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BRITISH COLUMBIA GENEALOGICAL SOCIETY

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After July 8th, the library will be open
on Thursdays and Saturdays.



The **BRITISH COLUMBIA GENEALOGICAL SOCIETY** was incorporated in 1978,
and registered with Revenue Canada as a charitable society.

*The Society promotes and encourages interest in genealogy and family history
in British Columbia.*

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The British Columbia Genealogist
is published four times per year (March,
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Join us on the 2nd Wednesday each
month, from 7:30-9:30 pm.

On our **Zoom** site.

*Details will be emailed to you prior to each
meeting.*

Meeting Location

Online for the present.

Membership Fees:

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A message from our President...

This past year and a half has been
challenging, but hopefully you have been
able to use this enforced isolation to work on
your family history. It looks like we might be
returning to normal – will this be what we
have been used to, or a 'new normal', we
shall see.

The BCGS has become quite experienced
using the new technology of Zoom. As Bill
reported in the last Journal, many of our
members have embraced this new way of
meeting. Our Monthly Meetings, our weekly
Coffee Chats, and our Spring Seminar
Series have shown that we can still get
together, but not in person.

What's in store for us in the future? First
some good news, our Library is planning to
re-open to serve our members and
guests. Check our Newsletter and Website
for the latest information on the planned
activities for the Society.

Have you written down your own Covid
experiences? How has this pandemic
affected you, your family, your daily
activities? What are you doing now, that you
will probably continue to do? What are the
things that you have missed the most?

Our Family History is about recording our
family's history, and whether we like it or
not, the Covid-19 pandemic should definitely
be part of our history.

In the meantime, we can
carry on with our
research, but if you feel
you'd like a change, let
me know, we have lots
of opportunities for you
to volunteer.

Eunice Robinson

President, BCGS



From the Desk of the Editor

June is here, with tastes of sunshine and of freedom, perfect for setting out to explore some side channels in your genealogical history.



This month **Judy Rosmus** follows an unusual family document as it travels across Canada and the US and back and forth across the border, until it finds it's proper home.

Donalda James continues her series on early BC history, introducing us to the early governors of Vancouver Island and of British Columbia, and the circuitous route they followed to bring our province into the Canadian Confederation.

Moyna Lang has brought us an article by **Donald Wilson** that explores the areas around the West Arm of Kootenay Lake in BC, and the lives of the early settlers who developed this area.

Janice Kidwell not only shares a postcard and its history, but she also introduces the first article from the Holden project, written by **Jenny Bakken**. There will be more to come!

Meg McLaughlin shares her newest research project, and the joys of filling in the Census.

Hope that you enjoy reading our June set of articles, and that while you are following your summer discoveries, you will consider sharing them with our reader in the September or December editions.

Happy trails!

Lynne Fletcher
Journal@bcgs.ca

IN THIS ISSUE

- Page 3 - President's Message
by Eunice Robinson
- Page 5 - Family Heirloom
by Judy Rosmus
- Page 11 - The Governors of the Colonies of British Columbia
by Donalda James
- Page 20 - Private Henry Oscar Renner - The Holden Project
by Jenny Bakken
- Page 23 - Genealogy on the Road
by Meg McLaughlin
- Page 25 - West Arm of Kootenay Lake, B.C.
by Donald Malcolm Wilson
- Page 35 - The Teahouse in Stanley Park
by Janice Kidwell
- Page 36 - Books from Our Library
by Corrine Jubb

On Our Cover: the SS Moyie in 1898



Featured on our cover this month is one of the paddle steamers that worked on Kootenay Lake, mentioned in our guest article from Donald Wilson, the West Arm of Kootenay Lake, B.C. The *Moyie* was built in prefabricated sections in Toronto and launched on October 22, 1898.

Continued on page 37 . . .

FAMILY HEIRLOOM

Family Heirloom

Submitted by Judy Rosmus
Member #5551

REVIEW, REVIEW, REVIEW – something I keep reminding myself! Sometimes I already have the information in my files but have overlooked what turns out to be an important detail, sometimes I need to look at my accumulation of material in a different way to help the puzzle pieces fall into place. The Nobes family in general and John Nobes in particular have been one of my more elusive & complicated lines.

In the 1970's a cousin sent me a copy of a transcription she had obtained from the "Oakley Family Bible". Unfortunately, I was never able to locate the bible. Here is part of what I received:

- Mary Ann, daughter of John and Mary Nobes, of Norfolk, Virginia, born in Kingston, Ontario May 11, 1836
- Samuel Oakley of Accrington, Lancashire, England and Mary Ann Nobes of Kingston were united in marriage at her father's residence.

(Although the note said Mary was from Virginia, I believe this was added by the transcriber. Samuel Oakley married his 3rd wife, not his first wife, in Norfolk, Virginia. I think this is where the confusion stems from, it certainly had me confused for a long time.)

Unfortunately my "facts" so far, had me searching in the United States – and not with any success. Many years ago, practicing "desperation genealogy", I wrote to all the Nobes in the Kingston phone book – I think there were five. Not one was a relation, that I could tell, and all had come to Kingston much later than 1834. (Other breakthroughs though added another son to John & Mary's tree, which tied together almost all the Kingston Nobes.) But I still did not have any luck piecing this family together.

I finally found my Nobes family in the 1861 census in Kingston, Ontario. Fortunately my Oakleys were living with them, which tied Mary to the previous generation. Luckily this particular census taker took the extra step of recording the town of birth, not just "Eng" as so often is the case. This was a huge help in my research.

Names of inmates.	Profession, Trade or occupation.	Place of Birth.	Married during the year.	Religion.	Residence if out of limits.	Age next birth day.	Sex.		Married or Single.	Widowers.	Widows.	Colored Persons, Mulattoes, Indians.	Residents.				
							Male.	Female.					Members of family.		Not members.		
							8	9					M	F	M	F	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
Mary Nobes		Norwich England		Protestant		✓ 38				W							
John Nobes	Bookbinder	Kingston Ont		W & L		✓ 18	1		3				1				
John Nobes		Do "		"		✓ 14	1		5				1				
Sam Oakley	Carpenter	Manchester Eng		"		✓ 29	1		7				1				
Mary Ann Oakley		Kingston Ont		"		✓ 25			2					1			
Sarah Ann Oakley		"		"		✓ 1		1	5								
John Nobes	Charcoal	Bristol Eng?		"		✓ 55	1		4				1				
								7									

FAMILY HEIRLOOM

But who were John's parents? More pondering and digging. If a direct search doesn't work I try other names. Sophie Nobes was a witness to their marriage. Was she John's sister? More digging and I found both of them in the family of John Nobes and Ann Chester.

By now I felt comfortable that I had found my John's family and DNA matches to a number of John's siblings in Australia was more confirmation. I was confident enough that this was my correct Nobes family that I published the information on my blog. Thank goodness I had as I received an email from a woman in Kansas City. She was downsizing, had purchased a marriage certificate in an antique store in Montana and now wanted to return the certificate to a family member. She had bought the certificate because it was beautiful and early, not because she knew who the people were. When she typed their names into the internet, my blog came up. Although Sophia wasn't a direct relative, she was my John's sister, and a witness to his marriage. I was very happy to take the certificate off her hands.

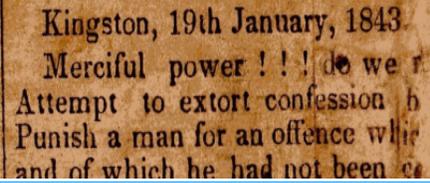


A distance cousin in Australia and I (in Canada) had worked together trying to trace the various children of John Nobes and Ann Chester. My John and her William plus Sophia were siblings. Sophia was one sibling we were unable to trace after her marriage.

When the certificate arrived I sent her a photo, plus the information about where it had been purchased, and we both immediately searched in Montana and then in the entire United States for any mention of Sophia. No such luck.

FAMILY HEIRLOOM

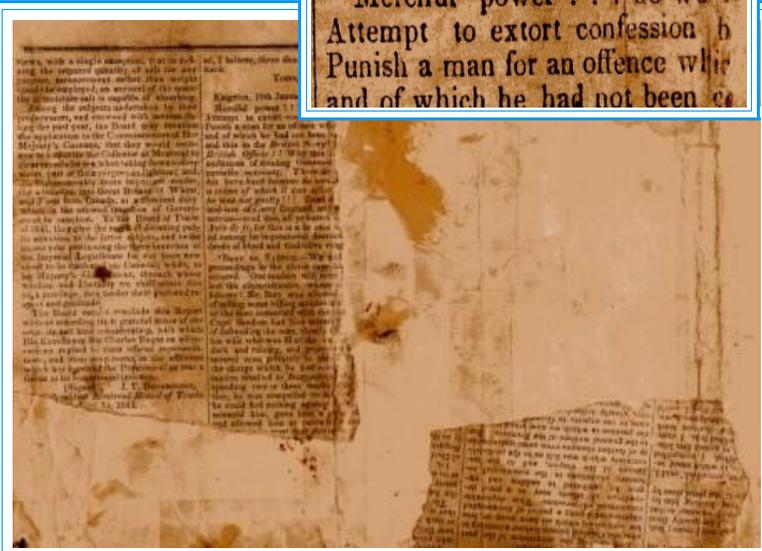
The certificate arrived in the frame it was purchased in. It wasn't well framed, nor was it in an old frame as it had little metal pull-up tabs on the back. I knocked it over one night and realizing the frame was even looser than when it arrived, I opened the back. Oh my, what a surprise, the wedding certificate had been repaired using an old newspaper and even more amazing, the full date was showing on the newspaper, 19 January 1843 Kingston. I now know where they went!



Kingston, 19th January, 1843.
Merciful power!!! do we r
Attempt to extort confession b
Punish a man for an offence wh
and of which he had not been ce

Back to Ancestry with this new information. A tree popped up with a John Fuller and Sophia Robie and the following information:

Maria is my great grandmother. She lived with my mother's family, William and Mary Speer, in Ft. Pierre SD, after her second husband Mr. Wallace died at Valley Springs, SD. My mother remembered her well. The information I have for Maria came from my mother's memory. Maria's parents, John and Sophia Fuller were born in England. They immigrated to Kingston, Canada ca 1838. They died of cholera ca 1850. Maria was raised by a family named "Drake" who were good to her.



Back of the Marriage Certificate

This must be John & Sophia (nee Nobes) Fuller. I can picture their young child Maria clinging to the few possessions she had left after her parents died, one being their marriage certificate. She was raised in South Dakota and sometime in the last 50 years or so the treasured marriage certificate ended up in a Montana antique store. I contacted the person who had submitted this information to Ancestry and she confirmed this was Sophia Nobes.

This marriage certificate has travelled extensively since it was created by the marriage of Sophia Nobes to John Fuller in Brinton, Norfolk, England in 1834. About 1838 she and her husband left England for Canada and settled in Kingston, Ontario. Their only child (that we are aware of) Maria Sophie, was born in Kingston in 1843.

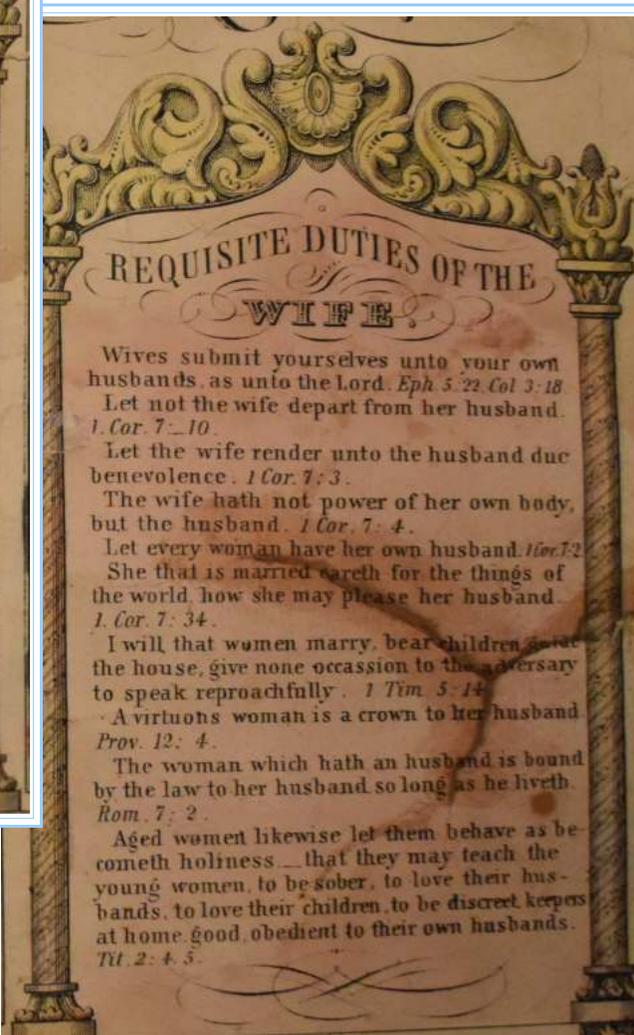
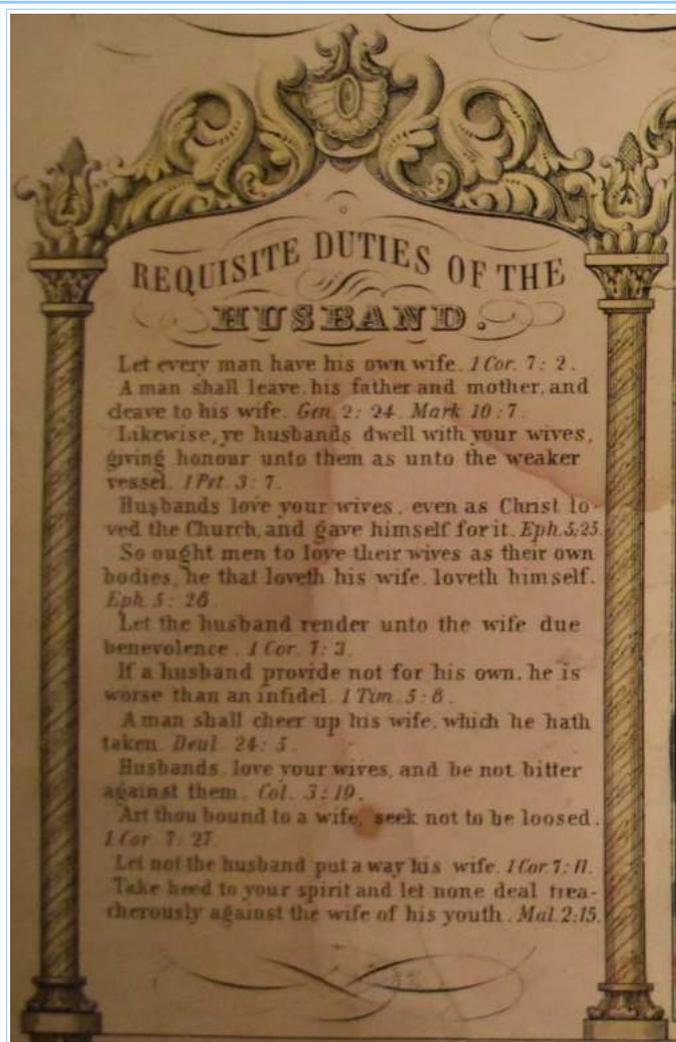
Sophia's older brothers John and Samuel, were already established in Kingston, I assume this is the reason John & Sophia chose this area.

And now the certificate is on its way to Oregon to be reunited with one of John & Sophia's descendants. I hope this certificate will be long cherished by Sophia's descendants as it has miraculously survived almost 200 years of travel in and out of the family and from England to Canada to the US, back to Canada, and now on to Oregon.

FAMILY HEIRLOOM

Notes to Sofia Nobes & John Fuller Marriage Certificate:

As part of this 1834 document, the side panels included instructions for the new married couple on their duties.



Judy Rosmus is also researching:
Todhunter, Caswell, Donnan, Pattullo,
Oakley, Nobes, Griffin & Leask

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Judy's blog is at:

judystree.blogspot.ca

GOVERNORS

The Governors of the Colonies of British Columbia

By Donalda James

Member #3070

Governors of Vancouver Island

Richard BLANSHARD	1849 - November 1851
Sir James DOUGLAS	November 1851 - March 1864
Arthur Edward KENNEDY	October 1864 - - Union, 1866

Governors of British Columbia

Sir James DOUGLAS	September 1858 - April 1864
Frederick SEYMOUR	April 1864 - June 1869
Sir Anthony MUSGRAVE ^[1]	August 1869 - July 1871

James DOUGLAS, was Chief Factor of the Hudsons Bay Company (HBC) Fort Victoria in 1849 when Vancouver's Island was proclaimed a Colony of Great Britain, and where few British subjects lived. Indigenous peoples were the main population, living and working alongside the HBC men in their trapping and fishing. The trading of salmon, furs, timber and coal brought goods they received for their labour, and became accustomed to, along with their families. In the main, they were agreeable to the use of the land which was obtained by negotiated treaties with Douglas of the HBC, and purchased with more goods (currency of the time) they desired, and which everyone believed to be fair. However, it was not all sunshine and roses.

With the International Boundary lines determined by the Oregon Treaty of 1846, it became apparent to the British that the US and Russia were developing an interest in the Pacific Northwest Coast, and so Vancouver Island (July 13, 1849) and the Queen Charlotte Islands (1853) and were made Colonies of the Crown of Great Britain.

With no formal administration or budget for the Charlottes the indigenous were left largely on their own. Later, in November 1858 the two colonies were quietly joined. An Administrator was appointed for Vancouver Island.

GOVERNORS

BLANSHARD

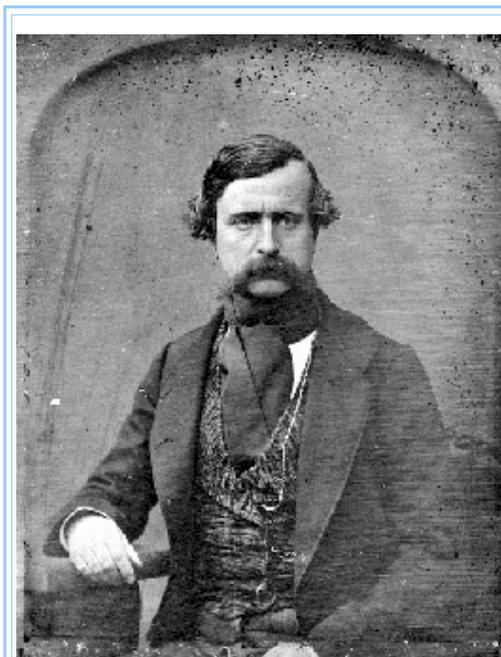
Richard BLANSHARD MA, appointed Administrator of the Colony of Vancouver Island by Earl Grey in July 1849, was the first Crown Government west of the Great Lakes.

Late arriving to Victoria (March 1850) aboard *HMS Driver*, due to making a voyage rather than joining the supply ship, he was dismayed to find there was no accommodation, not even an office. James Douglas' nomination for Governor was refused by the Colonial office. In charge as Chief Factor of that Fort, there wasn't much for Blanshard, very naïve about the primitive state of the colony, to do.

Most landowners were retired company men, and with few landowning colonists as electors, he was unable to form an Elected Legislative Assembly. Douglas managed all Company business. Although the Colonial Office encouraged colonists, most arrived as employees of Farm Bailiffs (Langford, Springer and McKenzie) for the Puget Sound Agricultural Company, a subsidiary to HBC. Only *HMS Norman Morrison*, with Dr. J.S. HELMCKEN, arrived with farm labourers before Blanchard resigned. Helmcken thought him odd; Douglas' assessment: 'out of sorts with the world at large, bitter satirist of men'^[iii]. He and Blanshard didn't get along.

Provided a small shed in the fort as his first home/office, a cottage was begun on four lots, near the corner of Yates and Government Streets. This building was to become government house, and a long term project due to costs and a shortage of skilled carpenters needed to finish interiors to Blanshard's exacting specifications. (Dimensions of 40 feet X 20 feet, consisting of four rooms, with kitchen attached) The one project he dealt with up the Coast involved Indigenous peoples, near present day Port Hardy. Unfortunately he handled very badly. In frustration, he resigned in November 1850, but couldn't leave until September 1851, living alone and lonely. He later resigned from the Civil Service.

Richard Blanshard was the son of Thomas Henry BLANSHARD, born in London on October 19, 1817. A single Barrister he spent a number of years in the East Indies involved in the Sikh War of 1848/9 among other adventures. After returning to England he married in 1852, Miss Amelia HYDE but they had no children before she died in 1866.



Governor Richard Blanshard

GOVERNORS

He lived on his father's estate, Fairfield House in Hampshire, and was a renowned benefactor of the poor. In June 1894, aged 77 years, he died alone in London.

Named in his memory are Blanshard Street and Richard Blanshard Building; Mount Blanshard in Golden Ears Provincial Park; Blanshard Islands within the Gulf Islands north east of Victoria and Blanshard River near the BC Yukon border.^[iii]

DOUGLAS

The second Governor, James DOUGLAS was appointed in September 1851 by Governor BLANSHARD along with a council that included John TOD and James COOPER. He'd built and governed the Hudson Bay Fort of Victoria from 1843, and now the underfunded Colony of Vancouver Island.

In November 1858 he was made Governor of the Mainland Colony, and knighted by Judge M. B. BEGBIE at Langley, for the Queen. Formerly called New Caledonia, the Colony was renamed British Columbia by Queen Victoria in January 1859. Colonel R. C. Moody and the Royal Engineers were sent to control the thousands of miners and speculators arriving, and to survey a Capitol out of an untouched primitive landscape. Originally called Queenborough, the Royal City was renamed New Westminster by the Queen. Some of the capital's streets were laid out, surveys of the District accomplished and some transport routes were cut out of forests by sappers and foresters hired by Moody's Engineers.

Being given no budget nor means to enforce taxation for raising funds for government responsibilities and in addition, being charged with the expenses of the Royal Engineers caused much frustration for him. However, the challenges he faced were addressed with some considerable creative thinking.

Now Governor of British Columbia (the Mainland), Captain A. E. KENNEDY was appointed to administer the Colony of Vancouver Island.

Douglas retired January 1864 in Sapperton, and his family settled into the home they'd built near Esquimalt. Sir James Douglas' biographical details appear in previous BCGS articles on the Pacific Northwest. He'd married Amelia Connolly, a daughter of HBC Factor James Connolly and his Cree wife Miyo Nipiy, at Fort St. James in Northern BC where he was clerk. Only Six of their 13 children survived to adulthood. Sir James Douglas died in 1877 in Victoria aged about 74 years. Lady Amelia Douglas died in Victoria 1890. Both are buried in Ross Bay Cemetery.

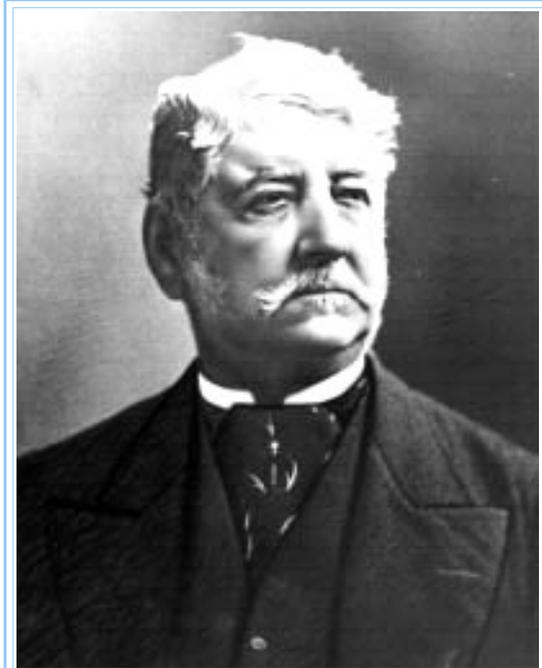
KENNEDY

Captain Arthur Edward KENNEDY (b.1809 County Down, Northern Ireland d. 1883 Aden, the Red Sea), was the son of Hugh KENNEDY and Grace Dorothea HUGHES.

GOVERNORS

During a long and successful career as Governor of Western Australia, on December 11, 1863 he was appointed Colonial Administrator of Vancouver Island, including the Queen Charlotte Islands. He arrived in March of 1864 and despite uncooperative Assemblymen, he was able to accomplish the 1865 Common School Act (non-sectarian, universal, government funded), establish a Public Health Act and improved efficiencies. He ordered an audit of Public Accounts and the resignations of corrupt or unqualified officials and that all unpaid taxes to be paid. His 1865 budget included \$50,000 for a permanent Government House (he and his executive were living and working out of an hotel).

He believed the Indigenous peoples to be at risk of the from Americans bringing liquor and prostitution, and proposed Indian Agents, but was blocked by the Assembly. He urged the Crown to recognize native ownership of land, but the Colonial Office deemed that all sales of Indian land should be made by the Colonists. His budget for 1866 was opposed by de COSMOS and MCCLURE, who advocated repeal of taxes and borrowing money for operating expenses and public works. The Bank of North America refused further credit and with collapsing finances the Assembly expressed 'non confidence' in Governor Kennedy.



Governor Arthur Edward Kennedy

This serious issue of an unfunded colony by the Colonial Office caused most of the discontent of the growing populace. Some wanted to join the USA and others the Confederation of Canada. Kennedy kept the government functioning until the new Governor Frederick SEYMOUR arrived and then left for England in November 1866.

The Colonial Office called the Assembly a 'lunatic Assembly' for not cooperating with the Executive. Kennedy, granted a Knighthood for 56 successful years of service, was appointed Governor of the West African Settlements, and later Hong Kong (1872-1877). His wife Georgina Mildred MCCARTNEY died in Hong Kong on October 3, 1874. They'd married in 1839. Assigned to Queensland (1877-1883) he retired and while returning to England, died on board the *Orient*, with Burial at Sea on June 3, 1883 at Aden. He had three children: Arthur Herbert Williams KENNEDY of the British Army; Elizabeth KENNEDY who married Richard MEARES the 4th Earl of Clanwilliam; and Georgina Mildred KENNEDY, for whom a Queensland river was named.^[iv]

GOVERNORS

SEYMOUR

On January 11, 1864, Frederick SEYMOUR was appointed Governor of the Mainland Colony recently named British Columbia.

Born in Belfast, Ireland on September 6, 1820 an illegitimate son of Francis Seymour CONWAY, 2nd Marquess of Hartford, a Civil Servant. When the Marquess died in 1822, the family had to remove to Brussels where Seymour's father obtained employment. Frederick was able to obtain a position with the Colonial Administration through his brother's friendship with Prince Albert of Saxe Coberg and Gotha, consort of Queen Victoria. Frederick spent the next 20 years variously governing in Van Diemens land, Antiqua, Nevis, British Honduras and the Bay Islands before his appointment as Governor of the new Colony of Mainland British Columbia.

Vancouver Island was to retain its House of Assembly and a Legislative Council was organized in the 'gold colony' as he called it. Seymour was promised a salary of 3,000 pounds and a Government House to be built at the colony's expense (to the surprise of Douglas).

New Westminster was welcoming of their new Governor who had some influence 'at home', and was 'enfete' at his arrival on April 21, 1864. Hope was rising in the colonists.

Dismayed on first seeing New Westminster ('Stump town'), he moved into Moody's Government House and planned additions including a ballroom and supper rooms. The first Council meeting that Douglas organized for his handover was held in the Sappers' Barracks in January 1864.

Seymour soon realized that Douglas favored Victoria and had invested any gold profits in that city, and most of the control of Caribou with that City's businessmen and speculators. He determined the Interior would benefit with improved transportation and so by 1866 he'd completed the survey and begun construction of the Caribou Road from Alexandria to Williams Creek. Finances in the colony were desperate and he implored the Colonial Office to forgive the former debts of building loans, but this was not granted.



Governor Frederick Seymour

GOVERNORS

CHILCOTIN WAR

The June 1864 uprising at Bute Inlet when 18 of Waddington's road builders were murdered was not addressed by a seemingly disinterested Governor Kennedy. Informed latterly of the affair, Governor Seymour immediately dispatched a volunteer force from Williams Creek with Gold Commissioner Wm. G. COX, and Chartres BREW, Commissioner of Police in New Westminster with 28th NW Rifle Corp.

Brew returned, unable to penetrate the forest from the Coast. Seymour raised more men, and accompanied Brew in the second expedition. He was astounded at the topography and the 250 mile march. He became ill with dysentery.

Exhilarated in this experience at holding a wooden fort with only eight men, while others hunted down the murderers in this unexplored territory, he persuaded the great Chilcotin Chief ALEXIS to join in their efforts. Several leaders surrendered to Cox who promised amnesty. They were able to arrest eight suspects, bringing them to trial under British Law. Despite costing the Colony a further 18,000 pounds and taking three months including a side trip to the Caribou mines, he found the Interior peoples excited to meet her Majesty's representative in person.

Upon returning to neglected duties he learned that gold had been discovered on the Kootenay River. He endorsed the extensions of the Caribou Road and Dewdney Trail. Later a road was built along the Thompson River to Kamloops, and providing steam navigation on both the Kamloops and Sushwap Lakes invoked expenditures of \$1,342,000. If nothing else, Seymour was responsible for most of the improved transportation through primitive territory.

Finances worsened again when the expected gold miners failed to arrive. Businessmen in Victoria and in the Caribou who had stockpiled supplies now suffered losses. In Victoria Governor Kennedy, not popular with the people, was arguing again with the Assembly. Calls to amalgamate the two colonies became stronger with the unsatisfied Victorians.

Seymour went to England in September 1865. Although not favouring amalgamation, he learned the British Military and Navy were, and so were others such as investors in the HBC, the Bank of British Columbia and other speculators. Finally agreeing amalgamation, he didn't agree with Victoria being made the Capitol.

In England, Frederick Seymour married on January 26, 1866 Florence Marie STAPLETON, daughter of the Honorable and Reverend Sir Francis STAPLETON, 7th Baronet, formerly of the Leeward Islands. After honeymooning in Paris, they arrived at Victoria in November 1866 where he was received coldly by that community. New Westminster was friendlier and they settled there to plan Christmas entertainments.

GOVERNORS

He'd written to his Attorney General BIRCH regarding Union advising him to prepare the Legislature for these changes. He met with Lord CARNARVON (Colonial Office), who agreed to cancel Governor Kennedy's appointment on Vancouver Island, and grant Seymour a salary of 4,000 pounds as Governor of a United Colony. On August 6, 1866 he announced through Birch the future merger of the two Colonies with himself as Governor.

On November 19, 1866 he issued simultaneous proclamations to both Colonies of their Union. Neither town showed much enthusiasm. Visiting Victoria he found that the unhappy people were not annoyed with the abolition of their bickering Assembly. He hosted three balls in an effort to charm them. There was further financial depression in 1866 when the gold miners left and the Collins Telegraph Line into Russian-held Alaska was abandoned, putting 500 men into unemployment.

The population of 15,000 colonists had realized a debt of \$1,300,000. Reducing the size of his New Westminster administration, he allowed discussions of finance and related measures for two months. Finally, end of March 1867 he presented the contentious issue of the Capitol City, along with petitions from Victoria and the Interior. He refused to make the decision his, as Governor, and asked the advice of Colonial Secretary Lord BUCKINGHAM. Apparently the decision would have the support of the Home Government and his AG Birch was then sent along to England to work out details.

Seymour travelled to the North Coast and the Caribou to settle a 'rebellion' between two mining companies. His dispatches were few and far between causing trouble for Birch in England. Requesting more loans to cover the critical financial position of his government he was encouraged to write to the Cabinet regarding the trouble the Home Office caused in joining 'the rowdies on Vancouver Island' in their bid for control, and further, that colonists must pay off the old military debt of Vancouver Island (Moody and the Sappers). In March 1867 the 'rowdies' were pushing for annexation with the US thus encouraging Amor De COSMOS, elected member of the Legislative Council, to advance the notion of Union with Canada.

Seymour then asked the Colonial Office for inclusion in a Bill for Admission into the Canada Confederation. Although the colonists were lukewarm on the subject, the proposal was accepted. The delay over Canada's acquisition of the HBC interior land grant sorted and settled, a message was received in March 1868 saying Terms of Union would be discussed regarding BC joining the Confederation.

Transfer of the Capitol from New Westminster to Victoria

Seymour had delayed the physical transfer of the capital city to Victoria. Proclaiming the actual transfer to be May 25, 1868 the Governor and Archives were moved over to the Island, the former unwillingly.

GOVERNORS

With no improvement in the Colony's finances, and property values falling in New Westminster people there were despondent. Sir James Douglas felt they were 'drifting in a helpless condition'. The request for another loan was denied and Seymour's salary was in arrears. His general health was deteriorating; a previous illness of yellow fever probably exacerbated this. Attempting to raise spirits over Christmas he threw some balls and dinners for the people of New Westminster.

In the spring of 1869, he engaged in a negotiating trip to the Nass River to resolve issues over fishing between two antagonistic Native Bands. Successful with some solutions he then sealed the deal with a shipboard party. Over 100 members of both tribes were invited, enjoying themselves on board. Seymour fell ill. Taken off the ship to the village of Bella Coola, he died on June 10, 1869 of dysentery.

He was buried in the Esquimalt cemetery and his widow Florence returned alone to England.

MUSGRAVE

Sir Anthony MUSGRAVE, ending of his Governorship of Newfoundland in 1869, was contacted by Sir John A. MACDONALD, Prime Minister, to see to Seymour's termination. Musgrave wrote to Seymour asking about the furnishings in Government house! Seymour, not surprised that he was soon to be replaced, died before he was terminated.

Musgrave arrived after the June death of Seymour in August of 1869 and found the colony in an administrative and financial mess. Musgrave was forced to accept the transfer of the Capital as Seymour had already moved the government artifacts. He moved into the Government House built by Sir KENNEDY. An able administrator, Musgrave coaxed cooperation from the contentious Members of that Legislative Assembly.

Sir Anthony Musgrave worked diligently with both the Canadian Government in Ottawa and the Colony's elected Legislative Assembly. His achievement was British Columbia becoming the 6th Province of Canada on July 20, 1871, debts paid and a railway promised.



Governor Sir Anthony Musgrave

GOVERNORS

The 3rd of eleven children of Anthony MUSGRAVE and Mary Harris SHERRIF, was born in Antigua on August 31, 1828. First wife Christina Elizabeth BYAM, daughter of the Honorable Sir William BYAM had died 1859 in Antigua. He remarried during his posting to British Columbia, Jeanie Lucinda FIELD, daughter of David Dudley FIELD.

After leaving BC for his next post their daughter Joyce (1874) and three sons were born in Natal: Navy Lieut. Dudley Field MUSGRAVE b. 1873 d. 1895 in Bombay (Typhoid Fever); Brigadier General Arthur David MUSGRAVE, b. 1875 d. 1931; Herbert MUSGRAVE b. 1876 in Adelaide d. 1918 in German Territory WWI. Sir Anthony MUSGRAVE died October 9, 1888 in Queensland, Australia aged 60 years.

Musgrave Peaks, part of the Coast Mountains in the Estevan Islands and Musgrave Landing on Salt Spring Island memorialize his name and his BC achievements.

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END NOTES

[i] A History of British Columbia RE Gosnell compiled by The Lewis Publishing Co. Illustrated (biographical) 1906 pg. 299

[ii] 1846-1850 Fort Victoria Journal BLANSHARD, RICHARD by Graham Brazier fortvictoriajournal.ca/bio-blanshard-r.php

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http://www.bigraphi.ca/en/bio/blanshard_richard_12E.html.

[iv] 'Dictionary of Canadian Biography' "Autocratic Manner" by Robert L. Smith photo

Sources of the pictures for the Governors:

Richard Blanshard - from Industry Canada website, www.collections.ic.gc.ca

Anthony Musgrave - <http://collections.slsa.sa.gov.au/resource/B+8252>.

Frederick Seymour - British Columbia Archives A-01752 8 : September 2010

Arthur Kennedy - from Wikipedia Commons

HENRY OSCAR RENNER

75th Anniversary of the Liberation of Holland: May 5th, 2020

Private Henry Oscar Renner (Jan 19, 1921 to April 21, 1945)

Submitted by Jenny Bakken

Military Service: Service Number: K/4279 Age: 24 Force: Army

Units: Royal Canadian Infantry Corps (R.C.I.C.) and the Canadian Scottish Regiment

Medals Received: 1939-1945 STAR, France-Germany STAR, War Medal, CVSM with Clasp

Languages Spoken: English, German, Norwegian, French

Additional Information:

Son of Karl and Wilhelmina Renner of White Rock, British Columbia.

Cemetery: Holten Canadian War Cemetery.
Grave Reference: VI. D. 4

Henry Oscar **RENNER**: was killed on April 21, 1945 at Wagenborgen, Holland.



The Canadian Scottish Regiment: One of the battalions last actions of war was the clearing of the Dutch village of Wagenborgen. It first attacked on April 21, 1945 with only one company, but that proved insufficient. Two days later it successfully attacked with three companies and beat off repeat counter attacks. Canadian Scottish casualties at Wagenborgen were 23 killed and 41 wounded. Estimated enemy casualties, as on D-Day, were 200. In 1958 the regiment received 17 Second World War battle honours, but Wagenborgen was not among them. Thirty years later, a former commanding officer succeeded in having the error rectified.

Private Henry Oscar Renner: Is listed in the Saskatchewan Virtual War Memorial in Regina, Sask. *'Honouring those who fell to protect us all'*.

History of the Renner Family: Henry Oscar Renner was the only son of Karl Renner and Wilhemina Leippe/Renner. He was born on January 19, 1921 in Lajord, Saskatchewan and was killed in action on April 21, 1945 at Holland.

Karl, father of Henry, was born on April 08, 1894 in Kronau, Saskatchewan and died on December 25, 1955 at White Rock BC. Wilhelmina, mother of Henry, was born on June 11, 1896 in Kronau, and died on January 13, 1963 in New Westminster, BC.

HENRY OSCAR RENNER

Henry had one sister, Clara Eugenie Renner. Clara was born on December 27, 1918 at Kronau, Saskatchewan and died on February 16, 1993 at White Rock, BC. She married Charles Colibaba. Charles was born on July 12, 1906 at Radintz, Romania and died on October 20, 1969 at White Rock, BC. The Renner family moved to BC and settled in White Rock in 1937.

Henry joined the Canadian Army and was posted into the Royal Canadian Infantry Corps. in 1941. He was sent to serve in Italy where he was wounded on January 18, 1945.

Upon improving in health Henry was transferred to the Canadian Scottish Regiment and sent to serve in Holland. On May 31, 1945 his parents received official confirmation that their son, Henry, was killed on April 21, 1945.

Historical Information: The Netherlands fell to the Germans in May 1940 and was not re-entered by Allied forces until 1944. The great majority of those buried in Holten Netherlands Canadian Cemetery died during the last stages of the war in Holland, during the advance of the Canadian 2nd Corps into northern Germany, and across the Ems River in April and the first days of May 1945. After the end of hostilities the remains of over 1,300 Canadian soldiers were brought together into this cemetery. Of these, 81 veterans that were buried in the Holten Cemetery were from British Columbia, Canada.

Clippings from the Surrey Leader Newspaper, Cloverdale, B.C.

February 22, 1945 Re: Henry Oscar RENNER:

Reported as slightly wounded is Pte. Henry Oscar Renner, son of Mr & Mrs, Karl Renner, Stayte Road, R.R. 1, White Rock, BC. Oscar was wounded on his twenty-first birthday, January 19th, while serving with the Royal Canadian Infantry in Italy. He enlisted in 1941 and was born in 1924 at Lajord, Saskatchewan.

May 17, 1945 Re: Henry Oscar RENNER:

With deep regret it is learned that Pte. Henry Oscar, son of Mr. and Mrs. Karl Renner, White Rock, BC, has been killed in action while serving with the Canadian Army overseas. Oscar was wounded on his 21st birthday, Jan. 19th, while serving with the Canadian Scottish in Italy but after recovering from his wounds went into action again and paid the supreme sacrifice. He enlisted in 1941 and was born in Lanjord, Sask.

HENRY OSCAR RENNER

May 31, 1945 Re: Henry Oscar RENNER:

MEMORIAL SERVICE IS HELD FOR PRIVATE HENRY OSCAR RENNER:

Mr. And Mrs. Carl Renner of White Rock have received official confirmation that their only son, Oscar, was killed in action in Holland on April 21st. His Chaplain wrote to inform the parents that Oscar was buried in a Dutch cemetery. *Note: Henry Oscar was first buried at Slochteren Cemetery in Holland and later reburied at Holten Canadian War Cemetery.* The relatives and friends of Oscar, and the members of Zion Lutheran church gathered for a memorial service on Sunday, May 27th. Rev. A. Krahenbil, formerly of Oliver, BC, who conducted the service, spoke words of sympathy and Christian comfort. Oscar was 24 years old.

A few closing lines from
Jenny Bakken:

*My husband, Larry
Bakken, fought in WWII.
He served in Italy, where
he was wounded, then
was transferred to Holland
where he fought in the
area near Appeldorn and
Nijmegen.*

*Larry and I travelled to
Holland to attend the 40th,
45th, and 50th Liberation
of Holland and each time
visited the Holten
Netherlands Canadian
Cemetery.*



**** As can sometimes happen, the date in the newspaper (January 19, 1943) indicating when Henry Oscar Renner was wounded does not match information in his military file.**

For the June Journal BCGS is honoured to profile one of the soldiers who is buried at Holten Canadian War Cemetery in the Netherlands. We will be featuring another brave soldier in the September Journal.

GENEALOGY ON THE ROAD

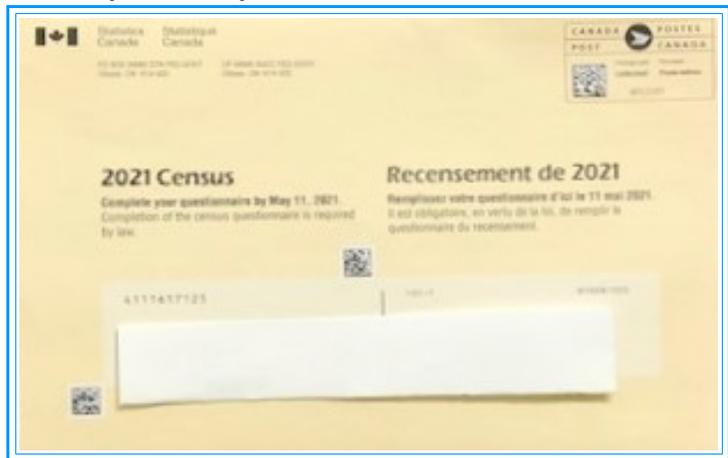
Genealogy on the Road

Submitted by Meg McLaughlin
Member #3847

For genealogists the censuses are one of our main resources when researching family. With the abbreviated census questions in recent decades, I've heard genealogists remark that they'd like to receive one of the long questionnaires that are sent at seeming random to certain people to fill out. If a genealogist got to fill out one of those, it was hoped there would be more information for the generations who come after us. Well, the information might not be as useful as envisioned.

I finally opened my census envelope on May 11, only to discover that was the

deadline to fill it out. The envelope had sat there for less than a week! Anyway, I dutifully sat down at my computer to fill it out. The instructions said, "It's quick and easy." Well, no, it wasn't. I was one of the "lucky" ones who received the long form. Somehow the amount I pay for electricity in a year was not at my fingertips. The payment comes out of my bank account automatically and I don't

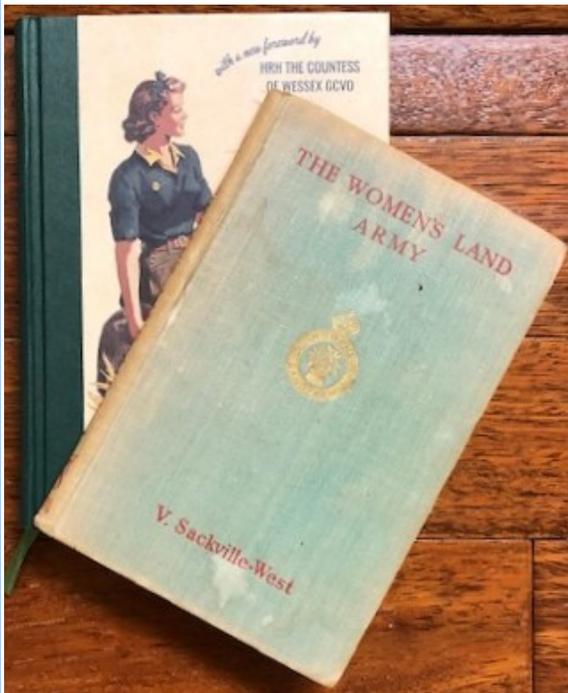


pay it much mind. There were many more questions like that. It was kind of like filling out a quiz about your life with very personal questions with some odd ones mixed in as well. One of those was a request to come up with a value that my home would currently sell for. That was a challenge given the market's current upward trend. The fact that my strata is presently up for sale added to the confusion on that one.

It was the citizenship question that I really had difficulty with. The answer I had given for the census question came back in red telling me that I was wrong. That colourful response said that to give the answer I did, I would have had to have been a landed immigrant and I shouldn't have been. Well, I was a landed immigrant for 20 years. The government likes people to fit in neat little boxes. But we don't.

That neat little boxes image reminds me of the advice often given about writing up the history of a family. It's frequently recommended to concentrate on the immigrant ancestor. I have lots of those, including myself. Which immigrant to choose? But what is truly of interest are the reasons behind the migrations, those push pull factors that set our families on the road.

GENEALOGY ON THE ROAD



Land Army books, the original on top was my mother's

In my families' case there were lots of events that caused migration. Many times, their lives and history intersected. It's so interesting to see the larger events translated down to the individuals who were affected. I know how the reasons for migration played out in my own life. Lots of setting out on the road movement there. I probably should write some of those stories some time.

But there was a major event that affected my whole family. One that went beyond my immediate family to both sets of grandparents. It would have been unlikely that we ended up in Canada at all except that my maternal grandmother was from there. It's a long and convoluted story which affected all of the people in my family. In fact, the catalyst, World War Two, had a lasting affect on many families in Britain, not the least of all mine.

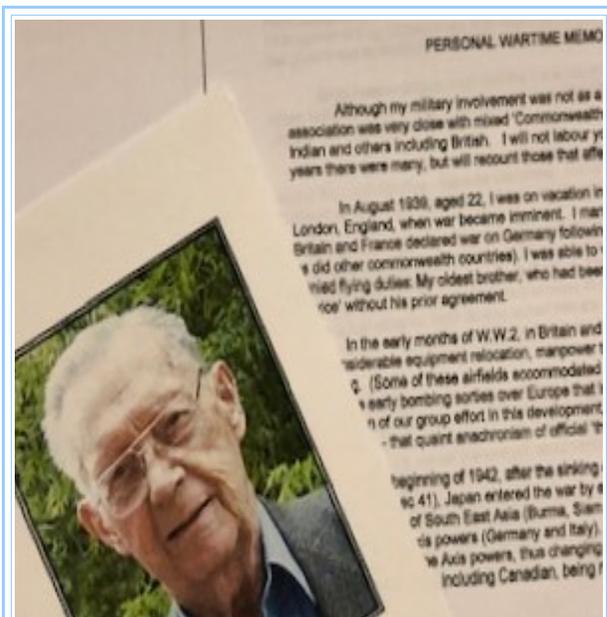
I am ready to delve into a new area of study on my family. The upcoming focus of my research will be on both of my parents' service in the war and on the effect on their families toughing it out in Greater London. I already have information to study more closely. In the past I've collected books and records about WWII. So, I have plenty of information to research while I wait for the ability to take my research back on the road again.



Meg writes about history and genealogy in ***A Genealogist's Path to History*** at

<http://genihistorypath.blogspot.ca/>.

Read more about her findings in her blog.



Dad's wartime memories

WEST ARM

West Arm of Kootenay Lake, B.C. History

by Donald Malcolm Wilson

With thanks to Martin and Jane Lynch, Shawn Lamb, Elizabeth Scarlett, Michael Kluckner, Ken Butler, Edward Affleck, and E.E. Rich.

*This article was originally published in 2002 in the **Crowsnest Highway**
<http://www.crowsnest-highway.ca>*

The West Arm upstream from Nelson

Startlingly visible from anywhere on Nelson's lakefront is the distinctive, 600-metre-long, emergency orange cantilever bridge which has shifted Highway 3A's traffic over the CP tracks and the West Arm of Kootenay Lake since it was officially opened on November 7th, 1957 by premier W.A.C. Bennett. The Bridge retired the cable ferry which had operated nearby since 1913. Upstream near the City-side bridgehead stands the district headquarters of the RCMP and some industrial buildings which serve as a reminder that this was for many years the site of the CPR's Fairview boatyards. The surrounding district is Fairview, formerly Bogustown, the terminus of the Nelson and Fort Sheppard Railway until 1900 when the CPR permitted N&FS/GN trains to run into Nelson's Station.

At the northern end of the Bridge, the 3A angles to the right in front of the Villa Motel and the North Shore Inn and, following a route that was pioneered as a wagon road in 1912 or '13, heads for Balfour, easterly 34 kilometres along the West Arm's north shore. A few kilometres along is the arresting site of the wheelhouse and upper deck cabins of the old CPR lake steamer *Nasookin*, now high and dry at the head of a little bay and serving as someone's unique abode.

Willow Point, Nine Mile Narrows and Crescent Bay are marked on some maps as settlements, but they are largely sites of Post Office "super boxes" for the storage of mail addressed to local residences which are beginning to colonize cul-de-sacs and crescents with urban overflow. Willow Bay got its start when Alexander B. Shannon pre-empted 160 acres on Duhamel Creek here on March 7, 1892. In the mid-'90s the Oro Mining and Milling Company, Limited, sent manager Guillermo A. Farini to begin work on the *Golden Wedge* group of claims high in the Kokanee Range above. With its own 18,000-board-foot-per-day sawmill in the heights, Oro M&M cut lumber to house its 50 workers and a ten-stamp crushing mill that the company in 1898 hauled up the wagon it had built up Duhamel Creek. The *Golden Wedge* quickly played out.

At Crescent Bay, Big Lou's Café fronts for the Crescent Beach RV Campground.

Passing pleasant cottages tucked into the cedars, the Highway humps along over the base of Mount Yuill, losing its shoulders periodically, posing perils for cyclists. The bridges are simple concrete slabs, most dating to 1955.

WEST ARM

Surrounding the mouth of Kokanee Creek, the enormous provincial campground entices travellers with its hot showers. Lands on the east side of the creek were pre-empted by Robert William Yuill on October 14th, 1889, and by Neil McLeod on the west side on March 26, 1892.

At the head of Kokanee Creek was the sky-high, on-again-off-again operation of P.W. George and Bruce White's Molly Gibson Mining Company. In 1900 the outfit reported using an aerial tramway to swing 787 tons of silver ore down from the mine above the tree-line to Kitto's Landing wharf on the Arm from which it was loaded onto barges bound for the smelter at Nelson. In the evening of December 25th, 1902, disaster overtook struck when an avalanche carried away the bunkhouse, killing nine workers. By 1911, writes Major Angus Ward Davis in "The Kootenays in Retrospect" (*Kootenay Yesterdays*, vol. 3, ed. Edwd. L. Affleck, The Alexander Nicolls Press, Vancouver, 1976), Consolidated Mining and Smelting owned the property upon which sat a crushing mill, the machinery for which had to be dragged via a ten-mile-long road from the Arm up to an elevation of 5,000 feet above sea level. From the mine's lowest portal at 6900 feet elevation, a 7,000-foot-long aerial tramway delivered ore to the mill. The highest works were at the 8300-foot level.

After clearing his pre-emption on Kokanee Creek, Yuill sold it to Charles Wesley Busk in 1891. According to E.L. Affleck in *Kootenay Lake Chronicles*, the *Molly Gibson's* management developed such a poor rapport with Busk that he denied the miners a right-of-way for either a waggon road or an aerial tramway from the beach up to their works. So protective did Busk become of his fruit-tree'd, tennis courted hide-away that he resisted all encroachments, even requiring the Balfour-bound waggon road to detour around his property. Eventually it became the site of reputedly the first official Boy Scout campground in North America.

Harrop and the CPR wharves at Sunshine Bay

Not far east of the Kokanee campground a short road leads down to the lakeshore and the free ferry that crosses the West Arm to Harrop, site of George Owen Buchanan's original lakeside lumber mill.

"G.O." Buchanan began his journey westward in the employ of the CPR as an administrative clerk in the Mainline construction camps. Come 1886 he and partner Hugh Ferguson were operating a second-hand portable sawmill supplying the CPR with rough timber with which to build snowsheds in the Rogers Pass area. With his timber limit cut and his partner drowned, G.O. decided to investigate possibilities around Stanley/Nelson generated by the *Silver King* and in May of 1888 took passage on the goods-packed barge which R.E. Lemon drifted down the Columbia from Revelstoke to Sproat's Landing. In company with Jack Egan and James McDonald, Buchanan walked to the *Silver King* and forthwith staked one timber limit on Toad Mountain and another here near Harrop.

WEST ARM

He arranged to buy the sawmill which the Kootenay Mining and Smelting Company had set up in 1885 at Kootenai Landing on the Northern Pacific Railroad at Pend Oreille Lake and the next spring he moved his family down to Stanley, assembled the mill on a property at what is now Harrop and on July 12, 1889, cut his first board. Bob Yuill was employed in the mill as an engineer. Buchanan quickly ran out of timber and two years before the great flood of June, 1894, washed away the mill buildings, G.O. removed the machinery to Kaslo.

Surviving the flood was the mill's boarding house, and in 1906 Ernest Harrop moved into it, opened a general store and bought part of the old Buchanan property. On January 1st, 1907, he opened the Harrop post office for the benefit of settlers who were arriving in the neighbourhood to try their hands at fruit farming. The Appleton brothers Oscar Bruce and Orlando Price who had each registered 320-acre pre-emptions on January 20, 1896, and June 2, 1897, respectively, soon became the local leaders in the industry, and around their cherry, potato, apple and strawberry operations a Co-operative coalesced which erected a packing-house nearby on the Railway wharves at Sunshine Bay. By April of 1908 enough children were locally resident that a school was opened. As a quiet rural community Harrop farmed through the Great War and on until the fruit trade collapsed with the onset of the Depression in the '30s. Ernest Harrop sold his store in 1930 to Herbert Fairbank in 1930 who took over to post bureau, too. Fairbank sold out to John Berry in 1937, and his widow closed the store in 1961. Stafford and Son ran a little sawmill nearby for a few years post-W.W.II, but these days Harrop is pretty well a Nelson bedroom community.

Dedicated rail buffs will cross and then mosey down to Sunshine Bay —“Mallow,” in CPR-speak—between Harrop and Procter, near the mouth of the Arm. The great rotting piles spiking the waters are all that remain of one of the most romantic and storied CPR operations in this region. During 1897, having struck an agreement with the Dominion government and bought the charter of the British Columbia Southern Railway, the CPR organized its “Crow's Nest Line” (CNL) and laid rail from Lethbridge to the southern tip of Kootenay Lake. Rather than hacking a right-of-way on up the inhospitable west lakeshore to Nelson, and appreciating that the Lake remained largely ice free all year round, CP opted to ferry freight cars on transfer barges and passengers on paddlewheelers—“Crow boats”—operated by its B.C. Lake and River Service. At the Lake's southern end the Company built Kootenay Landing, and for a year or so floated everything right up to Nelson's waterfront. The West Arm, however, is a series of basins separated by treacherous spits of sand out-washed by the region's creeks. Its narrowness and mid-summer low waters, combined with its tendency to ice up in mid-winter and the congestion at Nelson's wharves, quickly convinced the CPR to build a thirty kilometre long branch line to deeper water at Sunshine Bay near Procter.

WEST ARM

An agreement reached with the Great Northern in June of 1900 allowed CP to cross the right-of-way of the N&FS near Five Mile Point in exchange for \$75,000 and a permit to run trains right up to Nelson's station on CP steel. Extending trackage eastward out of its Nelson yards, CP installed the crossing at Troup Junction and built on along the south shore of the Arm. On December 6th, 1900, the branch was opened to traffic, and by January 20th of the next year, the Company had completed a complex of wharves and barge jetties in Sunshine Bay to handle freight cars. The Company's sparkling white and black passenger sternwheelers bypassed the new installation as they continued to deliver people and the mail directly to Nelson, ice permitting.

For thirty years, through the mists of winter and the storms of summer, BCL&RS steamers moaned and splashed their way up and down the Lake. However, at 0745 on January 28th, 1929, some quarter-million pounds of 2-10-0 "Decapod" locomotive and tender crashed through the aging steel-work of the Surprise Creek bridge on the Rogers Pass section of CP's Mainline. For the next seventeen days the Southern Mainline was called upon to handle all the Railway's western traffic. Already stretched to the limit keeping up the regular service while handling some 6,000 tons of Trail-bound Kimberley concentrate per day, the CP's Lake service couldn't cope. Even as it was enlarging the Sunshine Bay facilities, the Company accepted that it must build the long-postponed rail connection up the Lake's western shore. An alignment was quickly surveyed, and that summer of 1929 the Company set more than 1,000 men to cutting the 55-mile-long railbed across the granite and quartzite toes of the Nelson Range. One and a half million tons of hard rock had to be blasted out of numerous cuts and four tunnels¹ and dumped into fills. For the five defiles that could not be filled, steel truss bridges had to be built. On January 1st, 1931, the section was declared complete and the Southern Mainline became a through-route; goods and passengers could roll steel on steel across southern Alberta and B.C., from the Mainline at Medicine Hat to Mainline at Hope.

On the last day of December, 1930, the B.C. Lake and River Service operated boats on 359 miles of route. The next day's opening of the Kootenay Lake connection reduced that significantly by eliminating the route-miles of the "Crow boat" service. The *Moyie* and her Company kin continued to call at Sunshine, but only to pick up passengers and heavy freight bound for Lake-side communities on what had been the feeder routes. Age and improvements in highways and road transportation retired these vessels one by one, the *Moyie* outliving them all to make her last run on April 24th, 1957. CP contracted the Kootenay Water Transport Company to employ its tug, the *Melinda Jane*, to carry on the barge service to Kaslo and remote Lardeau until 1977. Sunshine's piers were stripped of steel and the piles left to decay.

WEST ARM

Balfour

Five or six kilometres eastward over the toes of Balfour Knob from the Harrop road the Highway arrives at Balfour (529m) and its out-riding posse of private campgrounds. Towards the centre of the settlement 3A hooks hard-right into a large parking lot, leaving highway 31 to continue northward up the west side of the Lake through Ainsworth and its hot springs, some fifteen kilometres away, and on to Kaslo and Lardeau. The parking lot marks the end of the 3A on the western side of Kootenay Lake.

Centuries before the arrival of the Europeans in this neck of the woods, the site of Balfour was a favourite haunt of the Native Americans who came here to fish and harvest huckleberries. Their relationship to this ancient campground changed on May 24th, 1889, when two aliens filed pre-emptions on properties at this beautiful location. Besides claiming his 320 acres, Carl Sutterly failed to make any impression on History. The well connected English civil engineer Charles Wesley Busk, however, engaged at the time in laying out the townsite of Salisbury for Constable Henry (Harry) Anderson and surveying parts of Baillie-Grohman's grant at the Lake's southern tip, became instrumental in the development of this area. By the summer of 1890 he had a general store built, the land subdivided into an artistically-street'd townsite and was raising his *Balfour House Hotel* as the centrepiece of his 200-acre orchard estate. Still planting seedling fruit trees on the property, Busk opened the hotel for business in the spring of 1891. Perhaps backed into a financial corner by the failure of his big, new wharf at Salisbury to handle lakeboats, in 1892 Busk sold everything at Balfour except a large house that he had built and a few surrounding acres of grounds. Taking over the store and the hotel were Joseph and Mary Gallup and family who watched the extant Anglican church of St. Michael and All Angels rise to completion in December of '92 to serve the small community which was growing up around the store and hotel. To supply the Kootenay Mining and Smelting Company with materials with which to build its works at Pilot Bay across the Lake, in the early 1890s Tom Procter set up his West Kootenay Brick Company on a clay bank about a mile downstream from the *Balfour Hotel* landing. With the Works finished and in need of charcoal for its smelting process, locals logged off the trees around Balfour and floated them across the Lake. When Kootenay M&S shut down its operations in the autumn of 1895, Balfour was hard hit and slipped into a decade long doldrums.

Come 1907 Busk's old orchard property came into demand by a wave of immigrants to the Lake whose aspirations were fixed upon the fruit-growing industry. Balfour, still playing its rôle as a transportation transfer point, boomed and in the summer of 1910 Edith M. Middleton was called from Nelson to set up a school. By that time, the CPR, in full pursuit of the tourist dollar, was scouting Lake locations with the intention of raising a tony hotel.

WEST ARM

Appreciating what a pretty location Balfour is, CP bought property on the bench above the settlement and of wood and plaster it built its posh, fifty room *Hotel Kootenay Lake*, lands now owned by the Balfour Golf and Country Club. Set in a formal gardens and serviced by an aerial tramway strung up from the waterfront, the hotel was officially opened on August 3rd, 1911. Unfortunately, its business was destroyed by the recession of 1913 and it closed its doors during the next year as the War was breaking in Europe. Pressed into service in 1917 under Dr. H.B. Olson as a convalescent home for World War One's lung-damaged veterans,² the Hotel saw its most glorious moment on October 1st, 1919, when Edward, Prince of Wales, popped by to thank the broken soldiers for their sacrifices. In 1920 the surviving veterans were transferred to other facilities and the Hotel remained vacant until it was demolished in 1929 by contractors Rawlings and LaBrash, much of its materials being incorporated into various houses in Nelson's new Fairview district.

Since the collapse of the fruit industry around the same time as the demolition of the Hotel, Balfour has hung on as a retirement community-cum-summer camp for Nelsonites and, of course, as a Lake ferry port.

Procter

Today at Balfour, a couple of cafés face onto the ferry service parking lot at the end of the 3A, and the windows of the one on the waterside look out over the marina wharves and the hordes of semi-tame green-headed Mallards and sundry other waterfowl. Beyond the ferry dock and maybe 200 yards across the Arm is Procter. When the CPR decided to terminate the Columbia and Kootenay Railway at Nelson rather than at the mouth of the Arm, it released the Road's reserved land there for sale. Thomas G. Procter bought a few lakeshore acres and the hunting a fishing lodge he erected thereon in 1891 became "Procter's Landing." Reports E.L. Affleck in [Kootenay Lake Chronicles](#), Procter's was an out-of-the-way place until early in 1901 when the CPR built its docks at Sunshine Bay/Mallow. Attracted perhaps by the bar in Procter's lodge, some of the Company's Lake and River Service boat crews built homes nearby, seeding a community. In 1903 Procter surrendered his lodge to the Gilbert Snows who refurbished it as the *Outlet Hotel*, a big, white two-storeyed wooden edifice with fancy upper and lower verandahs prominently placed on the waterfront. Hale and Glendenning built their 40,000-board-foot-per-day sawmill nearby in 1906. A year later, with the influx of orchardists into the region, George F. Daniells arrived with his family to open a store on Railway Avenue, on the townsite on the far side of the tracks from the Hotel.



WEST ARM

By the time Miss F.B. Johnson called Procter's first school classes into session in 1910, Fred. Sammons had taken over the Daniells' store, Jack Russell was at work in his blacksmith shop and the Watts Lumber Company of "Terrible Tempered" Edward Watts had purchased the sawmill. The sawmill mysteriously burned on October 31, 1912, ruining the employ of about 40 men, but a jam factory was by then operational to preserve the produce of the area's extensive strawberry fields. In 1913 a real school house was completed. It was enlarged into a two-room affair in 1920, by which time the jam factory had closed, the Nelson hotelier Wm. A. Ward had purchased the *Outlet Hotel*, and a public hall and Presbyterian and Anglican churches had been built.

Big changes came to Procter on January 1st, 1931, when the CPR opened the line of rail up the west side of the Lake from Kootenay Landing. But for cargoes destined for the upper Lake, activity at the Sunshine Bay wharves all but ceased. Even though the converted vehicle ferry *Nasookin* stopped by the community as it shuttled between Fraser's Landing and the end of the Creston highway at Gray Creek, business traffic declined rapidly and families moved out of Procter. Ward kept the *Outlet Hotel* profitable by improving its cuisine and promoting it as a destination for weekenders and picnickers who boated or came by holiday train from Nelson. In 1947 Balfour became the cross-Lake ferry port and service was withdrawn from Procter. Ward changed the name of the *Outlet* to the "*Holiday Inn*," but tastes and definitions of "fun" had changed, though, and in 1966, decrepit and forgotten in an age of comfortable cars and good highways to places far away, the *Outlet* was pushed down. Since 1977, when the Kootenay Water Transport Company quit work, Procter has had a tough go, hanging on as a modestly priced retirement community and weekend retreat from the bustle of Nelson.

Ainsworth

Ainsworth Hot Springs, some 15 kilometres up the shore from Balfour is the "old Camp" of the Kootenays. In the spring of 1882, as part of his associates' Columbia and Kootenay Railway and Transportation Company plan, Geo. Jennings Ainsworth pre-empted 160 acres near the 40°C hot springs which were such a balm to the foot-sore in the region. The Associates suspected that there was worthwhile ore bodies in the neighbourhood, but the intention may also have been to eventually create a tourist destination for their railroad. By the time, however, that mines were showing potential, the Associates' plans had come to naught, ruined by the protectionist sentiment in Canadian politics when it came to allowing Americans access to the raw riches of Canada. In 1888 Gustavus Blin Wright bought the pre-emption and by June of 1889 his *No. 1* was the big shipper in the Camp, sending some 146 tons down five miles on the new government waggon road to a wharf on the Lake.

WEST ARM

Along with 357 additional tons from John F. Stevens', John C. Davenport's and Thomas Munn's *Little Donald*, Wheeler and McCune's *Skyline*, the *Spokane*, and Abel D. and Della Wheeler's *Krao* and *Let-'er-Go-Gallager*, the *No. 1*'s ore was loaded onto, likely, the *Surprise* or the *Galena* and chuffed 100 miles up the Lake and the Upper Kootenay River to Bonners Ferry. The high point of Hot Spring's production came in 1896 when 2,000 tons was divided between the Hall Mines smelter at Nelson and the Kootenay Mining and Smelting Company works at Pilot Bay, and yielded, reports B. Richard Atkins in E.L. Affleck's Columbia River Chronicles, some 116,000 ounces of silver. Come the next year, only the *No. 1*, *Tariff* and *Black Diamond* were producing.

Mining struggled through the Great War years and into the '20s. During that decade the company which had acquired most of the properties bethought itself to develop the hot springs into an amenity mainly for their workers, but open to all. Old adits and mining tunnels were finished out, a lodge built and operations began.

Mining at Ainsworth survived the Depression and, with the modernization of the works, rewarded the Yale Lead and Zinc Company until the end of the '50s when the lodes were finally exhausted. In 1962 Yale L&Z sold the hot springs operation to the Homens who, with highway 31 carrying travellers and vacationers past their doorstep, refurbished the property and passed it on to their daughter in 1979. In 2002 the Ainsworth Hot Springs Resort has been developed into an attraction which, coupled with a street of vintage buildings in the town, draw visitors from afar.

The Lake

Summer and winter, from 0600 until 10 o'clock at night, the 1780 ton Motor Vessel *Osprey 2000* converts the Lake into a liquid link in the 3A as she floats up to 250 people and 80 vehicles between Balfour and Kootenay Bay in about 20 minutes. At five nautical miles, this was, until provincial budgetary shortfalls dictated the implementation of user fees in November of 2002, the longest free ferry ride in the known universe. Governmental service across the Lake has been in operation since 1931 when the Department of Highways converted the former CPR Crow-boat, *Nasookin*, into a ferry to carry vehicles and passengers between Fraser's Landing near Balfour and the eastern end of the proto-3A at Gray Creek. In 1947 the 629 ton *Anscomb* relieved the ancient *Nasookin*. In the winter months, mid-October to the long weekend in May, the *Osprey 2000*, which replaced the *Anscomb* on August 26th, 2000, works alone, hurrying to complete ten round trips a day. During the summer she is joined by the 509 ton M.V. *Balfour* which came to help the *Anscomb* in 1954. Together they maintain a fifty minute schedule during the heart of the day. On the Balfour it takes about fifty minutes to complete the crossing, long enough to buy a coffee in the ship's commissary and prowl the deck marvelling at this magnificent gem of a lake.

WEST ARM

B.C.'s third largest natural body of fresh water, Kootenay Lake has been here for at least 14,000 years, a souvenir of the retreating Wisconsinan ice sheet. Its valley, the Purcell Trench, is a glaciated *graben* classically complete with mountain streams plunging from the mouths of hanging valleys. To the east, the forested Purcell Mountains serrate the horizon; south-west, the Nelson Range of the Selkirks is separated by the chilly waters of the West Arm from the Slocan Ranges to the north-west, keepers of the famous Kokanee Glacier. Smaller pleasure craft, respectful of the Lake's penchant for brewing up sudden squalls, keep within running distance of shore in their search for Kokanee salmon, Dolly Varden, and Rainbow trout.

Northward, looking up the length of the Lake, a sparse necklace of great aviator-alerting white balls mark a three kilometre long span of cables, shore to shore, part of the 86 mile long line which transmits 170kV of electricity from what was West Kootenay Power's Power Plant No. 3 at South Slocan to the power-hungry *Sullivan* mine operations at Kimberley on the eastern slopes of the Purcells. When the suspension was completed on April 8th, 1952, it was the longest in the world.

Today the balls hang sixty feet above the Lake's surface, half their original height, for on March 6th, 1962, a young Freedomite Doukhobor placed dynamite on the legs of the 112 metre tall pylon on the east side of the Lake and brought the 240 ton structure down. The East Kootenay Power grid could not sustain the shock and failed, plunging the entire Rocky Mountain Trench into darkness, temporarily trapping men underground in the *Bluebell* at Riondel and in the *Sullivan*. Emergency purchases of power from out-of-province utility companies averted disaster and alleviated discomfort until WKP could effect a repair. This was accomplished on April 2nd when the span was re-hung on a 52 foot tall A-frame similar to that on the Coffee Creek Bluffs opposite. Meant as a short-term measure until another tower could be erected, it still serves.

This Lake was the Ktunaxa's secret until 200 years ago. Who the first European was to see it remains disputed. E.E. Rich in *The Fur Trade and the North-west to 1857* (McClelland and Stewart, Toronto, 1967), states that it was the Nor'Wester, Duncan McGillivray, who came over the White Man Pass in 1801 and paddled at least this far down the Kootenay system. Other worthy historians disagree, maintaining that a bout with rheumatic fever cut short McGillivray's expedition. David Thompson, also of the North West Company, tromping around in this region in the later 18-aughts, likely saw the Lake only through the eyes of his lieutenant, Finan McDonald, but no record of that sighting survives. A long-treasured rumour that David Douglas, the itinerant Scottish botanist for whom the famous fir tree is named, explored the Lake's surrounds in 1825 still has currency in some quarters.

WEST ARM

However, according to Elsie G. Turnbull in “Old Mines in the West Kootenays” (Volume XX of the B.C. Historical Quarterly, 1956), A.G. Harvey, Douglas’s biographer, maintains that Douglas came no closer than the mouth of the Lower Kootenay River on his way back home to Britain from the Coast via York Factory on Hudson’s Bay.

Although HBC records indicate that a party of its voyageurs ventured out onto what must have been Kootenay Lake in 1826, the Company received no reliable description of these waters until Archibald McDonald, the factor of Fort Colvile from 1833 to 1844, reported that he was taken by an escort of Ktunaxa to see the huge outcrop of what appeared to him to be lead on the Lake’s eastern shore. This was in September of 1844.

Members of the British contingent of the Boundary Commission admired these waters in 1859, and that September Captain John Palliser, having completed a large part of his exploration of the plains of Rupert’s Land, crossed the Rockies via the North Kootenay Pass and had himself canoe’d down the Lake on his way to Fort Colvile, seeking an all-British route to the Coast. In the spring of 1865, having left most of his crew resting in Fort Shepherd after a wearing hike in from Fort Hope, Edgar Dewdney and a couple of stalwarts paddled and portaged³ their way up the turbulent Lower Kootenay River and made their way across the Lake likely to Crawford Bay to search for an easy route through the Purcell Mountains to golden Wild Horse Creek in the Rocky Mountain Trench. The Purcells are a formidable barrier, but above the Bay, Angus Macdonald, the factor at Fort Colvile, had told Dewdney, was the Rose Pass, an easy hike into the Trench via the St. Mary’s River which flowed into the Upper Kootenay River not far from Wild Horse Creek. Dewdney explored the Rose, and the Wells—now Earl Grey—Pass at the head of Hamill Creek toward the upper end of the Lake. Though either pass would have admirably served his needs, Dewdney appreciated that without reliable ferry service his trail could not cross the Lake. With that he paddled back to Fort Shepherd and blazed his trail up the Pend d’Orielle and over the Nelsons to get to the foot of Kootenay Lake, thence to the Moyie and into the Trench from the south.

Notes

1. The longest of which, reports Hal Riegger in *The Kettle Valley and its Railways*, was 1,044 feet.
2. Not a few of whom were from among the 1,835 wounded suffered by the 54th “Kootenay” Battalion which had been created on May 1, 1915, and recruited from southern B.C., with 2,782 re-enforcements recruited in England of the total of 4,391 personnel.
3. Dewdney and his crews were forced to portage 14 times coming up the Lower Kootenay River; at risk to life and limb, they didn’t carry their canoes as many times on the way back down.

POSTCARDS

The Teahouse in Stanley Park

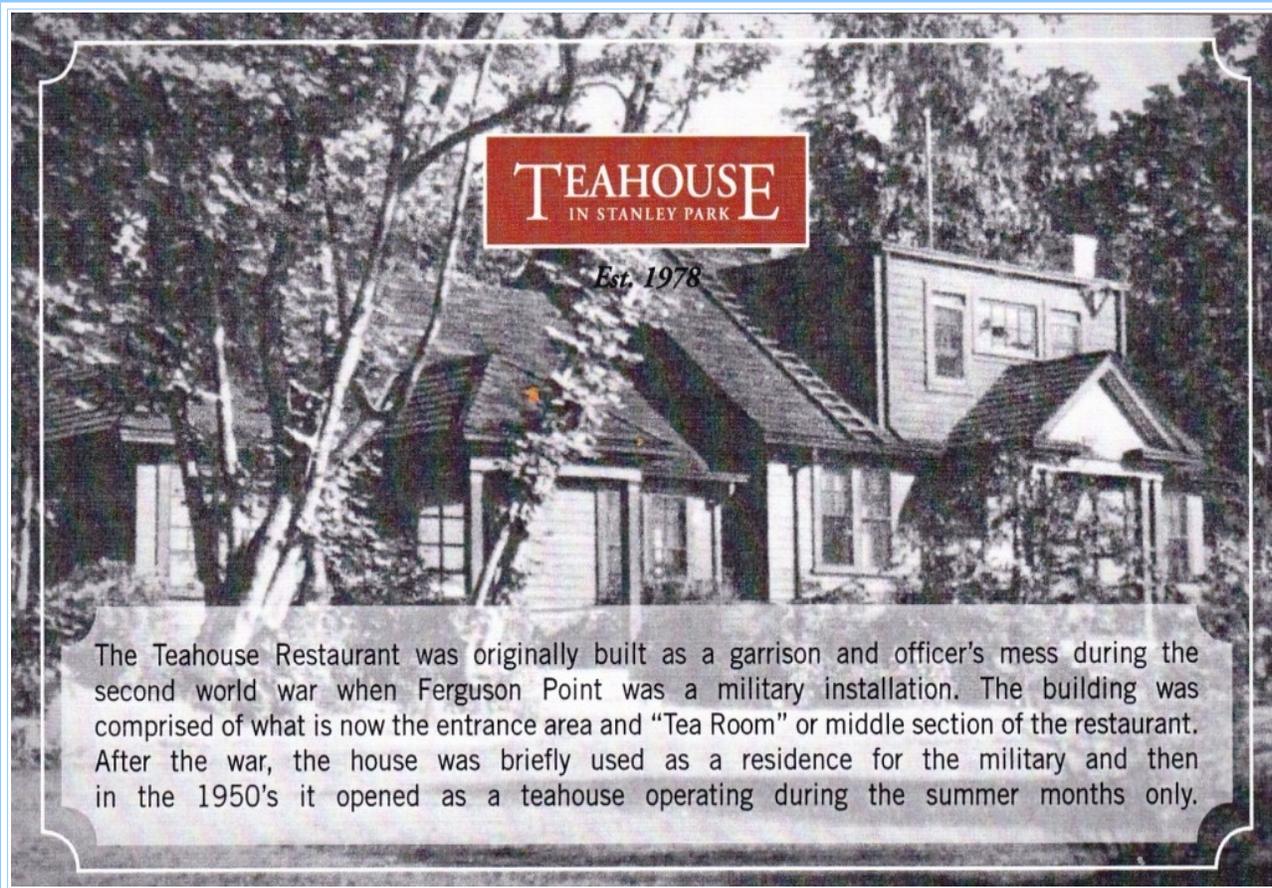
Submitted by Janice Kidwell
Member #5033

The Teahouse Restaurant was originally built as a garrison and officer's mess during World War II when Ferguson Point was a military installation. The building was comprised of what is now the entrance area and "Tea Room" or middle section of the restaurant.



Following the war, the house shown on the postcard was briefly used as a residence for the military before it was transferred over to the Vancouver Park Board. In the 1950's the building was leased to a family who for a number of years operated a tea room during the summers.

In the mid-70s and due to the building being in need of costly repairs, the Vancouver Health Department closed the building. An application to refurbish the tea room and run it as an all season restaurant with summer teas on the front lawn was made.



POSTCARDS

Renovation work was completed in April 1978. The Teahouse Restaurant opened for its first lunch service on May 5 and its first dinner service on May 10 of that year. It was well received by Vancouver residents and the business grew, turning it into the very popular restaurant it is today.

In 2018 the Teahouse restaurant celebrated its 40th Anniversary and as a part of that and during the summer of 2018 they served dishes from their original menu.

There is neither any writing nor a stamp on the back of the postcard. This postcard may have been given out as part of <https://www.vancouverdine.com> (City of Vancouver website)

<https://vancouver.ca/parks-recreation-culture/stories-from-inside-the-park.aspx>

With thanks to BCGS Member Sandra Cunliffe (member #3954) who recently donated a variety of postcards including this particular one on the Teahouse in Stanley Park.

From Our BCGS Library:

1. Early Governors of Victoria and British Columbia:

920 ADA by John D Adams – “Old Square Toes and his Lady, the life of James and Amelia Douglas”

920 Sag by Walter N - “Sir James Douglas”

920 SMI by Dorothy B Smith – “James Douglas: father of British Columbia”

2. West Kootenay area - Early history of Nelson, Proctor, Ainsworth: the Ferries and Lake ships that served the Kootenay Lake communities:

971.145 AFF V 04 by Edward L Affleck – “Kootenay lake Chronicles”

971.145 AFF – “High Grade & Hot Springs, a History of the Ainsworth Camp”

3. Census in Canada - history, procedures, results:

929.371 OBE by Dave Obee – “Counting Canada, a Genealogical Guide to the Canadian Census”

971 BAL by L Baldwin – “the 1891-92 Census of Icelanders in Canada”

4. Unusual Marriage Certificates:

929 WAT by T.C. Watts – “tracing Births, Deaths, and Marriages at Sea.

929 ' 942 FOS “A Comedy of Errors or the Marriage Records of England and Wales 1837-1891.

CLOSING NOTES

Editor's Note:

In our *BC Pioneer Registry* article in the March Journal, called The Sad Tale of Henry Jergen Ehmke – Pioneer, Farmer and Father, the picture of Henry and Lena Ehmke was printed without it's note crediting the source for this picture - it should have appeared like this:



Henry and Lena Ehmke, ca 1905
Photo courtesy of the Armstrong Spallumcheen Museum & Art Gallery.

HONOUR A RELATIVE OR FRIEND

You can make a donation to the British Columbia Genealogical Society to honour a birthday, anniversary or the death of a loved one.

All donations of \$20 or more will receive a tax receipt.

On Our Cover: the SS Moyie in 1898, Continued.

She was a favourite with passengers travelling on the Canadian Pacific Railway from Lethbridge, Alberta to Nelson, BC who enjoyed her elegant dining saloon, smoking lounge and ladies' saloon, all decorated with gold leaf.

Known as the "Crow Boat", she was the major vessel on Kootenay Lake, and in great demand in the early 1900's. During WW I, the sternwheeler were taken off the rail route, and after the war the Moyie worked hauling heavy supplies and towing barges.

Occasionally, on special holidays such as Victoria Day, she travelled the lake from Nelson to Proctor decorated with streamers and bunting, carrying 200 passengers.

After her nearly sixty years of service, she retired and was sold to the town of Kaslo for \$1. The Kootenay Lake Historical Society was formed, and raised \$15,000 to begin a full restoration. Today she welcomes visitors at a berth on Front Street where she is a National Historic Site of Canada and the world's oldest intact passenger sternwheeler.

Picture of the SS Moyie from Wikipedia Commons.

BRITISH COLUMBIA GENEALOGIST

GUIDELINES FOR AUTHORS

The Genealogist is looking for submissions from authors in categories such as Feature Articles, "How-To" Articles, Historical Mysteries, and general genealogy-related submissions.

1. Author is currently a BCGS member.
2. Content is a unique tale, easily readable, with details of how you uncovered the answers to problems. Sources or endnotes may be included as needed.
3. Photographs, family diagrams or other illustrations will complement your story, These should be submitted separately as jpegs, tiffs or PDFs. Captions for pictures are helpful.
4. Entries will be between 500 and 2000 words (roughly two to six pages), and should be submitted in an electronic format (PDF, Word document) to the Editor at Journal@bcgs.ca

Questions or Ideas ?
Please contact the Editor.

Deadlines for Submissions:

September 2021 - due by August 15
December 2021 - due by November 15
March 2022 - due by February 15
June 2022 - due by May 15

BC RESEARCH

The BC Research Team is available to search sources at the BCGS Library for persons seeking information on ancestors residing in BC.
For details & rates, contact Ann Buchanan, BCGS Research Co-ordinator at queryrequest@bcgs.ca
or *by mail*: Box 88054, Lansdowne Mall, Richmond, BC V6X 3T6

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Members who live outside the Lower Mainland who wish to visit, should call ahead of time so we can try to arrange for a volunteer to open the Library.

Visitors may request a tour of the Library holdings. Non-members may do research - there is a \$5.00 daily fee. At the end of that day, if you chose to take a membership, this fee will be credited toward the membership cost.

Parking: There are 3 stalls in front of the unit, and one stall (#211) near the 76th Avenue entrance. Check with the Librarian on duty for more information.

THE BRITISH COLUMBIA GENEALOGIST

We welcome Ads pertaining to Genealogy and Genealogical services.

Classified Ads: Maximum 25 words.

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There will be a 15% rate reduction for four consecutive insertions.

Contact the Editor at Journal@bcgs.ca