

They formed a building society—the first in the country—and many of the men purchased lots, built themselves houses, and founded the village of Sapperton, now an important suburb of the city of New Westminster.

Finally, they materially assisted in the maintenance of law and order in what was then a wild and unsettled country, often assisting in the apprehension of Indian and other outlaws. A number of them were despatched to San Juan, and aided in preventing what might have been a possible war between Great Britain and the United States on account of the latter having landed troops on that island.

I may also state that Capt. Gossett, of the same corps, had been appointed Colonial Treasurer, and established the Treasury Department and the Government Assay Office. He also erected the machinery for a branch of the Royal Mint in New Westminster, which was afterwards allowed to go to ruin.

It will be seen by reference to the "Emigrant Soldiers' Gazette" that it was predicted in the issue of February 26th, 1859, that a railway would be constructed from Halifax "along the north of Lake Superior, through the Red River settlement, along the valley of the Saskatchewan, and through British Columbia to the mouth of Fraser River. The distance from Liverpool to Halifax is 2,466 miles, and the average passage by steamer 9 days. From Halifax to the mouth of the Fraser River, taking the direction of the proposed railway, is 3,184 miles, and should this line be executed, passengers will be able to get from Liverpool to Vancouver in 14 or 15 days." (The writer, of course, meant Vancouver Island, as the City of Vancouver was an unknown identity at that time.) Colonel Moody, on many occasions, pointed out on the map that the railway would reach Port Moody and circle round the back of the City of New Westminster and eventually reach English Bay. I think that all will concede that the prediction has been fulfilled, that the Canadian Pacific Railway has, for many years been constructed, as you all know, practically on the actual route indicated, and that passengers have reached Victoria, Vancouver Island, not in 14 or 15 days but even in eleven days from Liverpool. So much for a prediction made nearly 50 years ago,

Well, I have very imperfectly related some of the doings of the Royal Engineers in British Columbia, and will pass on to the disbanding of the detachment in October, 1863. Having completed their term of service of five years, the men were allowed the option of returning to headquarters or taking their discharge in the colony and receive a free grant of 150 acres of land. All the officers and some 25 or 30 of the men elected to return to the Old Country, many attaining to high positions. The rest remained in the colony and engaged in various pursuits; some as merchants; some followed their profession of land surveyors; some entered the civil service; whilst others engaged in farming, mining, bridge-building, carpentering, bricklaying, and in fact almost every trade and calling, and, I think, I may fairly say that they materially assisted in colonising and building up this glorious Province of British Columbia.

Of the officers who returned to England only two are now living, viz.: Captain Grant,\* who retired with the rank of Colonel many years ago, and Lieutenant Lempriere, who also retired with the honorary rank of Major-General.

Alas, of those who remained in the colony many have passed away, whilst others drifted to the United States and other countries; and now there remain only 25 in the country; but there are hundreds of their children and grandchildren, many of them occupying positions of responsibility and trust.

The following is a list of the surviving members, with their residences and callings:—

- Argyle, Thomas, Rocky Point, near Victoria, farmer.
- Archer, Samuel, Lytton, miner.
- Bonson, Lewis, Keatsie, farmer,
- Butler, Robert, Victoria, foreman, Government Printing Office.
- Bruce, Henry, New Westminster, carpenter.
- Cox, John, Victoria, miner.
- Cummins, Allan, New Westminster, assistant steward of Royal Columbian Hospital.
- \*Digby, Charles, New Westminster, steward Royal Columbian Hospital.
- \*Franklin, William A., Victoria, landing waiter customs.
- \*Howse, Alfred R., in the neighbourhood of Vancouver, surveyor.
- Hall, William, Sumas, farmer,
- Hall, Matthew, Chilliwack, farmer.
- Haynes, William, Victoria, professor of music.
- \*Hawkins, Alben, Matsqui (Reeve).
- \*Jane, John, Savona, merchant.
- Jackman, Philip, Aldergrove, farmer (Reeve).
- \*McMurphy, John, New Westminster, pensioner.
- \*Murray, John, Port Moody, boat-builder.
- Musselwhite, John, Sumas, farmer.
- \*Maclure, John, Matsqui, surveyor.
- \*Scales, John, Nanaimo, stonecutter.
- \*Sainsbury, George, Cassiar, miner.
- \*Smith, Alexander, Chilliwack, farmer.
- Turner, George, New Westminster, surveyor.
- Wolfenden, Richard, Victoria, Queen's Printer.

I may mention that the original manuscript of the interesting journal edited on board the "Thames City," from which I have freely quoted, may be seen at the Provincial Library at the Parliament buildings, Victoria. The paper was afterwards printed at a cost of \$500, and paid for by the men.

\*Those marked with an asterisk have died since the above paper was written.

Mr. McKay, of the Lands and Works Department, paid a tribute to the draughtsman of the Royal Engineers mentioned, and a vote of thanks was tendered Colonel Wolfenden. He replied briefly, and expressed the hope that others would respond and read papers on interesting subjects.

After Dr. Potts had read his most interesting Review of the Chinese Troubles, the meeting closed the proceedings by singing

GOD SAVE THE QUEEN.



FAC-SIMILE OF \$20 GOLD PIECE COINED AT THE BRITISH COLUMBIA MINT, NEW WESTMINSTER.

Only five twenty-dollar and ten ten-dollar pieces were coined. At a private sale in London in 1903, one of the twenty-dollar pieces was disposed of for £116 (\$576), and a ten-dollar piece was knocked down for £53.