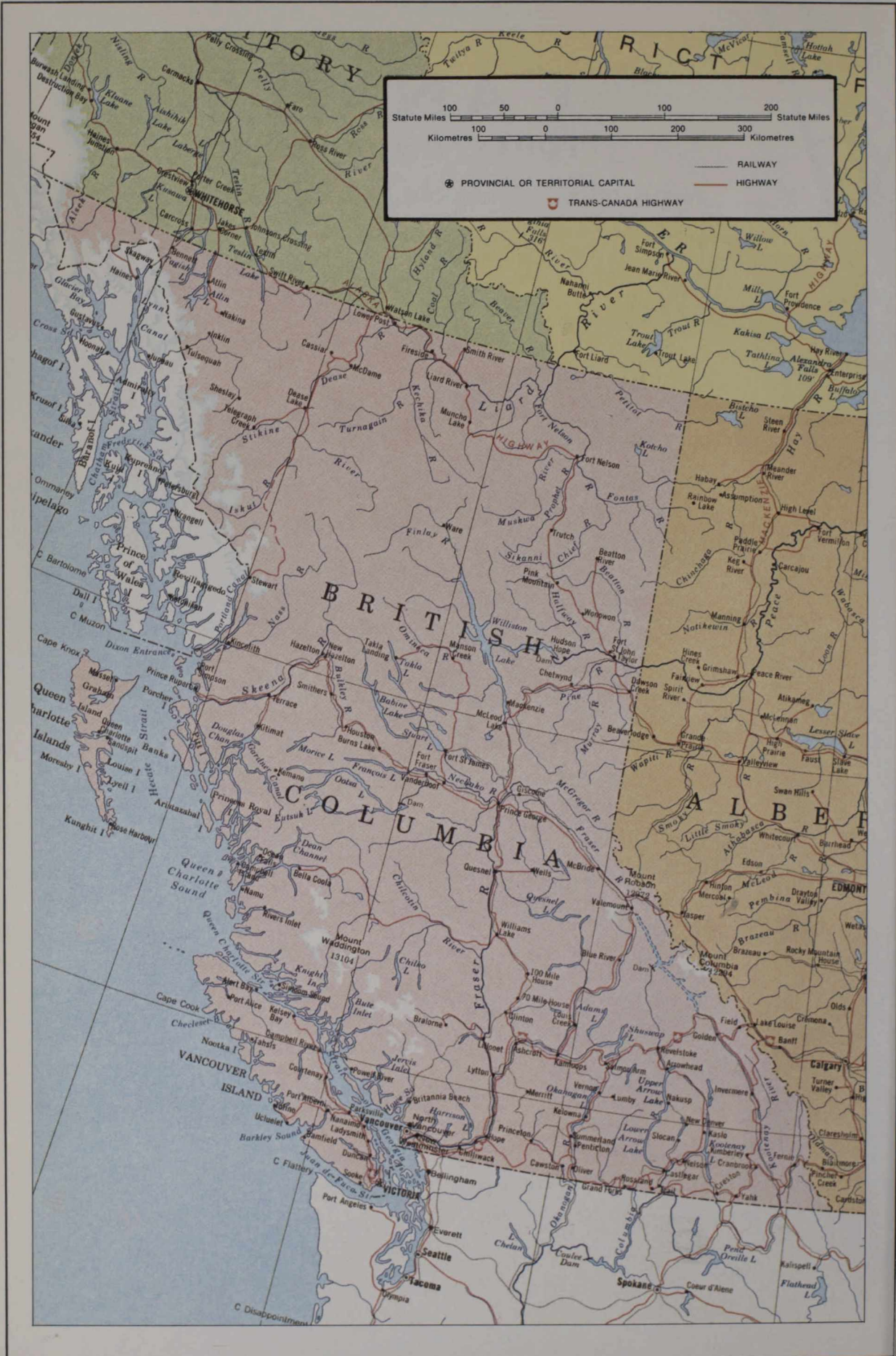


# CANADA

TODAY / D'AUJOURD'HUI

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## British Columbia and the Pacific Rim

British Columbia is not simply California North.

Its largest city, Vancouver — the greatest ocean port in Canada — has points of resemblance to San Francisco, and the province as a whole has an abundance of beaches, harbour seals, large coastal trees, good Chinese restaurants, snow-capped mountains and lush vegetation.

But it has no Los Angeles and is unlikely to develop one. It has Victoria, which remains properly Victorian; rain forests on which three hundred inches of rain fall each year; coal mines and gold mines. It has the largest stand of timber in North America; an authentic nineteenth-century town (not restored, just unchanged) way off in the north surrounded by unsullied mountains; Barkerville, a gold rush boom town (which is restored); and the peaceful, sometimes snow-bound, ranches of Peace River.

It has the wild Fraser, 850 miles long, rushing down a trench of solid rock, and it has a growing abundance of salmon. It shares the most awe-

inspiring mountains north of the Andes with its neighbour Alberta.

It has few heavy industries though it has a singular and exportable pool of engineering and technical skills. The ports — Vancouver, Victoria, New Westminster, Roberts Bank and Prince Rupert — are part of the great world that rims the Pacific; in one way or another British Columbia's 2,569,900 people are in touch with billions of people all over the world.

The province's essential characteristics, however, are particularly Canadian — it is a large, natural place (twice the size of California) which will still be mostly untenanted by man when we are gone. It has bustling cities in the south, but two-thirds of the province is covered by trees, which, with proper management, will provide an endless harvest of wood.

In this issue of CANADA TODAY/D'AUJOURD'HUI we look at the province, inside and out.

### A Singular Decade

Between 1969 and 1979 British Columbia grew at an extraordinary clip.

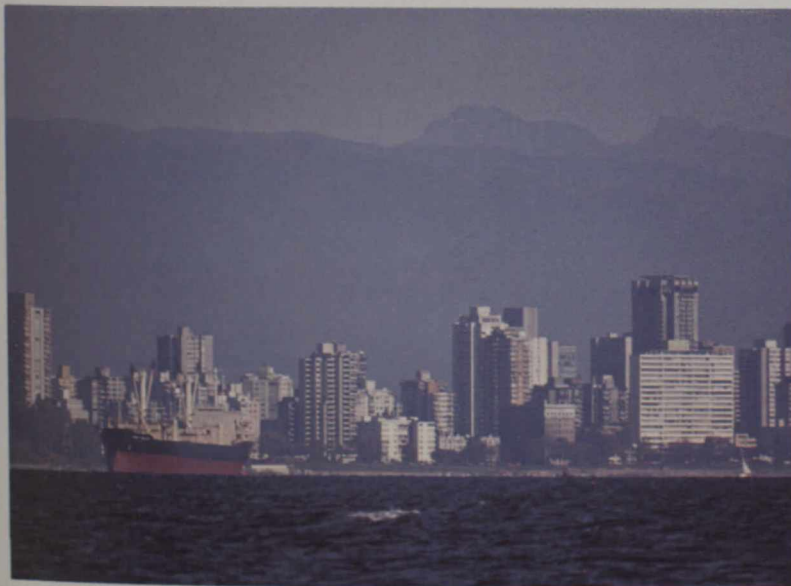
The population went from 2,060,000 to 2,569,900 and personal incomes from \$6,645,000,000 to \$25,000,000,000.

Its total domestic product began at \$8,758,000,000 and ended at \$31,353,000,000, an advance greater than the growth of some industrialized nations.

Inflation peaked at 11.7 per cent in 1974 (slightly above the rate for Canada as a whole), then declined to 7.7 per cent in 1979 (substantially below).

The prosperity, not surprisingly, is based on investment. In 1969 capital and maintenance expenditures were \$2,789,900,000; in 1979 they were \$9,314,500,000.

Perhaps the most impressive advance has been in the activities of the British Columbia ports. Exports grew during the ten years from \$2,289,000,000 to \$12,722,200,000.



*Vancouver (left and on the cover) is the largest port in tonnage on North America's Pacific Coast.*

## The Great Port

The Port of Vancouver flanks Burrard Inlet. Behind it are the mountains lush with trees and stuffed with minerals. Before it are the rich and poor nations of the Pacific — Japan, China, Australia, Indonesia, Korea, the Philippines, Thailand, New Zealand, India, South and Central America and the United States.

Vancouver trades with all of them. It is, in terms of tonnage, the largest port on the Pacific Coast of North America. More sea traffic moves out of it and its associated ports than from either the St. Lawrence River or Nova Scotia.

Two of B.C.'s top exports, wood and grain, are renewable resources. Their handling before shipment is highly sophisticated. British Columbia's wood harvests leave home in finished or semi-finished form: pulp, newsprint, kraft paper, plywood, millwork, chips, shakes and shingles or lumber. Last year's wood exports were valued at \$2,504,600,000.

The exported grain includes red spring wheat, drum wheat, barley and rapeseed. The red spring wheat from the prairies is the chief commodity,

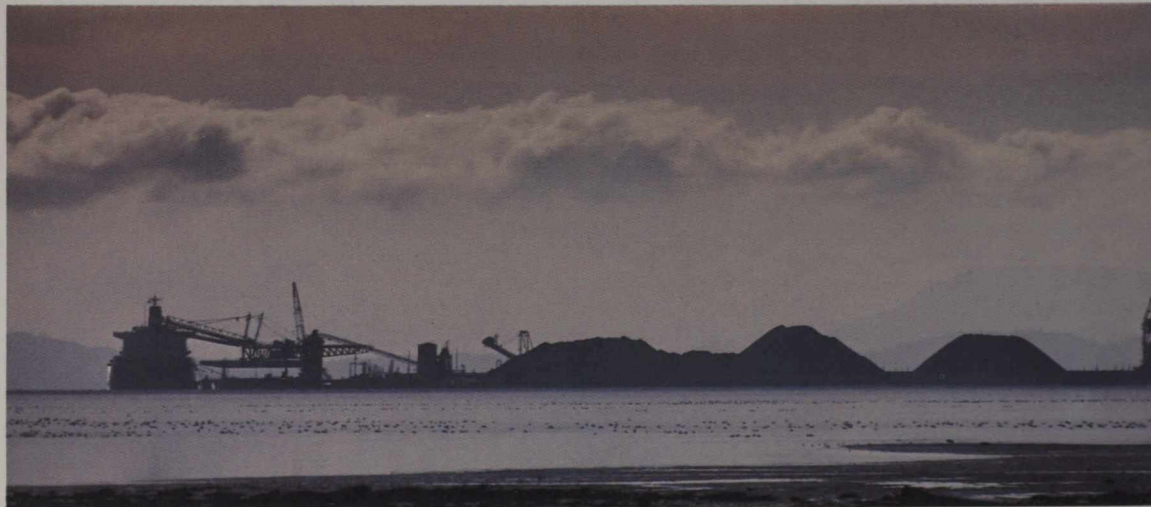
with shipments last year valued at \$907,300,000. Red spring is delivered by rail cars to three Vancouver terminals, one owned by the Saskatchewan Wheat Pool, one by the Alberta Pool, and one owned jointly by both of them and the much smaller group of Manitoba growers. Two other elevators handle rapeseed and barley.

Another major export is coal. Last year \$712,400,000 worth went out of Roberts Bank, a high-speed depot twenty-one miles southwest of downtown Vancouver. Built for Kaiser Resources Limited (and currently being greatly expanded), it stores and loads coal from the company's mines in the Crow's Nest fields 685 miles inland in the Rockies.

The Canadian government dredged the silt from the Strait of Georgia's tidal flats to a depth of sixty-five feet, and the terminal can handle bulk carriers up to 125,000 tons. The coal from Kaiser and other sole-contract mines all goes to Japan.

British Columbia also exports minerals, water power in the form of electricity, trucks, aircraft parts, computers and sophisticated engineering skills.

Its best customers are the United States and Japan — the U.S. bought \$5,279,861,000 worth of goods in 1979 and Japan bought \$3,393,551,000.



*Coal is stored and loaded at Roberts Bank.*

## The Several Geographies of British Columbia

British Columbia is a large and varied place.

It has several climates and terrains but, considering its size, few people. At the southern end of the coast its two major cities offer urban beauty and high life. The coast from Juan de Fuca to Alaska, warmed by the Japanese currents, is lush and wet, with channels, streams, fiords, straits and islands, the rich delta of the Fraser and

jagged mountains towering over the coast. Queen Charlotte Island and the northern coast remain the home and living showplace of the Indian tribes and their extraordinary cultures. In the southern interior are dry valleys with cactus. In the central region broad plateaus with deep canyons and narrow river terraces lie between mountains. In the north are endless trees and occasional ranches.

### The Georgia Straits

Vancouver Island, the largest off-shore island in Canada, lies like a loaf of sourdough bread, north

and south 285 miles by 75, twice as big as Massachusetts. Its principal city is Victoria. It is separated from the United States by the Straits of Juan de Fuca and from the city of Vancouver and the Canadian mainland by the Strait of Georgia, Johnstone Strait and Queen Charlotte Strait.

Vancouver on the mainland is Canada's urban jewel. Skyscrapers, trees and ships' masts are tightly juxtaposed against a background of mountains. It has 1,175,200 people; dozens of elegant new buildings and splendid complexes of shrubbery, shops and offices; hundreds of restaurants, many of them excellent; and the largest and most natural North American Chinatown outside San Francisco. The shining new downtown is within walking distance of Stanley Park, the magnificent 1,000-acre peninsula of towering trees and rolling hills that curves to face the crystal towers across Vancouver Harbour. The Park has fresh greenery all year round, totem poles and a zoo, and its aquarium is probably the best in the hemisphere. It features a performing acrobatic team of killer whale and dolphin.

The rest of the Georgia Strait area is just as dazzling. By rising early in Vancouver, the visitor can go by bus to Horseshoe Bay north of the city, then by ferry across the Strait to Vancouver Island and the city of Nanaimo, then down the island by bus to Victoria, and be back via ferry in Vancouver by nine o'clock at night. The bus ride from Nanaimo south gives the visitor some idea of the island's tree-covered, hilly immensity. One wishing to explore more fully can take a bus to Bamfield on the west coast and hike for six or eight days to Port Renfrew to the south. The trail hasn't changed since it was originally cut to allow shipwrecked sailors to get to civilization. Hikers must move in parties of no less than three and should be in very good shape.

Victoria, the seat of the provincial government, is an elegant, old-fashioned English city. The Empress Hotel may be the grandest nineteenth-century hotel still operating in the Western Hemisphere. Looming above the harbour like a massive grey fortress, it serves high and low teas in the afternoon, has a conservatory attached to one side, a bar called the Bengal Room that



*The Lions Gate Bridge connects Vancouver's Stanley Park to the North Shore.*

could have been transported from the India of the Viceroy, and scores of lobby shops that sell, among other things, woolens, china, tartans and cashew nuts.

### **The Upper Coast**

Above Vancouver and Vancouver Island is a lacework of offshore islands, waterways, and wavy coastal land that stretches to the edge of Alaska and the bottom of the Yukon. The most conspicuous feature is Queen Charlotte Island which extends northward from the 52nd parallel to the 54th. The island and the coastal harbours have been the sites of flourishing Indian settlements for thousands of years. Today Indians own and man a substantial number of the ships in the province's modern fishing fleets. At the top of the coast is the port and railway terminal of Prince Rupert.

### **The Northern Interior**

Much of the top two-thirds of British Columbia is covered with trees. It is a wild, mountainous country, beautiful and untouched, with a livable climate (no colder than New England) but few people.

### **The Fraser and the Cariboo**

East of the coastal mountains the land rises to the Cariboo range, 3,500 to 5,500 feet high.



*Apple picking at Kelowna, B.C.*



*Queen Charlotte Island salmon fisherman.*



*Fraser Canyon, B.C.*

The Fraser River skirts the Caribos in the north and then plunges down its center, deep into rocky canyons, 1,000 or more feet below the plateaus of rich alluvial soil.

The plateaus are stacked like stairs (each step a thousand feet) and are called benches. They were stacked one at a time when the Fraser, dammed by glaciers, overflowed its banks and dumped silt for miles around.

The central area is sparsely populated except for a few towns on transportation routes. The area around Prince George has a relatively large number of people. Quesnel is the metropolis of the valleys.

Stands of cottonwood and poplar surround Quesnel and the nearby smaller towns of Cinema, Strathnaver, Hixon, Nazko, Kersley, Australian, Alexandria, Macalister and Marguerite. The summers are dry with a mean temperature of 56°F (14°C). Winter lasts from mid-November to mid-April with two or three feet of snow and mean temperatures of 21°F (-5°C).

Barkerville, the old gold rush town to the east of Quesnel, is higher and the weather is colder with a short, frost-free summer of only fifty-two

days. The gold rush began in 1858 and ended in 1865 (though gold continued to be mined). Twenty to thirty thousand miners and campfollowers rolled in the first year, and as new strikes were made on the Quesnel River, the ones who left were quickly replaced.

Barkerville was a rich but flimsy town. When writer Bruce Hutchison visited it in 1921, Harry Jones, who had arrived in 1862, described the original settlement for him.

"A kind of wild town. You had to pay the German hurdy-gurdy girls \$10 for a dance and a lot more for larger favours.... Billy Barker who made the first big strike on Williams Creek took out \$600,000, spent it over the bar, got a job as a cook in a road camp, lived his last days in the old men's home in Victoria."

At the time of Hutchison's visit Barkerville was a ghost: "a double row of shacks along a single street cramped between Williams Creek and a naked hill," and Hutchison concluded that it would sink in the mud some day or burn up like a box of matches. He was wrong. It is now restored, perhaps a shade beyond its prime, and is a tourist spot drawing more than 100,000 visitors a year.

### **The Southern Interior**

British Columbia's agriculture is concentrated in five per cent of its area — in the Fraser delta and in the Okanagan, Thomson, middle Fraser and Kootenay valleys in the southern interior. Minerals, particularly copper and molybdenum, are mined in this region.

South of the Cariboo is the prosperous town of Kamloops, a forest products centre at the junction of the North Thompson and South Thompson Rivers. Below are endless acres of irrigated fruit orchards and the fruit-packing towns of Penticton, Kelowna and Vernon. Eighty-five per cent of British Columbia's apples, peaches, pears, apricots and grapes come from the Okanagan Valley.



*Barkerville as it used to be, 1894.*

## The Rockies

The Rocky Mountain Trench, which separates the Rockies from the interior ranges, runs from the southeast corner of the province, northwest to the north central edge. The Rockies themselves are stunning and have been featured in numerous cigarette ads.

## Peace River

The Peace River country in the northeastern part of the province is the most rural part of British Columbia. British Columbia Railway, which is provincially-owned, now connects it to the coast. The river rises as the Finlay in the Rockies and flows northeast, through Wood Buffalo National Park into Alberta. In the B.C. sector large-scale farms produce barley, oats, wheat and forage seeds. Since 1952 the region has been a major producer of natural gas and oil. A pipeline connecting it to Kamloops and Vancouver was laid in 1957.



*Sunrise in the Rockies.*

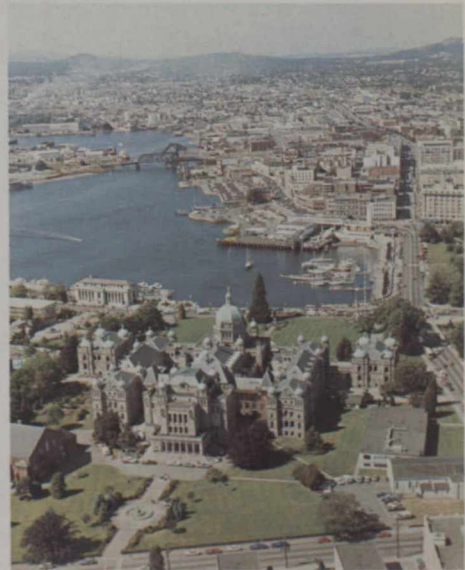
## A Brief History of British Columbia

The first European to see the Queen Charlotte Islands and Vancouver Island was a Spanish explorer, Juan Perez, who sailed the coast in 1774. Four years later Captain James Cook, an Englishman looking for the Northwest Passage, arrived at Nootka Sound. To counter territorial claims made by Spain, Great Britain sent Captain George Vancouver in 1792 to survey the coast.

B.C.'s early history (like the history of most of Canada) revolved around the fur traders. The North West Company's Alexander Mackenzie reached the Pacific near Bella Coola in 1793 and Simon Fraser established Fort McLeod on McLeod

Lake in 1805. Three years later Fraser followed to the sea the great river that now bears his name. In 1807 David Thompson, another North Wester, built Kootenay House, the first trading post on the Columbia River. In 1821 the North West Company and Hudson's Bay Company merged, and in 1824 the governor of Hudson's Bay, George Simpson, visited the Pacific Coast and founded new posts.

**1843:** The Hudson's Bay Company built Fort Victoria on Vancouver Island and a British Colonial government was established there. The settlement eventually had seventy-nine dwellings, twelve stores, three very large farms and six hundred inhabitants. There was an adjacent village of seven hundred Indians.



*Victoria then (left) and now (right).*

**1846:** The first commercial lumber mill in British Columbia began operation at Parson's Bridge near Victoria.

**1858:** Gold was found in the Fraser River valley and the Cariboo Mountains. New towns took shape — New Westminster, Nanaimo and Alberni on the coast, Chilliwack in the Fraser valley and Barkerville and Quesnel in the gold fields. Farms were tilled in the grassy valleys of the Chilcotin, Fraser and Thompson rivers.

**1862:** Victoria, with a population of two

thousand, was incorporated as a town. Lumber mills on the Burrard Inlet shipped mill work to the United States.

**1871:** British Columbia joined the Canadian federation after being promised a transcontinental railway. It had a population of 11,500 whites and perhaps twice as many Indians.

**1881:** British Columbia had a population of 52,500, including 25,000 Indians and 3,500 Chinese. Victoria, still the main town and port, had 7,000 people and 169 small manufacturing establishments. It exported gold, coal, seal furs, canned fish and lumber.

**1885:** The Transcontinental Railway was completed. This bound the province to the rest of the country with literal bands of steel, and it made Canada (instead of just British Columbia) a Pacific trader. British Columbia gained a new significance in British Imperial strategy. Henceforth British troops moving to the far east from home would voyage to Halifax, ride across Canada by rail and then take ship at Vancouver.

**1886:** The first Atlantic cable was laid. An overland telegraph route that had been planned between New York and London by way of British Columbia, Alaska and Siberia was suddenly cancelled. It stopped at Telegraph Creek in the northwest corner of the province.

**1890s:** Farmers irrigated the Okanagan Valley in the dry southern interior and planted orchards as well as the towns of Kamloops and Revelstoke. Coal was discovered and mined at Crow's Nest Pass in the southern Rockies.

**1901:** Vancouver, with 30,000 people, had outgrown Victoria.

**1914:** The Panama Canal gave British Columbia a great boost. Vancouver began shipping lumber and prairie grain to Europe. It had almost 100,000 people. Prince Rupert, at the top of the coast, was now a major wheat port and an established railway terminal which aimed to be a new gateway to the markets of the Orient.

**1920s:** The Orient did not develop as rapidly as hoped but the United States did. Oil and grain were shipped to California in increasing bulk.

**1929:** Greater Vancouver had a population of 247,000.

**1940s:** World War II kept the ports busy but coal shipments declined.

**1950s:** Trade to the Orient became significant. Japan was a prized customer for coal and a significant investor in copper mines.

**1970-1980:** Everything grew.



*Sir Matthew Baillie Begbie was the founding father of justice in British Columbia. He was appointed judge in 1858 and worked his way up to become the province's first Chief Justice, a stern but fair-minded man. Once, when a jury acquitted a man Begbie thought guilty of murder, he congratulated the man on his deliverance and expressed the hope that if he returned to a life of violence, his first victims would be the members of the jury.*



## B.C. Politics

Canada's two major political parties, the Liberals and the Progressive Conservatives, have been relatively inconspicuous in British Columbia.

In 1972 the New Democratic Party under David Barrett took thirty-eight of the fifty-five seats in the British Columbia legislature, turning out the Social Credit government of W.A.C. Bennett. It was a major upset as the Social Credit party had been in power for twenty years. Mr. Barrett remained in office until 1975 when William R. Bennett, the present Premier and son of W.A.C. Bennett, brought Social Credit back in. Mr. Barrett is now the Leader of the Opposition in the provincial legislature.

Both Social Credit and the New Democratic Party grew out of the farmer-populist movement that burgeoned in western Canada after World War I. The former became a staunch champion of free enterprise, while the NDP embraces a socialism akin to that of Great Britain's Labour Party. The NDP left some mementoes behind, the



William R. Bennett



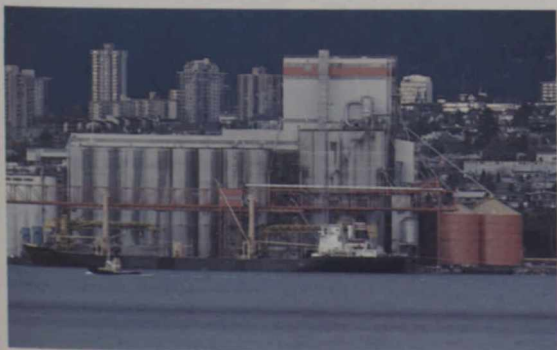
David Barrett

most notable being, perhaps, what is now the British Columbia Resources Investment Corporation, which was set up with \$25 million in capital and a mandate to "develop secondary industry" so the province would be less dependent on its resources. In 1979 the Bennett government transferred the provincial ownership by giving away most of the corporation's assets in five-share lots to every citizen of B.C.

## How to Move Wheat

The Saskatchewan Terminal on the north shore of Burrard Inlet is the largest wheat depot on the West Coast.

It has a storage capacity of 237,000 tons and can unload one hundred rail cars or 20,000 tons in eight hours. It handles almost three million tons a year. The grain from the cars is gravity-dumped in pits (usually by tilting the cars) and then carried by vertical conveyor belts to the top of the terminal cylinders. When it is ready to be cleaned it is dropped to tanks where straw and other extraneous materials, called "dockage," are removed. It then goes by belts to storage bins. When ships are waiting, the bins are unloaded at the bottom and the grain is carried up and out by conveyors. It is then dropped into shipping tanks, moved out to the docks and funneled into the holds of vessels moored at loading berths forty or more feet deep.



The Saskatchewan Terminal.

## Trees

Forests cover fifty-five per cent of British Columbia or 128 million acres. Over 116 million are considered of productive value.

The commercial forests are concentrated in two regions. The area east of the Coast mountains, from the town of Hope northwest to the town of Terrace, has 19,500,000 acres of commercial timber, including stands of immense hemlock, red cedar, Douglas fir and true firs. The interior region east of the Cascades has 109,200,000 acres of spruce, lodgepole pine, western hemlock and true firs.

In the early nineteenth century the government sold much of the timberland to farmers or sawmill operators and gave it away to railroad builders. The land ordinance of 1865 established a new policy for Crown land — contractors could buy the trees for harvesting but not the land. Today the provincial government controls ninety-four per cent of the forest land and private owners five per cent. The federal government controls one per cent, in the form of national parks and military reserves.

The forests are administered through a "sustained yield policy" — the total annual harvest must not exceed the total annual growth — adopted in 1947 at the recommendation of a Royal Commission.

The provincial forests are divided into eighty-one Public Sustained Yield Units. The Provincial Forest Service determines the allowable cuts in each unit and checks out the cutting plans. An additional fifty million acres will be divided into



*Dozer-stacker at Nanaimo Lakes, Vancouver Island.*

PSYUs after surveys are completed and permissible harvests are calculated.

Cutting licenses are issued for fixed periods. After cutting, the licensee must reforest except where nature does an adequate job by itself. If a licensee fails to do so, his license is revoked. In recent years the focus of reforestation has been on improving the yield, with only desirable species planted. Between 1972 and 1976 some 656,000 acres were planted with 267 million new trees, mostly by hand. In the past the rate of reforestation did not match the cutting rate, but it does now, and plans are being formulated to reforest several million neglected acres.

### **How Trees Are Cut, Moved and Manufactured**

Trees are cut by fallers, sawed into lengths by

buckers and dragged to central landings by machines or winch lines.

On the coast they are transported by truck or train to the tidewater where booms are made up and the logs are loaded on self-dumping barges or towed to the mills by tugs. In the interior they are moved by trucks and trains directly to the mills or to rivers or lakes.

As recently as 1950 the industry used only twenty per cent of a tree. Today the integrated industry uses every part — bark becomes mill fuel; sawdust is used for pulp, fuel logs or directly as fuel; and preliminary slabs and edgings are converted to pulp chips. In recent years stronger metal alloys have been used to manufacture thinner saw blades, reducing the amount of sawdust and increasing the amount of wood that remains lumber.

MacMillan Bloedel, the largest and most modern of the timber processors, has seventeen logging divisions in British Columbia that produce 9,107,000 cubic metres of wood. Some 1,500,000,000 board feet of lumber are cut in its mills at Chemainus, Harmac (Nanaimo), New Westminster, Port Alberni, Powell River and Vancouver. Each mill has its specialty: Port Alberni makes 3/8" plywood, shakes and shingles; New Westminster, wood products specialties and poles; Vancouver, particle board and panel board. Bleached, unbleached and semi-bleached kraft paper is manufactured at Harmac, Port Alberni and Powell; newsprint at Port Alberni and Powell; fine papers and corrugated containers at New Westminster.



*MacMillan Bloedel pulp and paper mill at Port Alberni.*

### Logger Rhythms

(R.E. McConnell's excellent book, *Our Own Voice*, analyzes the varieties of English spoken by Canadians, including the loggers of British Columbia. An excerpt on their vocabulary is given below.)

**highrigger** – a person who climbs a spar tree, cutting off branches on the way.

**rigging goat** – a small donkey engine.

**whistlepunk** – a person who relays singles from the workers to the donkey operator. (Usually a beginner's job, so the word was often transferred to mean any young beginner; the job is now almost obsolete.)

**schoolmarm** – a tall forked tree.

**log bronc** (also **boom boat**, **boom dozer**, **boom scooter**) – a small tug that controls logs in a boom.

**bullpen** – the enclosed area where loggers control the floating logs.

**bullcook** – an assistant who runs around helping the cook, making up beds, and like jobs (later generalized so that the locomotive that switches and arranges cars is now said to be **bullcooking**.)

... one logging term, **skid road**, and by folk etymology **skid row**, has generalized in meaning and in area so that it may now refer to any place where the penniless congregate — not just in Vancouver or Seattle but in many cities that have no connection with logging. The term **flunkey** (like **skid row**, used also in the United States), at one time stood for the cook's helper in a logging camp and has now become part of the general language, referring to anyone who does menial chores. A similar process of generalization is now happening to the slang term **the crummy**. Probably originating in the word **crumb** 'body louse', **crummy** came to mean the old box car or caboose that was converted to transport loggers to and from camp. In many parts of British Columbia and Washington state the term is being applied, and not as slang, to the bus which transports *any* worker to his or her job, and even to school buses.



Tug and log boom on the Skeena River near Port Edward.

## Eastern Exposure

A century ago the merchants, miners and shippers of British Columbia dreamed of a great trade with the East. In the last few decades the dream has come true.

Japan is now British Columbia's second-best customer (after the United States.) It takes ninety-three per cent of Canada's exported coal, seventy-four per cent of its copper ore, fifty-seven per cent of its lead ore, thirty-six per cent of its molybdenum, eight per cent of its wood pulp, nineteen per cent of its zinc and fifteen per cent of its aluminum.

Korea buys wood pulp, potassium chloride, muriate, electronic equipment, telecommunications equipment, television sets and radar. The People's Republic of China buys wheat, aluminum pigs, wood pulp, lead, gas turbines, steel scrap and sulphur. Indonesia buys earth-drilling machinery, wheat, construction machinery, air and gas compressors, newsprint, asbestos, aluminum pigs, motor vehicles, switch gear and mining machinery.

## Trading Partners

In 1979 the ports of British Columbia exported \$12,722,200,000 worth of goods and imported \$5,542,700,000.

The greatest amount was sent to the United States, the second greatest to Japan.

Other substantial shipments went all over the world; some are included below:

- \$475,013,000 worth to the United Kingdom
- \$1,213,059,000 to other members of the Common Market
- \$133,210,000 to other countries in Western Europe
- \$286,493,000 to Eastern Europe
- \$42,905,000 to the Middle East
- \$126,041,000 to other African countries
- \$3,393,551,000 to Japan
- \$537,257,000 to the People's Republic of China
- \$226,461,000 to South Korea
- \$119,667,000 to India
- \$339,336,000 to other Asian countries
- \$240,746,000 to Australia
- \$28,300,000 to New Zealand
- \$5,259,000 to other parts of Oceania
- \$204,160,000 to South America
- \$70,882,000 to Central America and the Antilles
- \$5,279,861,000 to the United States.



*Collier unloading coal at NKK Steel Company, Yokohama, Japan.*

## The Chinese, the Japanese and the East Indians

From the mid-nineteenth century on Vancouver was an obvious but seldom hospitable port for immigrants from the Orient.

The first few Chinese came to Vancouver Island around 1850. With the gold rush a few years later they began pouring in, some directly from China, some from California. Most worked as labourers, gardeners or set up in small businesses.

Railroad tycoon Andrew Onderdonk arranged with the Six Companies, a Chinese organization in San Francisco, to bring in 15,000

Chinese coolies a year to build the western end of the Transcontinental Railway. The influx was resisted by white workmen, particularly miners, and there was violence in 1877 when coal mine operators at Nanaimo used Chinese workers in an attempt to break a strike.

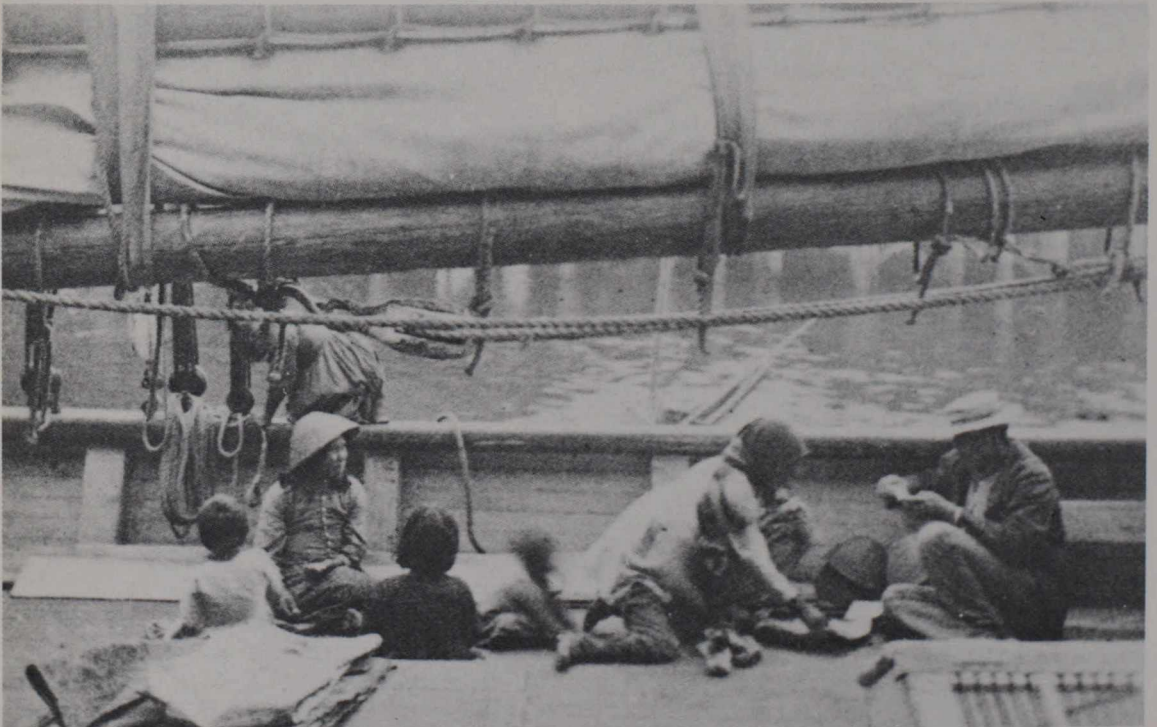
In 1883 the miners demanded that Chinese immigration be stopped, but the federal government, anticipating a great increase in trade when the completion of the railroad made Chinese markets accessible to eastern Canada and the wheat farmers of the prairies, disallowed numerous exclusion acts passed by the British Columbia legislature. Nevertheless, the Dominion Franchise Act was passed in 1885, barring Chinese from voting and fixing a \$50 "head" tax on each immigrant. The tax was raised to \$100 in 1900 and \$500 in 1905.

Immigration continued to increase, however, and 7,078 Chinese entered British Columbia in 1914. The tax was usually paid by companies importing cheap labour.

The efforts to exclude Chinese (as well as Japanese and East Indians) continued, and the federal Parliament passed the Chinese Exclusion Act in 1923. It was made more stringent in the Depression year of 1930.

After World War II the restrictions were dropped and Chinese arrived in increasing numbers. In 1967, 4,142 immigrants arrived; 6,372 came in 1972 and 11,558 (10,725 of them from Hong Kong) in 1976.

Today the descendants of the early Chinese immigrants and more recent arrivals from the Orient are recognized and significant members of British Columbia's diverse community.



*Chinese immigrants arriving in British Columbia.*

## Other Immigrants

Northern British Columbia has many people of Scandinavian descent. Americans too settled the north as well as the Cariboo "cow country." There are British pockets in the Okanagan fruit lands, the Shuswap and Vancouver Island. The descendants of German settlers live in the Fraser Valley, and Russian-speaking Doukhobors farm in the Kootenay. The Japanese still dominate some fishing regions though many of their settlements were dispersed when they were sent en masse to concentration camps during World War II.

## Names

Many British Columbian names have Indian origins, though the original meanings and pronunciations have been altered radically over the centuries.

According to G.P.V. and Helen B. Akrigg in their book *1001 British Columbia Place Names*, the meaning of "Shuswap," as in Shuswap Lake, seems lost forever, and the place name "Kitwanga" is translated as both "the people of the rabbits" (which is correct) and "the people of the rapids" (which is not).

A good many Spanish names left by the eighteenth-century explorers survive on the coast: the Strait of Juan de Fuca, Gabriola Island, Texada, Galiano, Descanso Bay, Espinosa Inlet and Redonda Islands.

The British mark is conspicuous not only in Vancouver and Vancouver Island, named after Captain George Vancouver of the Royal Navy, but in Victoria, Prince Rupert, Queen Charlotte Islands and hundreds of inlets, islands, bays and



*Japanese loggers in the bush during the 1920's.*

towns of lesser renown.

The explorers and merchants of the North West Company and the Hudson's Bay Company left their names all over the place — Fraser, Stuart, Quesnel, Thompson, Ogden, Douglas, Yale, Tod. The French *coureurs de bois* named Lac La Hache, Vaseu Lake, Moyle River and Riviere aux Chapeaux, although the last eventually became Hat Creek.

The gold rush left some of the more picturesque names — Jack of Clubs Lake and Murderer Creek — and so did various wars — Sirdar (the title of Lord Kitchener in the Anglo-Sudanese War) and Mount Haig, Mount Joffre, Mount Aosta (after the British, French and Italian military chiefs in World War I). Some mountains and streams bear the names of young surveyors killed in World War I — Bell-Irving River and Casey Core, for example. Captain James Herrick McGregor, the first president of the British Columbia Surveyors Association who was killed at Ypres in 1915, is commemorated by Captain Creek, James Creek and Herrick Creek, all of which are tributaries of the McGregor River.



*Chinese railroad workers (left) and a fisherman (right).*

## Telegraph Creek

When Telegraph Creek began in 1866 as a way-station on a trans-Alaskan/trans-Siberian telegraph route that didn't pan out, it had six hotels and a lot of get-up-and-go. When Edward Hoagland visited it a century later it was still intact with one hundred and fifty people but no hotels. It has retained a sense of self-sufficiency.

Hoagland wrote an excellent book about Telegraph Creek called *Notes From the Century Before*. The excerpt below describes the life-style of John Creyke, who was then 60, quiet-spoken, tall, with "thriving white hair, deep-set eyes and massive ears."

*Creyke was a hunter. His trapping territory was . . . to the east along the Klaskan River for the fifty miles between here and the head of the Iskut River and including Ice Mountain, a broad dominant volcanic cone of nine thousand feet, then on another twenty miles over an interesting range to the Klappan River and all the way up the Klappan to its source at Tumeka Lake; and up the fork of the Little Klappan as well, to its source at Gunanoot Mountain, which is two hundred miles from here . . . His own assigned territory is twice as large as Delaware, limited though he feels it to be. There was a range of mountains for hunting caribou and another*



Telegraph Creek.

*for hunting sheep — maybe another for goat. There was a river for salmon and a river for trout. There were rivers after these rivers and ranges after these ranges, uncountable vivid valleys these were, a heaving, pelagic green. Once the knack was acquired it was nothing to go for a month or the summer, lazing along as calmly as a long-distance swimmer and never encounter an end.*



Ferry Queen of Burnaby in Horseshoe Bay.

## Ferries and Other Means of B.C. Water Transportation

British Columbia has countless waterways and many ferries, from the Lasqueti Island ferry which carries eighteen passengers to those from Vancouver and Victoria which carry hundreds of passengers, scores of cars and several buses on their thirty-mile, two-hour cruises.

Between May and September one may take an eight-day cruise from Vancouver aboard the *Princess Patricia*, stopping at Ketchikan, Wrangell, Skagway, Juneau, Glacier Bay and Tracy Arm (all in Alaska), Prince Rupert and Alert Bay (in B.C.).

The more adventuresome can sign up for guided excursions on twenty-eight-foot neoprene rafts that shoot the rapids in Big Creek Farewell Canyon, Big John Canyon, Bar Rapids and the Chishold Canyon.

## The Indians

From around 3000 B.C. on, the Kwakiutl, Salish, Nootka, Haida, Bella Colla and Tsimshian lived on the Pacific coast in a land of perpetual plenty.

The golden age lasted from 1000 B.C. to about 1900 A.D. The sea yielded whale, porpoise, seal, sea lion, sea otter, herring, smelt, huge halibut and sturgeon, and the rivers teemed with spawning salmon seven times a year. The rain forests offered deer, moose, bear, fowl, mountain goat and bighorn sheep.

The Indians had handsome rectangular houses, sixty feet long and fifty feet wide, made of logs split into planks, grooved or notched and joined with pegs. The Nootka and Coast Salish



Haida Indians in 1878.

had apartment houses, perhaps fifty feet wide and several hundred feet long, on ocean beaches above the high tide line. The northwestern Indians did not ride horses and they did not wear moccasins on their feet or feathers on their heads. If they resembled any other people it was the people of the Orient. A Haida in a conical hat of woven cedar bark fibres or in a Chilkat blanket, a fringed robe of mountain goat wool and bark fibre bearing the animal crest of its owner, might seem almost Chinese.



Totem and Forest by Emily Carr, c. 1931.  
Oil on Canvas, 50 3/4" x 22", V.A.G.42.3.1



Fallers taking a break.

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