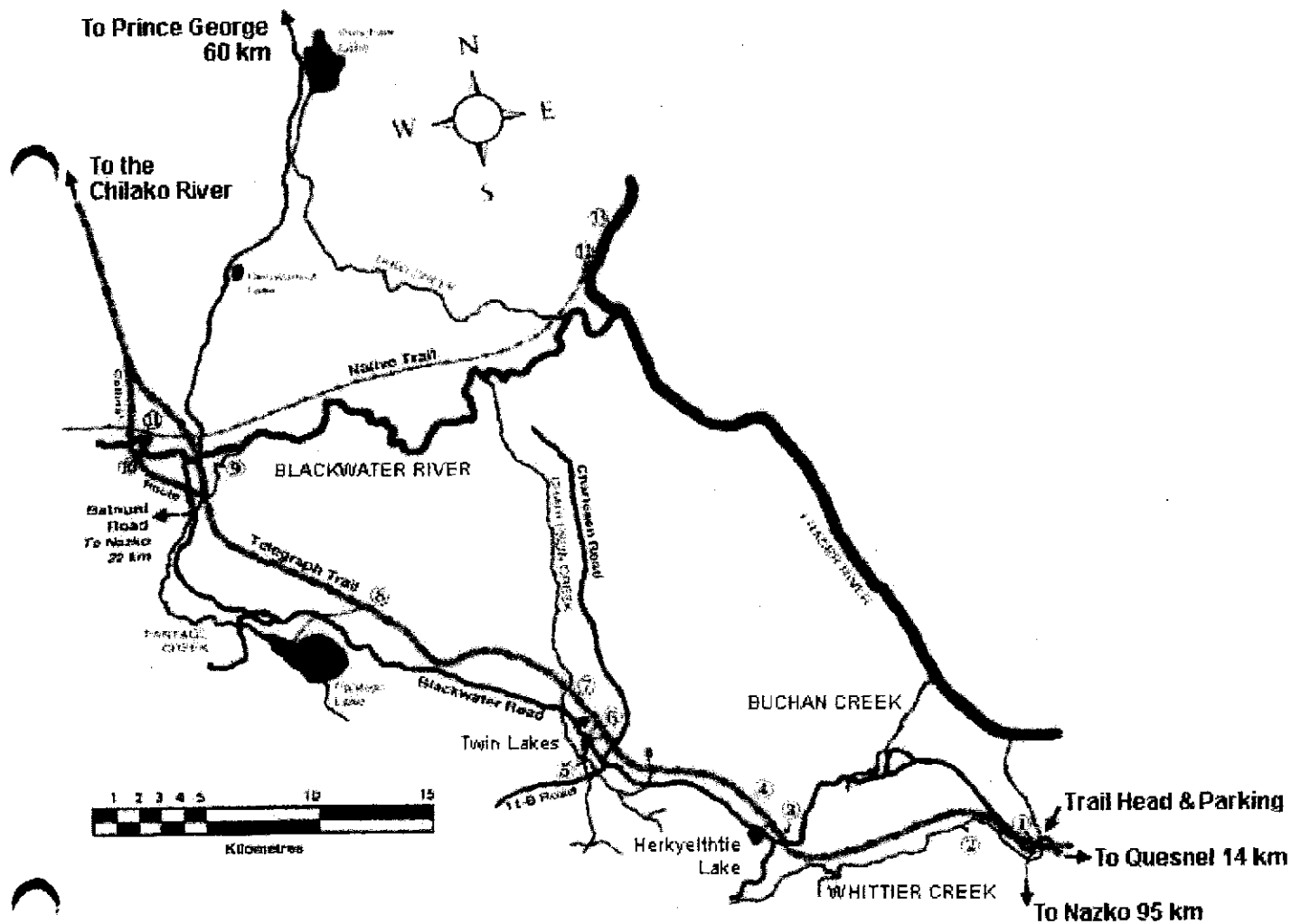
This chance encounter occurred in May of 1873. Here and there in the wilderness great piles of wire, insulators, and other equipment survived, and may still survive. Occasionally the Indians made use of these materials, as, for instance, in the construction of the celebrated bridge at Hagwilget. But as decade followed decade, two or three place-names, notably Telegraph Creek and the Bulkley River, became the most enduring survival of the great enterprise. The telegraph-line itself, and the memory of Perry McDonough Collins, whose imagination and tireless effort had brought it into existence, virtually disappeared.

CORDAY MACKAY.

VANCOUVER, B.C.

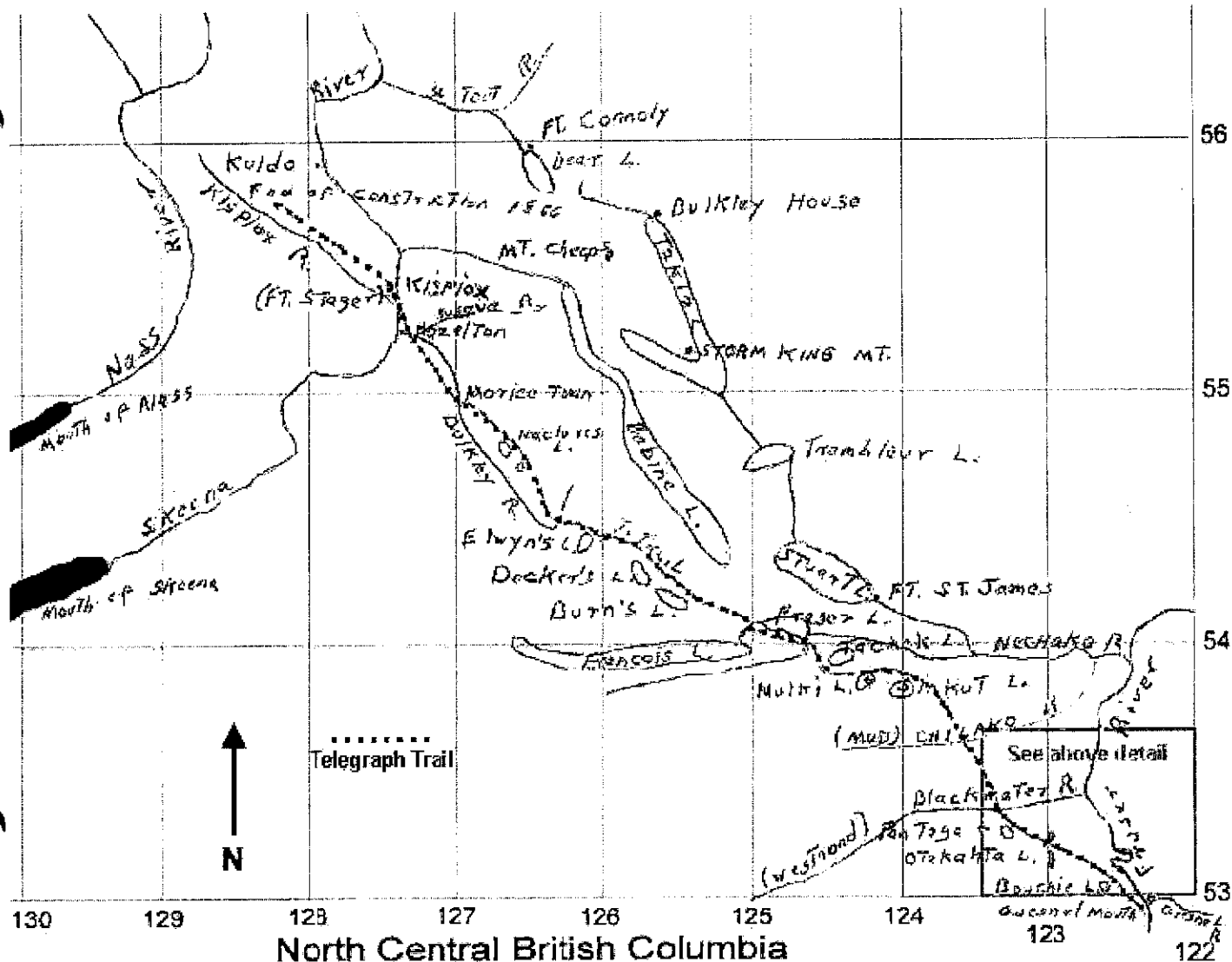
use until 1877. See carbon copy of letter, McNicol to Professor D. W. Hering, December 20, 1936, in McNicol Collection.

(61) W. F. Butler, *The Wild North Land*, 4th edition, London, 1874, pp. 333-4.



Source: www.telegraphtrail.org

Revised as of 2006.



Points of Interest

(1) Whittier Creek Campsite #1

An undeveloped campsite on a narrow grassy valley close to the road. There is no bridge where the trail crosses the creek. If the trail is flooded by a beaver dam, use the log 100 metres upstream to cross. Small parking lot where the trail crosses the Blackwater Road.

(2) Whittier Creek Campsite #2

Several grassy spots along the creek in a solitary location. Undeveloped campsite. Fishing. Be careful with fires.

(3) First Telegraph Station Site

The site of the first telegraph station northwest of Quesnel.

(4) Goose Lake Campsite

Undeveloped campsite with room for several tents between the road and the lake. Many birds inhabit the water and shore in season; be careful not to disturb nesting birds. Several houses are occupied on the south end of the lake.

(5) Weasel Lake Campsite

An old sawmill site. Lots of room for camping beside a small lake. An undeveloped campsite close to the road.

(6) Access to Twin Lake

A developed Forestry campsite with picnic tables, outhouses and fishing.

(7) Charleson Creek Campsite

An undeveloped campsite in a secluded grassy meadow beside the creek. Use logs to cross if the area is flooded by beaver dams. Fishing.

(8) Pantage Lake Access Trail

Secluded spot on a large lake with waterfowl. No fishing as the lake is too shallow.

(9) Blackwater Campsite

The Blackwater Forestry Campsite. This was the Lower Blackwater Crossing on the Yukon Telegraph route. Cross on bridge.

(10) Second Station Site

Nothing remains of this second telegraph station site northwest from Quesnel. River crossing is knee deep in late summer. No bridge.

(11) Uninhabited Indian Reserve

Site of the old Nakonate village. Grassy bench along the river with fishing.

(12) Uninhabited Indian Reserve

Site of the old Netselcha village. A beautiful isolated spot on the Fraser River with road access.

(13) Eastern Terminus of the MacKenzie Trail

The MacKenzie Trail heads northwest from here towards Panchaw Lake.

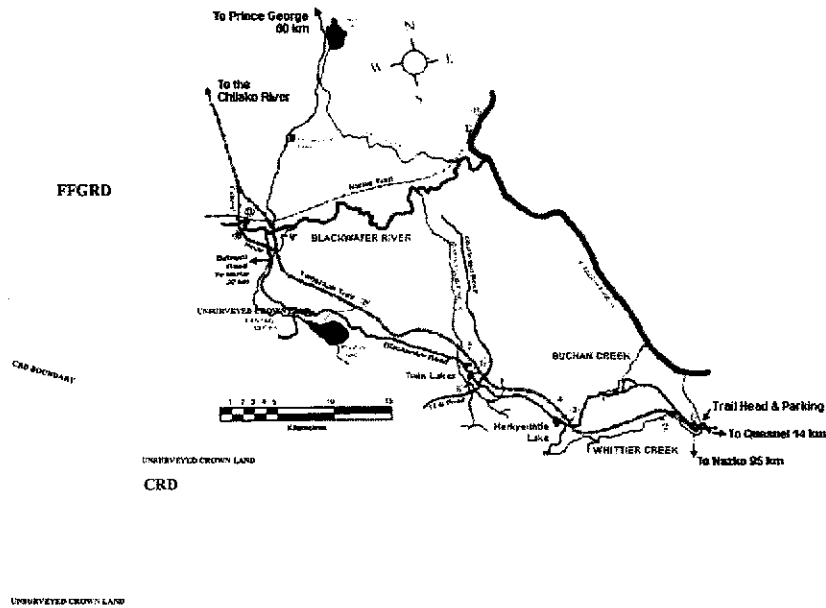
The trail system is eco-sensitive. Please do not disturb the moss and other flora while using the trail. The trail goes through wilderness areas, so one should govern themselves accordingly. It's best to hike in groups, watch the weather, and know your limits.

North Central British Columbia

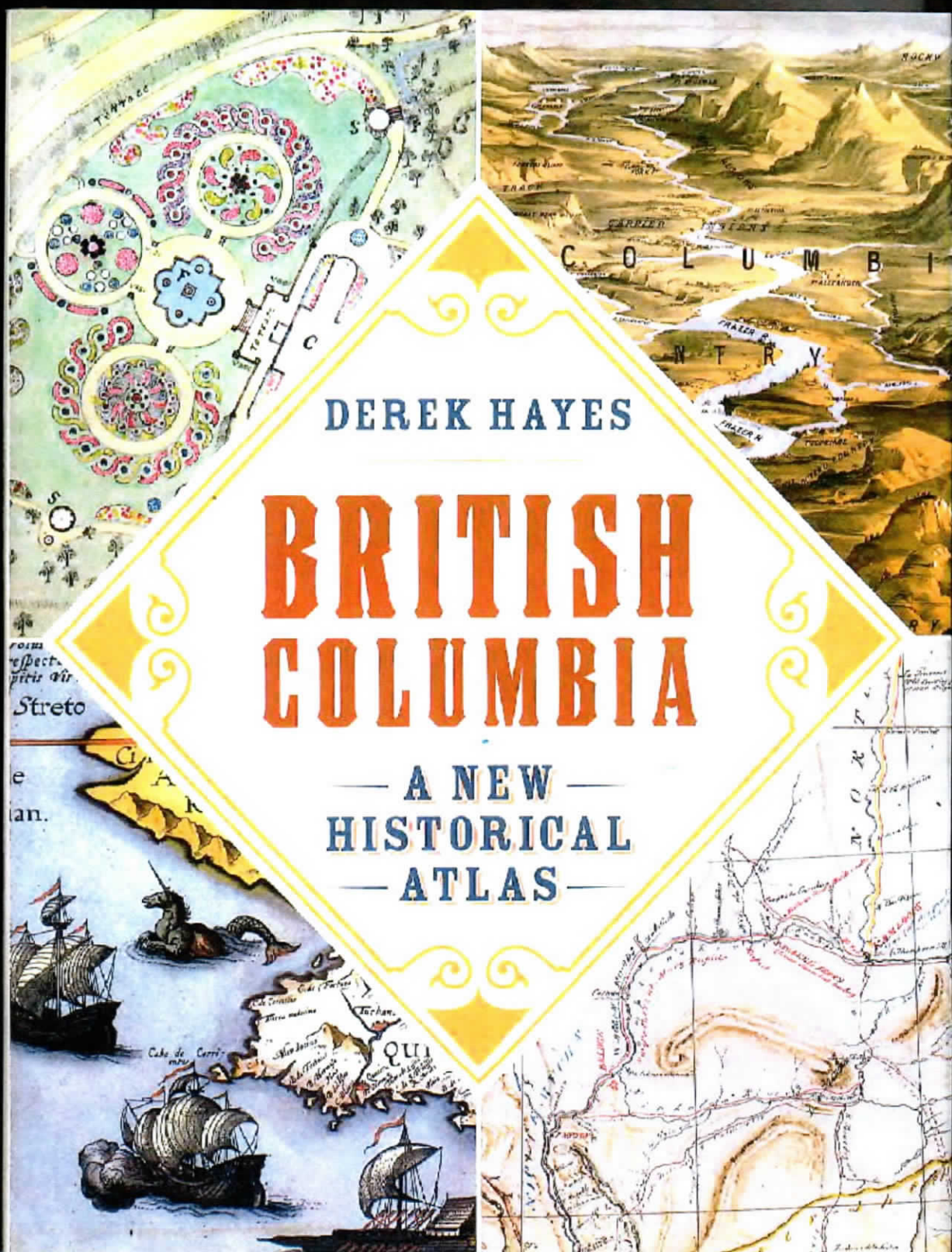
YUKON TELEGRAPH TRAIL - CROWN AND PRIVATE LOTS

Page 1 of 1

6/24/12 - website

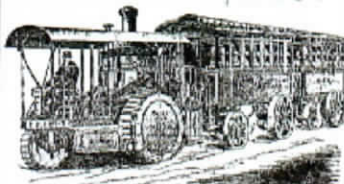


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STEAM TO CARIBOO!



The British Columbia
GENERAL TRANSPORTATION COMPANY

Will place Four of THOMPSON'S PATENT ROAD STEAM
MACHINES on the route between Yale and Belvidere in the First
Week in April as it will be prepared to enter into Contracts for
the conveyance of Freight from Yale to Belvidere, Great Northern
Days. The freight Contracts will be made as soon as the condition
of the road above Quinceville permits.

Rates of Passage will be as usual in due time.

BARNETT & GREGG, Managers.

120-122, Adams Street, and also at 75 1/2, N. La Salle St. Chicago

Lieutenant Henry Palmer. Another road, from Lilcoet to Clinton, was built by Royal Engineers under Sergeant John McMurphy. At Clinton the road connected with the Cariboo

The Cariboo Road was completed in September 1863 as far as Soda Creek, where a steamerboat on the Fraser took over, but by 1865 it was completed through to Barkerville.

Although widely regarded as an engineering triumph, the Cariboo Road was seen by the British government as yet another colonial expense, and this was one of the reasons the Royal Engineers were recalled to Britain in July 1853.

A58747 (b) (6)

This 1861 Royal Engineers map by Sergeant William McCall locates the start of the proposed Caribbo Road around the first rock bluff north of Yule. The line of road had *three trees - blazed and marked ... with red paint*. There is an existing *Atlin's Trail* (dashed line), which was the track taken before the road was built. The Caribbo Road was a wagon road, considerably wider than a mere trail. *Black Hut proposed road* is higher than the mile trail. This first difficult section of the road and another short section along the Thompson were built by the Royal Engineers themselves, though much of the rest of it was contracted out.

The trees along the line of road are blazed and marked thus ∇ with Red paint and marked I II III. I indicates the left side of road, (down stream), II the center, & III the right side.

905 Yards of Blasting



E. Desmarais
L. Thompson & Co.
and Quesnel

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plus One, Two, Three, Ashcroft, B.C.



MAP 246 (right).

The Cariboo Road, clearly marked but not named is shown on this 1886 map. The road runs from Elbert to Barkerville via Quesnelmouth (now Quesnel) and joins the road from Ashcroft at Clinton.

Left. The easy way to get to the gold fields—by road steamer. Several steamers were purchased from Scotland by E.J. Barnard and J.C. Deedy. The first, left, *Yale* in the spring of 1874, pulling six tons of freight. It got as far as Jackass Mountain before proving unable to cope with the grade. Needless to say, the experiment was short-lived.



Derick Hayes
 British Columbia - A new Historical Atlas p.266
 ISBN 978-1-926812-57-1

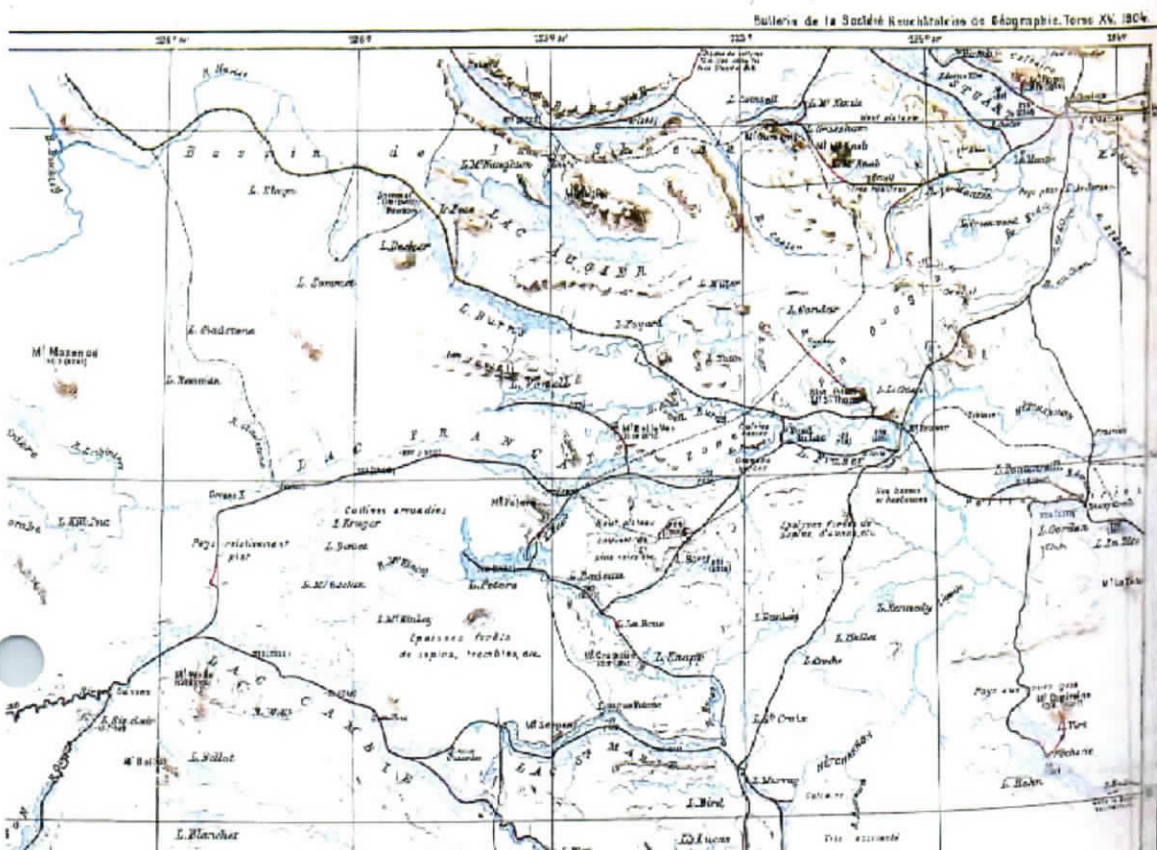
Dictionary

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MAP 677 (rig
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 (see page 195)

The Mapmaking Missionary

Derek Hayes P.266
British Columbia - A new historical Atlas

We owe many of the early details of the northern part of British Columbia's geography to an Oblate missionary, Father Adrien-Gabriel Morice, who came to the region in 1880 and stayed until 1904.

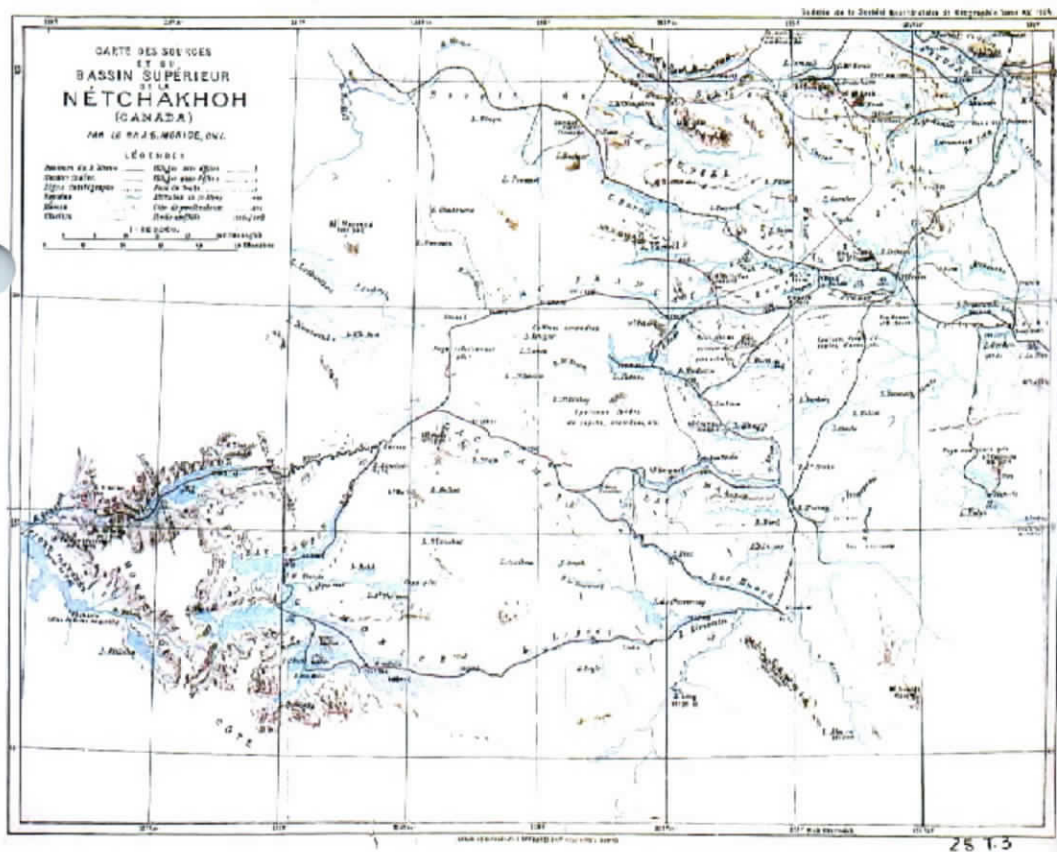
Morice is perhaps most famous for his creation of a written form of the Carrier language, which helped him in his work, but he is also well known for his maps. As he travelled, he made a habit of noting where he was, and the features around him, although he possessed only elementary instruments. He later used this information to compile the first comprehensive map of northern British Columbia, which was published in 1907 (MAP 674, right).

MAP 674 (right).

Adrien-Gabriel Morice's 1907 map of northern British Columbia, the first published detailed map of the region.

MAP 675 (below).

Morice's map of the Nechako basin, produced in 1904. The red lines are routes that he travelled; one ends on a mountaintop (Mt. Gisler, at left). He has carefully noted both villages with and without a church, a detail no doubt important to him. The map also notes Indian trails (Sentier indien) and vegetational zones, such as Zone du pin Douglas (Douglas fir). The Gardner Canal (Fjord Gardner), location of Kamano (just off map; see page 122) is at left. St. James is at top right.



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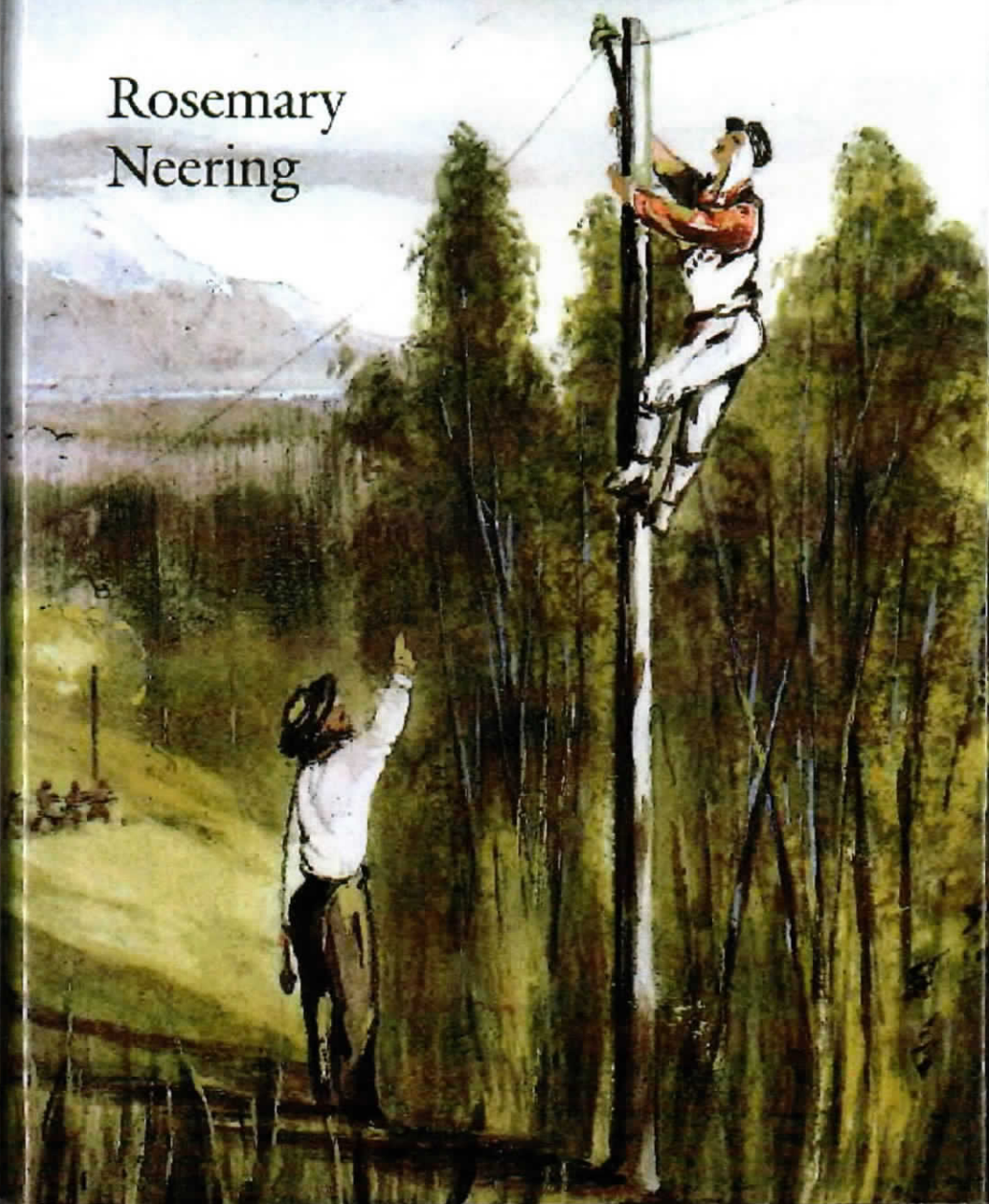


*Anything Can
Happen
When You Dare*

Continental Dash

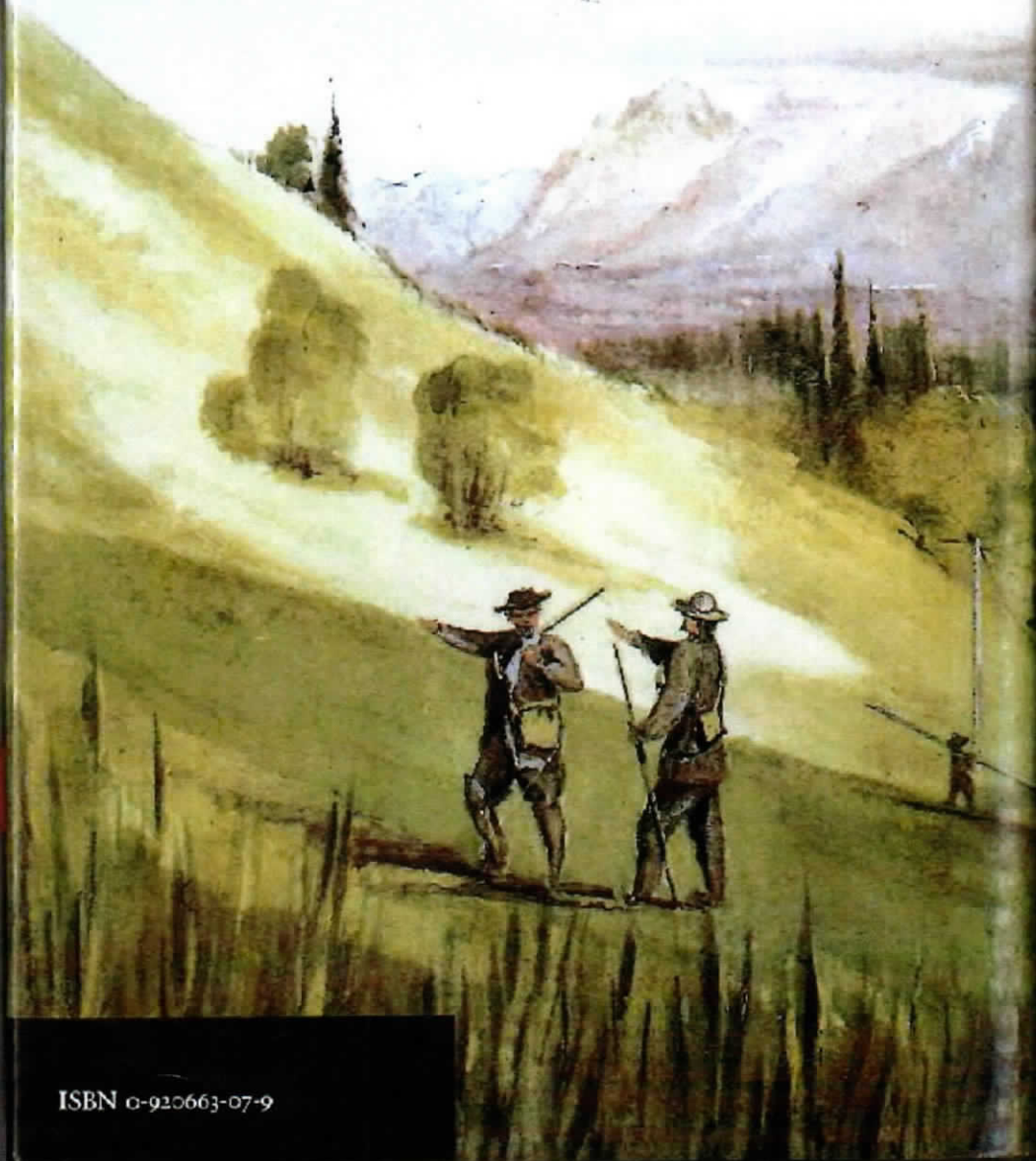
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in *Showing Location of Materials*

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in *Routes Peace River—Vancouver*
in *British Columbia Development*
in *on the Feasibility of Building*
in *Peace River*, c. 1960
Archives CR 0880, Box 57

329].
in *Location Plan Potential*
in *Quarry Areas, and Haul Road*

6. Progress Report 2, 1965
Archives CR 0880, Box 57

330].
in *Canada Public Carrier Map*

Government Travel Bureau, 1950

330].
in *Shell road map*
company, 1958

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in *Lands and Forests*, 1945
company Archives RG4/87/102/101-10

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in *1944 Map of British Columbia*
Company, 1940

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in *Parts of New Westminster*
in *Preliminary Map*
of *Lands*, 1931
Public Library Special Collections
1933

330].
in *Presenting the Hope—Princeton*
of *Commerce*, 5 November 1949

The *Trans-Canada Highway*
From *Adventure along the Trans-Canada Highway*
Canadian Government Travel Bureau, 1962

MAP 880 (page 332).
200-Mile Miracles: 200/The Fraser Valley Scenic Circle
British Columbia Government Travel Bureau, 1967

MAP 881 (page 332).
Vancouver and Vicinity
Home Oil/H.M. Gousha Company, 1954

MAP 882 (page 332).
Map of Greater Vancouver Showing Proposed Tunnel
George Massey, 3 March 1947
Delta Archives 1987-36, folder 10-20

MAP 883 (page 332).
Proposed New International Express Highway
Showing Fraser River Tunnel and North Arm
Crossing
George Massey, c. 1949
Delta Archives 1957-36 (roll)

MAP 884 (page 332).
Present Route to Border/New Route to Border
Opening on Saturday
Vancouver Sun, 21 May 1950

MAP 885 (page 333).
Street Map of Vancouver
H.M. Gousha, Chevron road map, 1963

MAP 886 (page 333).
Street Map of Vancouver
H.M. Gousha, Chevron road map, 1963

MAP 887 (page 333).
Freeway System Levels
From Stanford Research Institute and Wilbur
Smith and Associates, *Review of Transportation*
Plans, Metropolitan Vancouver, B.C., 1964
City of Vancouver Archives PD 273

MAP 888 (page 333).
Proposed Burrard Inlet Tunnel Crossing
From Christiani & Nielsen, *Burrard Inlet Tunnel*
Crossing. A Comprehensive Proposal for Handling
Traffic across Burrard Inlet, 1955
City of Vancouver Archives PD 682

Model, 1986
With thanks to Pat McGeer

MAP 892 (page 335).
On Site Attractions (Map of Expo 86)
From Expo 86 Official Souvenir Guide
Expo 86 Corporation, 1986

MAP 893 (page 335).
Index of Map Sheets of Nisga'a Lands
Nisga'a Treaty map, 1993
Land Title and Survey Authority Treaties Drawer

MAP 894 (page 336).
Schematic diagram of Expo and Millennium
SkyTrain Lines
TransLink, 2004

MAP 895 (page 336).
Schematic map of Expo and Millennium SkyTrain Lines
TransLink, 2004

MAP 896 (page 336).
Proposed transportation improvement, 2004-08
TransLink, 2004

MAP 897 (page 336).
Bus Community Rail Back to the Fraser Valley Now!
Ad on side of semi-trailer, 2010
Valley Transportation Advisory Committee

MAP 898 (page 336).
British Columbia and North American destinations
from Vancouver International Airport
Vancouver International Airport, 2009
© Vancouver International Airport Authority

MAP 899 (page 336).
Non-Stop Destinations from YVR
International destinations from Vancouver
International Airport
Vancouver International Airport, 2009
© Vancouver International Airport Authority

MAP 900 (page 337).
Map of Morgan Heights subdivision for sale in
South Surrey
Advertising board, 18 October 2008

MAP 901 (page 337).
British Columbia Mountain Pine Beetle Epidemic,
2007
Online computer-generated map, Ministry of
Forests and Range, 2007

MAP 905 (page 338).
The *Tech in B.C.*
Television screenshot, CTV British Columbia,
28 January 2010
Route map: BCTV
Base: © 2010 Google/© 2010 Terra Metrics

MAP 906 (page 338).
Map of the Canada Line
From: TransLink, Canada Line opening brochure,
September 2009

MAP 907 (page 339).
Gwaii Haanas Orbital
J. Broadhead and D. Loverssee, Cowgala Institute,
2009
From: *The Story of Gwaii Haanas Marine: A*
Proposed National Marine Conservation Area
Reserve, Gwaii Haanas National Park Reserve and
Haida Heritage Site, 2008

MAP 908 (page 339).
Stair Valley
International Travel Maps, 2000
ITMS Publishing Ltd.

MAP 909 (page 339).
Best of B.C. (British Columbia as a guitar)
From: page of *Westcoast Life* section, *Vancouver*
Sun, 27 August 2009
Courtesy of the Vancouver Sun

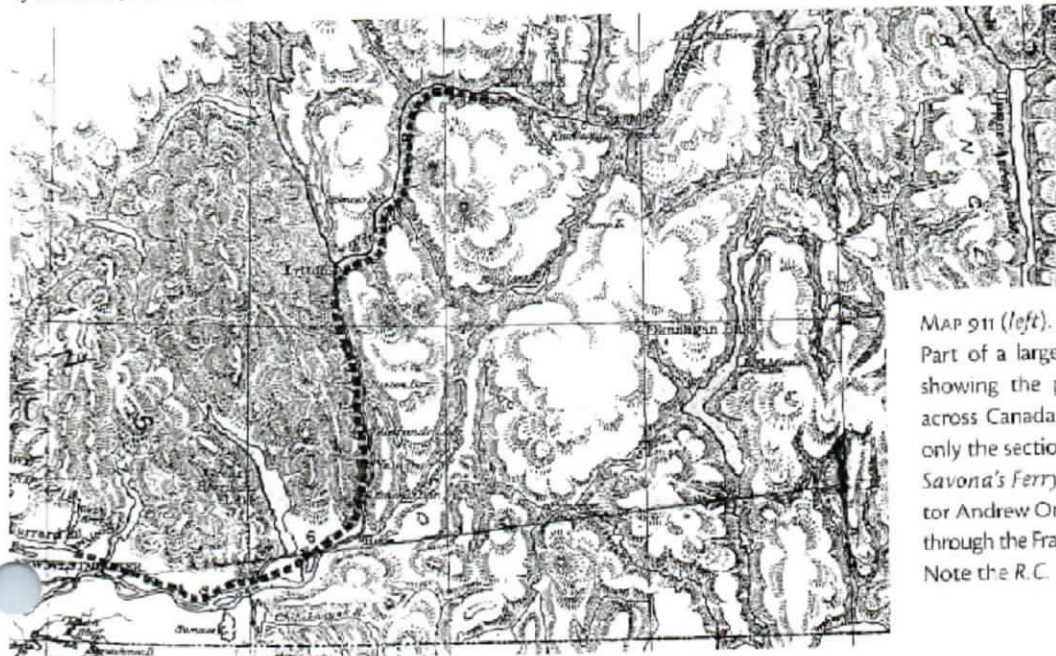
MAP 910 (page 339).
Computer-generated map of St. Margaret Point,
Langara Island
Photo of screen on Coast Guard Auxiliary rescue
boat, Massett, August 2009

MAP 911 (page 340).
Unfolded single western sheet of a multi-sheet map
showing the route of the Canadian Pacific Railway
across Canada
Burland Lithographic, 1883

MAP 912 (page 351).
Western North America
Juan Pedro Walker, c. 1817
Huntington Library

MAP 913 (pages 358-359).
Map of British Columbia to the 55th Parallel
James Saunders, Department of Lands and Works,
1871
University of British Columbia Rare Books and
Special Collections C3510.1871.B7 copy 1

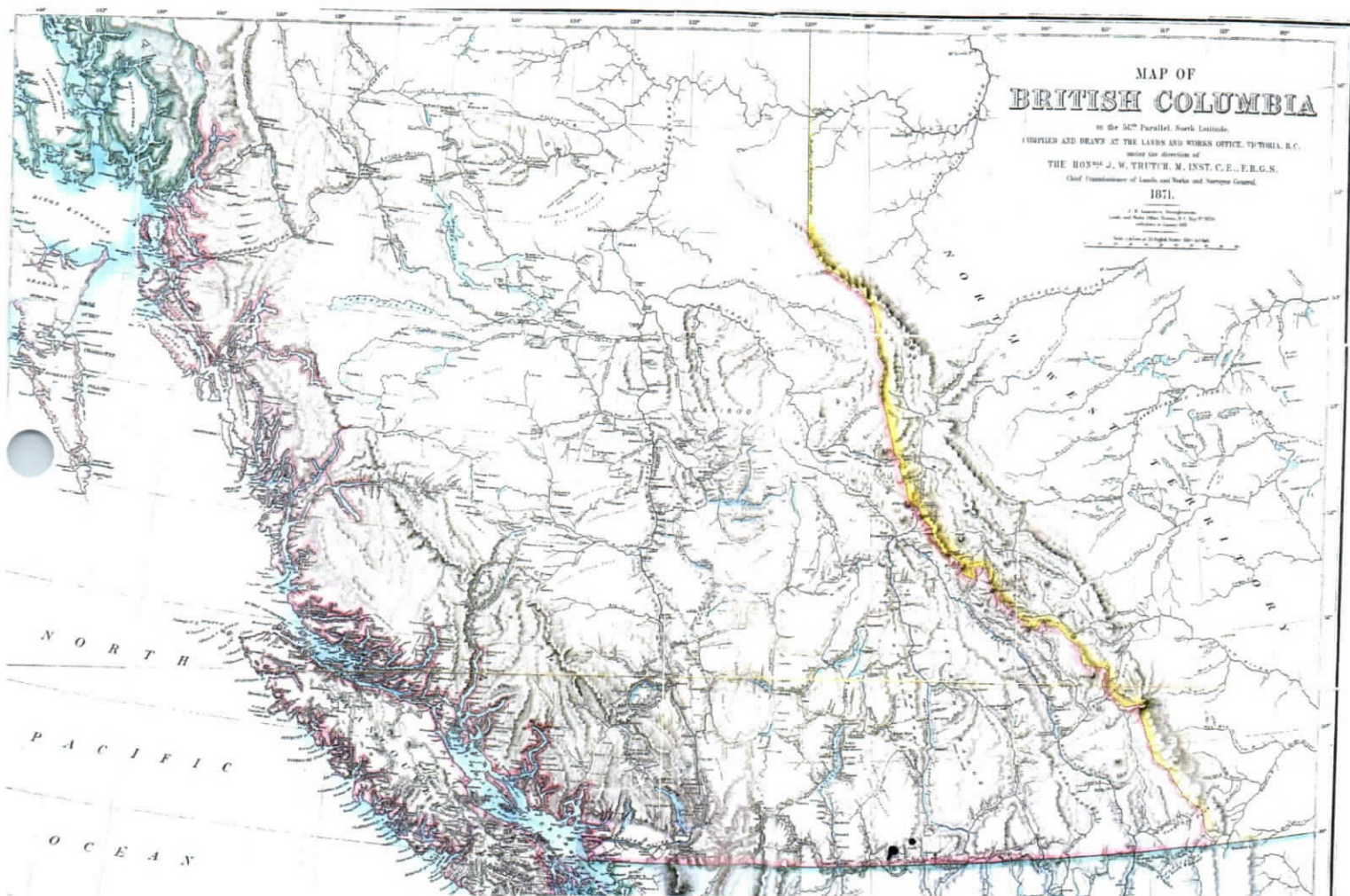
MAP 914 (page 358).
Carte de Comparaison
Jean-Nicolas Buache, 1775
Bill Warren Collection



MAP 911 (left).

Part of a large, multi-sheet map published in May 1883 showing the progress of the Canadian Pacific Railway across Canada. This is the westernmost sheet and shows only the section between Pt. Moody, on Burrard Inlet, and Savona's Ferry, on Kamloops L., that was built by contractor Andrew Onderdonk. This included the difficult section through the Fraser Canyon. See page 118 and MAP 311 (page 127). Note the R.C. Mission at today's Kelowna.

- MAP 671 (page 264).
Unsettled bird-eye map of Hazelton area with proposed Grand Trunk Pacific townsite of South Hazelton.
From: *GTP South Hazelton: Northern Interior Metropolis*, Grand Trunk Pacific Railway, 1913
Frank Leonard; copy of Vancouver Public Library item now lost
- MAP 672 (page 265).
Map of Jasper Park, Alberta, Mount Robson Park, British Columbia. Canadian Rocky Mountains.
Grand Trunk Pacific Railway.
Grand Trunk Pacific Railway, 1916
From: *Grand Trunk Pacific Railway, The North American Alps*, Canadian Rockies, Mount Robson Route, 1916
Library and Archives Canada FC3807 C73
- MAP 673 (pages 264-65).
Map of the Central Section of British Columbia Showing the Country Served by the Grand Trunk Pacific Railway
Grand Trunk Pacific Railway/Poole Brothers, 1911
Library and Archives Canada NMC 155838
- MAP 674 (page 266).
Map of the Northern Interior of British Columbia
Adrien-Gabriel Morice, published by Department of Lands and Works, 1907
Library and Archives Canada H2/602/1907
- MAP 675 (page 266).
Carte des Sources et du Bassin Supérieur de la Natchakoh
Adrien-Gabriel Morice, *Bulletin de la Société Neuchâteloise de Géographie*, Vol. 15, 1904
Land Title and Survey Authority 25T3 Old Maps
- MAP 676 (page 267).
Christian Community of Universal Brotherhood/
A Brilliant Orchard
Jam label, c. 1920
Nanaimo Museum
- MAP 677 (page 267).
Columbia River Fruit Lands
West Kootenay Dist. British Columbia
J.D. Anderson, 1916
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Map of British Columbia to the 56th Parallel North Latitude.

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Good food centre of activities for Canim Lake residents



Peter Hart
250-257-2541
harts@canimlake.com

CANIM LAKE

Dear Canimites,
Well, the first good snow is gently falling as I write. As Marga Hausmann said, "The swans have arrived. The snow won't be far behind."

Christmas dinner
The Community Club's annual Christmas dinner will be held at the Forest Grove Legion on Dec. 15.

The turkey feast will start around 5 p.m. with beverages followed by apples and dinner at 6. The cost is \$20 per person.

The Legion is again doing the cooking, so it's going to be tasty! To reserve your place, contact Dolores Angell by Dec. 7 at 250-397-0220 or e-mail angellpinecone@live.ca.

Bachelor bake
The annual plump-up-the-bachelors-before-Christmas baking event will be held in Margo's Cabin on Dec. 18 at 10 a.m.

The good women of Hawkins and Canim lakes bake their best cookies and squares, bring them all to the cabin, and then divide them into as many containers as there are bachelors in the area. Tied neatly with a Christmas bow, they are then delivered.

If you know of

a bachelor, man or woman, who has not received this gift in the past, please let Dolores Angell know. Otherwise, come on out with your baking to join the fun - everyone welcome.

Slide repaired
The Bluebird Road slide has been repaired.

Ministry of Transportation and Infrastructure area manager Terry Murphy

says water coming down and under Bluebird from the Canim-Hendrix Road above saturated the fill under Bluebird causing it to slough down the hillside. To solve the problem, drainage from Canim-Hendrix Road was re-routed. Bluebird's base was given the summer to dry out, and then about 60 tandem truck loads of fill were used to restore the road to full

width.

People news

• Marion Kellett will be celebrating her 96th birthday on December 3 in her home at Fischer Place.

• Toody Shirran's sister, Tink, is with her at the farm for the winter. Toody will celebrate her 95th on Jan. 14. Her daughter, Vicky, says the two sisters can work so fast that it's hard to keep up

with them.

That's all for now. Until next time, here's wishing you many blessings.

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Cariboo Regional District

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The trail extends the length of the Cariboo Regional District and includes that portion of the Collins Overland Telegraph Trail and its successor the Yukon Telegraph Trail.

The Telegraph Trail is valued for its role in establishing communications between the Lower Mainland of British Columbia and the various communities in the Cariboo region, most specifically those lying along the Cariboo Wagon Road between Cache Creek and Quesnel.

TELEGRAPH TRAIL WITHIN THE CARIBOO REGIONAL DISTRICT

Yukon Telegraph Trail
Cariboo Wagon Trail / Telegraph Line

If you would like further information about the Cariboo Regional District Heritage Registry and the Telegraph Trail, contact Karen Moores, Manager of Development Services at 250-392-3351 or 1-800-665-1636, or visit the Heritage page on the Regional District website at <http://www.cariboo.ca/services/heritage/statements-of-significance>

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NEWS

Defence argues charter breach in Gentles trial

Monica Lamb-Yorski
Staff Writer

Lawyers for both sides in the Martin Gentles case argued for hours this week whether or not the accused's charter rights were upheld during his arrest following a fatal collision April 22, 2012.

On trial at B.C. Supreme Court in Williams Lake this week, Gentles, 30, faces sev-

eral charges including dangerous driving in the early hours causing the death of 20-year-old Rayel MacDonald, dangerous driving causing bodily harm to Alysha Mullet, impaired driving and failing to stop at an accident involving persons.

Defence lawyer Ken Walker referenced testimony provided by Const. James MacKinnon, who told the court

he administered an Assisted Screening Device (ASD) to read Gentle's blood alcohol content after arresting him.

Walker argued Gentle's charter rights were compromised because the RCMP continued to investigate the incident after arresting him.

Walker said an officer doesn't have the right to take incriminating evidence from an accused until the accused has

had the right to counsel after an arrest.

"You can't say things like 'have you had anything to drink tonight?'" Walker told the court. "That's not permitted anymore because you've arrested him."

Countering Crown Counsel lawyer Julie Dufour told the court Gentles did not spontaneously say anything about consumption of

alcohol until after he had been arrested.

"That is when, and only when, Const. MacKinnon could ever have had, not only a subjective suspicion but a reasonable one to make the ASD demand," Dufour argued.

The trial, which began Dec. 1, continued Monday and Tuesday afternoon and will resume on Monday, Dec. 8.

Concept plan to address four priorities

Continued From
page A1

"Both projects are needed and the hospital district is committed to moving both forward," Massier said.

The concept plan will address the four clinical priorities identified in the master plan, including immediate and

long-term space and service requirements for these priorities, IH said, adding the plan will also address future site development, such as on-site parking and access to the hospital.

For its commitment CRHD will cover 40 per cent, or about \$240,000, of the concept plan cost, Massier said.

While the board is

not abreast with the concept plan's day to day details, Massier said IH met with the board in-camera to discuss some preliminary cost estimates.

"There were no big surprises with costs, but they would like the costs nailed down as tight as they can be before they start making them public."

Once the concept

plan is submitted to the Ministry of Health by Interior Health, then the community will have to step up to rally, Massier urged.

"At that point it will be out of Interior Health's hands and we will have to make our business case to government," he said.

Massier said he appreciated the update from IH because the

CRHD was tired of being the middle man trying to explain why the plan hasn't unfolded as originally scheduled.

"People in Williams Lake have been waiting for this a long time," he said.

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SUDOKU

December 3, 2014

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Fill in the grid so that every row, every column and every 3x3 box contains the numbers 1 through 9 only once. Each 3x3 box is outlined with a darker line. You already have a few numbers to get you started. Remember: you must not repeat the numbers 1 through 9 in the same line, column or 3x3 box.

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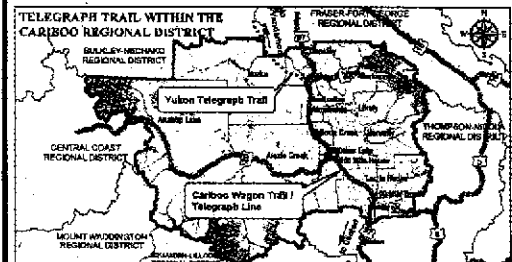


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If you would like further information about the Cariboo Regional District Heritage Registry and the Telegraph Trail, contact Karen Moore, Manager of Development Services at 250-392-3351 or 1-800-665-1636, or visit the Heritage page on the Regional District website at <http://www.caribood.ca/services/heritage/statements-of-significance>

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"Oh! My gosh we won," Angela Harris

Gaeli Farrar
Staff Writer

Angela Harris and her band The High Bar Gang won Vocal Group of the Year at the Canadian Folk Music Awards in Ottawa Saturday night.

Harris and five of the seven High Bar Gang members were just about to deliver the encore for their sold out Grand Cariboo Opry show in Bragg Creek, Alberta when they got the news by text from fellow band member Shari Ulrich.

"We were elated to say the least and Barney made the announcement to the crowd from the stage," Harris says. "It was a great feeling! Shari was at the awards event because she was up for a few solo awards as well."

She says Ulrich won the English Songwriter of the Year Award and accepted the Vocal Group of the Year

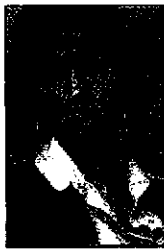


Photo submitted
Angela Harris

Award on behalf of The High Bar Gang.

The High Bar Gang won for their album *Lost and Undone: A Gospel Bluegrass Companion*. Ulrich won for her song *Everywhere I Go*.

Harris grew up and lived in Williams Lake and area before moving to Vancouver to pursue her music career.

The High Bar Gang includes noted Canadian musicians and singers Barney Bentall, Eric Reed, Wendy Bird

and Rob Becker who were with her on stage last Saturday night in Bragg Creek and Colin Nairne and Shari Ulrich.

"We have yet to be together to celebrate but we have a show on Dec. 6 in Brackendale, B.C. so we will raise a toast to one another then I'm sure," Harris says.

In the midst of touring all of November for her fifth season with the Grand Cariboo Opry, Harris says she has been campaigning for crowd funding on Indie Gogo to raise the \$15,000 she needs to record her fourth album titled *A Woman Like Me*.

"It took me two years to finish this album and I'm very proud to say that it's my best work yet!" Harris says.

"The songs on this record have raised the bar for me and I believe it has the ability to break some new

ground — perhaps it's all the incredible talent that I have been fortunate to work with these past few years that is rubbing off on me and inspiring me to reach new heights!"

She says the album touches on resilience, power of love and the fragility of one's heart.

"I wrote this record with the intent of inspiring and empowering people to strive for excellence, face hardships head on, live without fear of failing, embrace life and to love all the way through it all," Harris says.

She has about 21 per cent of the funds needed to produce the album and only 15 days left to complete her fundraising effort.

People who would like to help Harris

raise the funds can review a video of a new song that will be on the record at <http://igg.me/at/Help-AngelaHarris-Record-A-Woman-Like-Me>.

Or go to #Support-AngelaHarris #crowdfunding #AWoman-LikeMe.

For more on the Canadian Folk Music Awards go to <http://folkmusicawards.ca/past-years/results-2014/> (the maple leaf marks the winner).

"What a wonderful and truly amazing journey this past few years has been," Harris says. "Thanks so much to you all for your undying support and encouragement! With a new album to record and release, there's a lot more touring and good times ahead! I am so excited for 2015!"

CARIBOO REGIONAL DISTRICT

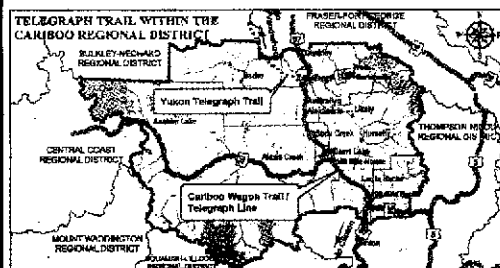


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NEWS

Talk tax hikes and they will come

During the election questions were asked of me – I said I would try to answer them.

Not exactly sure where to start – the City of Quesnel has general taxation, where as the Cariboo Regional District (CRD) is a service provider to residents in its district.

We have, as one person pointed out, firewalls between our services. I actually felt it was more a criticism as opposed to positive.

I always liked the fact that we have firewalls. Regional District residents know what a service costs, i.e. fire protection.

For instance, an area wants to have street lights so a circle is drawn around an area and the costs are identified; a question is then asked of residents within that boundary *Are you in favour of street lights at a certain cost per year?*

If they vote yes, then the installation of the street lighting proceeds, those residents pay – if no, of course there is no cost as no function will exist.

We have feasibility funds to do the cost analysis with those benefiting are the only ones that pay for a service.



GUEST VIEWS

There are many examples of services offered in the region. Of course some are regional (the Library network) others are sub-regional (recreation) where those within the function pay.

I am not even certain that most people even realize that there is a Cariboo Chilcotin Regional Hospital District (CCRHD) – every taxpayer contributes.

As taxpayers we contribute 40 per cent to the capital cost of new construction or improvements to existing hospitals

whether in Williams Lake, Quesnel or 100 Mile House. The CCRHD has a board just as the CRD does.

The same elected people represent the CCRHD and are responsible for those capital projects and health concerns to the respective Health Regions. For instance Quesnel is represented by Northern Health, Williams Lake and 100 mile are represented by Interior Health. Have I confused you yet?

Once a year when you receive your tax notice – do you actually look and see what services you are paying for?

The CRD has held town hall meetings for years, they are usually not well attended.

I wonder why? Personally I have said

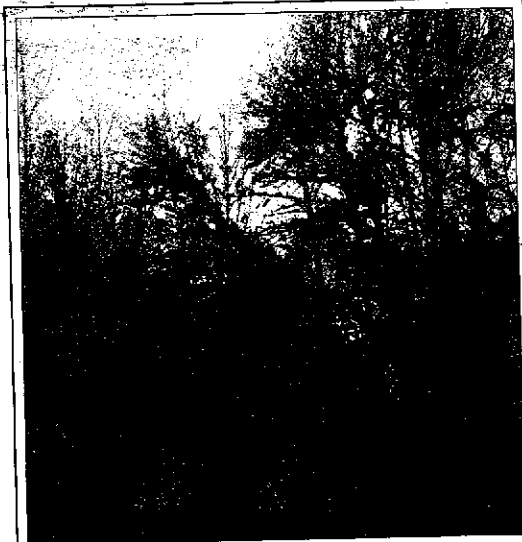
many times bring a major tax increase into the equation and residents will attend.

In the New Year I will try to discuss the Cariboo Regional District further.

If you have any concerns or questions perhaps you can let me know. I don't do facebook but you can give me a call or submit your concerns to the *Cariboo Observer*.

A little early – but I would like to wish you and yours a very Merry Christmas, all the best for the upcoming holiday. Hope to hear from you in the New Year.

Mary Glassford is a long-term Quesnel resident, former Cariboo Regional District director and city councillor and president of the Post Secondary Education Council.



Snowy scene

Recent snowfall and a huge drop in temperatures turned the Cariboo into a water wonderland.

Audren MacDonald photo

CARIBOO REGIONAL DISTRICT



NOTICE TELEGRAPH TRAIL HERITAGE SITE

Notice is thereby given that the Cariboo Regional District has formally "recognized" the Telegraph Trail as a heritage site by inclusion of the trail into the CRD Regional District Community Heritage Registry, due to its historical significance.

The trail extends the length of the Cariboo Regional District and includes that portion of the Collins Overland Telegraph Trail and its successor the Yukon Telegraph Trail.

The Telegraph Trail is valued for its role in establishing communications between the Lower Mainland of British Columbia and the various communities in the Cariboo region, most specifically those lying along the Cariboo Wagon Road between Cache Creek and Quesnel.



If you would like further information about the Cariboo Regional District Heritage Registry and the Telegraph Trail, contact Karen Moores, Manager of Development Services at 250-392-3351 or 1-800-665-1636, or visit the Heritage page on the Regional District website at <http://www.cariboord.ca/services/heritage/> statements-of-significance

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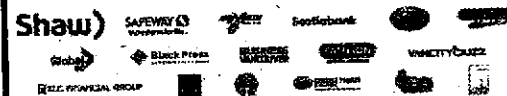
This holiday season, you can help a family with a child in need by tuning in to the Timmy's Christmas Telethon in support of the BC Lions Society's Easter Seals programs and services.

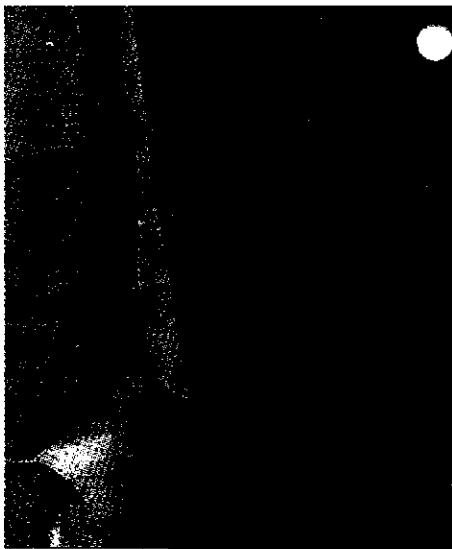
Watch Sunday December 7th from 4-10pm on Shaw TV Channel 11, Shaw Place, 293, or its affiliate stations throughout the province or livestream on your computer at www.timmys.org.

Donate now at www.TIMMYS.org
or call 1-800-818-4483

TIMMYS' CHRISTMAS TELETHON

Easter Seals





File photo

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Petronas CEO Shamsul
Azhar Abbas has been out-
spoken about the cost of
LNG development in B.C. In
October, Abbas warned that
federal and provincial rules
and taxes "threaten the global
competitiveness of the Pacific
Northwest LNG project."

In his quarterly financial
update last week, B.C. Finance
Minister Mike de Jong said
the low and fluctuating price
for natural gas in a shale-gas-
rich North American market
still indicates the Asia export
market is viable.

"The proof of that, of
course, will be final invest-
ment decisions from propo-
nents," de Jong said.

Horgan sparked controversy
on a recent trip to Prince
Rupert, where he expressed
doubts about Petronas and
another LNG proposal for
Prince Rupert that has been
delayed by lead proponent
British Gas Group.

Petronas is leading a consor-
tium that includes Chinese,
Japanese, Indian and Brunei
investors. Petronas paid \$5
billion last year to take over
Progress Energy Canada,
which has major shale gas
holdings in northeast B.C. and
Alberta.

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CARIBOO REGIONAL DISTRICT



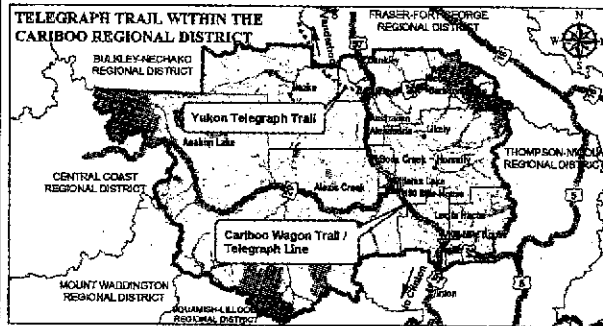
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QUESNEL OBSERVER

Death in the Arctic

Kennicott's failed attempt to bring telegraph lines to the North

A *Death Decoded* is a book, the most recent, which tells the tale of a scientist and his involvement with the Collins Overland Telegraph (also call the Russian-American Telegraph and the Alaska Telegraph) in 1865 - 67.

It's interesting that in 1838 Samuel Morse invented the telegraph and his code, a major step ahead in rapid communication.

In 1864, the American Civil War was ending, the Cariboo gold rush was on and moneyed financiers were looking for ways to invest.

The Atlantic cable had failed and Perry Collins promoted his overland route which would join Asia and North America. The Collins plan was huge as it involved hundreds of men, large specially-built ships,

mountains of supplies and many miles of slightly explored wilderness.

Knowledge of the northwest part of North America was scarce to nonexistent.

Franklin disappeared looking for a passage across the Canadian Arctic in that general time period.

Robert Kennicott has spent four years in that corner, collecting samples for the Smithsonian Institute in 1858 - 1862.

Of all the men involved in this great project, he was the most experienced in arctic travel.

The plan was for one party to follow the Fraser River then turn north at Kispiox to reach the Yukon River at Fort Yukon.

That group never did reach their goal because of difficult terrain and harsh weather. They foundered when less than one-third of the distance.

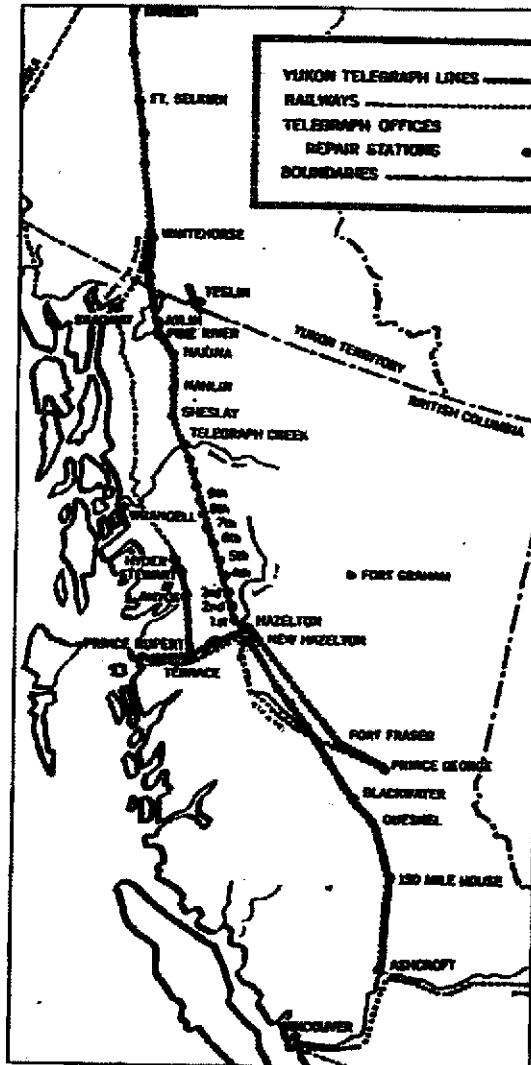
Another party and the subject of this book, sailed to Bering Strait and the mouth of the Yukon River, which they expected to follow up to Fort Yukon.

A late start meant they had to over winter at St. Michael Fort, something Kennicott had not wanted to do, with the Russian occupants, as it was Russian territory and that is where the end came for this scientist, his sled dogs and the Collins Overland Telegraph in 1866.

It's an amazing story of autopsy of the corpse to prove how he died, unbridled expenditures

American financiers, huge endeavors about much data and excruciating working conditions in vast areas near the Arctic Circle, as seen through American eyes.

His body was a long time reaching its grave site near Chicago. The autopsy was performed in 2001.



The map shows the Yukon Telegraph Line, offices and repair stations and the railroads at the time of Robert Kennicott. Contributed graphic

Cariboo Regional District

File No.

MAY 23 2012

Referred To

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An interesting report is the description of the medicines of the day for a wide variety of problems involving taking lead, arsenic, mercury and strychnine over long periods.

One wonders that many survived the cure never mind the problem.

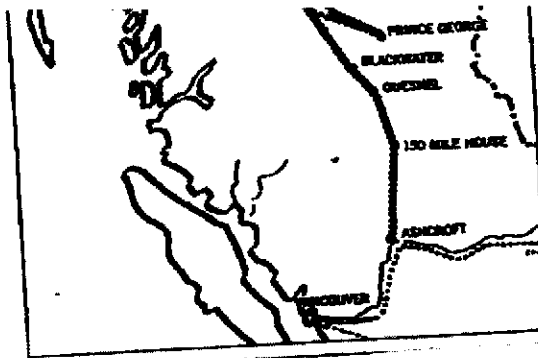
The Americans bought Alaska 10 years after he died, 1876.

A companion kept part of his journal in the Cyrillic alphabet and the code was not deciphered until 2001.

Death Decoded was written by Sandra Schlachtmeyer, Voyage Publishing Inc., Alexandria, Virginia, 2010.

Dwight Dodge was my local source.

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Andy Motherwell is an amateur historian and
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Early B.C. telegraph line's Cariboo connection

In 1865 work began to link North America with Asia and Europe with a cable crossing the Bering Strait. It was a mammoth undertaking to erect poles and wires from San Francisco, through New Westminster, up the wagon road to Quesnel, across the Fraser River, along the Blackwater Road to Vanderhoof and Hazelton, then through the wilderness to follow the Kispiox River and eventually reach Telegraph Creek. From there it followed the Yukon River to the Bering Strait, then to Siberia.



Yukon Telegraph sounder

In 1865 - 1867 a trail was built along First Nations trails from Quesnel to Hazelton and wire strung so that instant communication was possible for the hamlets along the way. A rough trail led to the first cabin, then second cabin and third to ninth heading for Telegraph Creek, but in the fall of 1866, the Atlantic cable was completed. In March 1867, the Western Union Telegraph Co., owners of the Collins line, announced it was ended after

spending \$3 million dollars. Much had been done but miles of work was left undone and equipment abandoned.

In 1899, work began on the Yukon Telegraph to repair the old line to give contact with the Klondike Gold Rush and that work was successful as the Canadian Government financed it. The old line cabins were repaired, heavier wire installed, new poles erected and supply services set up. Many men found employment on the line as freighters, linesmen, operators, bridge builders, boat men, dog sled drivers, trappers and guides. Many cheechakos (greenhorns), headed for Dawson, needed help as they ran into bad weather or out of food.



Yukon Telegraph key

The Yukon part ran until 1952 when the advent of wireless communication ended the need for the Morse Code and the line. The Telegraph Trail Preservation Society in Quesnel has worked for years to mark, clear and display this trail under the guidance of Dwight Dodge.



Edited from an article by Andy Motherwell published in the Cariboo Quesnel Observer April 6, 2011. Images courtesy of Andy Motherwell and are dated July 21, 1903 Western Electric Co. and found at Soda Creek

Andy Motherwell is an amateur historian and writes his *Historical Footnotes* regularly in the Observer. Andy is an Associate Member of the B.C. Historical Federation and shares many historical stories and vignettes with the Newsletter.

Check out the new book listings in the website BOOK STORE

Barkerville, Quesnel & the Cariboo Gold Rush - Gordon R. Elliott
Cannery Village: Company Town - Ken M Campbell
The Semiahmoo Trail: Myths Makers Memories - Ron Dowle
Kamloops History: Fictions, Facts and Fragments - Wayne Norton
A World Apart: Crowsnest Communities of Alberta & BC - Norton
Hope and Forty Acres: A Nelson Memoir - Reginald Dawson
Women of Pender Harbour: Their Voices, Their History - Faulkner, Park, Jenks

<http://bchistory.ca/publications/store/index.html>

Princess Royal Day - 2010

156 YEARS OF MEMORIES by Pamela Mar

The 156th celebration of "Princess Royal Day", in remembrance of the arrival of the Brierley Hill settlers from England in the small settlement of Nanaimo, is a special year with the reopening of the newly refurbished Bastion shortly before the annual ceremony began on November 27th. By 10:45 the sun was beginning to shine and the crowds who had come to see the restored building heard Debbie Truman, Manager of the Nanaimo Museum thanked all those who had contributed to the restoration. The Mayor said that it should now last for many, many more years without problems.



For many of those in attendance, it was probably the first time they had heard the traditional ceremony. Mrs. Gertrude Parker and her niece Mrs. Roberta Miller rang the Bastion Bell at exactly 11 o'clock. Both are descendants of the Ganner family who traveled on the Princess Royal in 1854. Brian Barraclough of the John Thompson family took the Roll Call of the 24 families who arrived in Nanaimo. Many descendants come from afar each year to participate in the celebration.

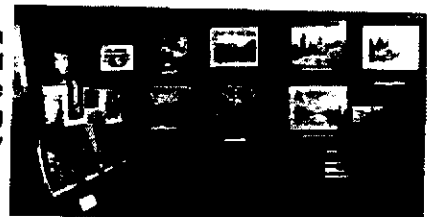
Historian and author Jan Peterson gave an excellent talk describing the joys and problems of transport the settlers would have had in the early days. This was a special acknowledgement to the Ganner family who were the early mail and cartage entrepreneurs.

Chairman Gordon Miller pointed out the benefits of the harbour as a transport medium for the early settlers and introduced the speakers who included May John Ruttan and MLA Len Krog. Mrs. Muriel Mackay Ross organized the refreshments and a grateful group of people crossed to the Museum for a very hearty stew, coffee and cookies.

Will Bayliss, Kootenay Artist

The Gray Creek Historical Society has begun a digital archive of the works of Will Bayliss with the first display held at the 2010 Museum Days.

Will Bayliss was a prolific painter of local scenes and people which are a fascinating historical record of early day East Shore, Kootenay Lake.



The Society was very grateful for the many people who loaned their Bayliss paintings and carvings for the Museum Days display. They are working on their 2011 Museum Days and would like to add to the display and are asking anyone with any Bayliss works to contact them regarding the display. Contact Janet Schwiager at 250-227-9201 or gchistory@theeastshore.net



Will Bayliss was self-taught and painted the countryside as he saw it in its characteristic moods. He produced omate walking sticks, wall plaques and numerous impressionisms. He died in Nelson in December 1946.