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J. R. Anderson

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Notes by a Pioneer

The events in my early life will not be of much interest to strangers, and perhaps no part of this narrative will be.

I am the third son of the late Alex. Macdonald, of Vally^a North Uist, and Glendale Isle of Skye, and his wife, Flora McRae, daughter of Captain McRae, of Inverinet Kintail—my grandfathers on father and mother's side were in the Army. My father served first in the Navy, his discharge being purchased on account of his father's death. He afterward served in the County Yeomanry. My early days spent at home in Aird and Kilmuir, under a private tutor, with my three brothers. The first tutor being Rowland Hill Macdonald, son of an army man who served in Egypt under Lord Hill. My second tutor was the Rev. Donald Murray, a hot tempered man who used to punish us severely. No doubt we deserved punishment, but not to be struck on the fingers with a heavy square ruler in frosty weather. My best tutor was Alex. McPhee, of the public school Uig, under whom I began to understand the benefit of education as being superior, and more useful than outdoor exercises. Without vanity I may refer to an incident of mutual confidence. Fish curers and fishermen came to Mr. McPhee to settle disputed accounts. He said, "I will not undertake it, but ask William Macdonald to hear your case." I did so, heard both sides of the disagreement, revised their accounts and in two hours settled the matter to the satisfaction of both parties. This being my first judicial act, at the age of 17.

1847-8

I had my first appointment to any work, my father and self were asked by Admiral Fishbourne, in charge of the Isle of Skye relief work during the famine, owing to the unaccountable potato blight, to administer relief and provide employment for the destitute, the men road-making and the women knitting stockings. Our supervision extending to the parishes of Snizort and Kilmuir. After a time Admiral Fishbourne called me to headquarters at Portree, to be his private secretary and superintendent of work.

1849

This year my eldest brother left for Australia to try his fortune. Married there and died, leaving a large family.

The end of this year my father died, also my grandmother, Mrs. McRae, of Knitail. I was offered by the Hon. Edward

Ellico, of Glenguich, a director of the Hudson's Bay Company, a position in the company's service in Vancouver Island, which I could not then accept on account of my father's death.

1850

Early this year I left home, bidding a sorrowful farewell to my mother, sisters and cousin, Jessie McCaskill—on my way to take up my appointment—going first to my uncle and aunt McLean, at Inverness, where I remained four months, receiving the greatest kindness and attention. While there I attended a mathematical class. My next stage being to Stirling, to visit my cousins, Mr. and Mrs. Mitchell, where I continued to early November, the month my ship was to sail. From the dear Mitchells I received the greatest kindness, attending a French class while there, for which they paid. When at Stirling, Harriet and Isobella, my cousins, Mrs. Mitchell's sisters, came on a visit. After their stay of some weeks, we left for a visit to the Highlands, chiefly to the Island of Tyree, to my uncle, the Rev. Neil McLean, parish minister, and his wife. From Tyree back to Stirling with Mrs. Mitchell, and leaving for London in November, to join my ship for Vancouver Island. On my arrival in the city I went direct to the Hudson's Bay offices, Fenchurch Street, to report to Mr. Barclay, the head secretary, who received me cordially, and secured room for me at the George and Vulture Hotel. Next I went to Favel and Bonsfield, outfitters, to purchase an outfit for my long voyage. Having met John and Hugh Macdonald, of Monkstadt, who lived in the West End, of London. I took rooms near them. Hugh was in the Custom House St. Cathrine Dock. Previous to embarking I met Captain William Mitchell to be fellow passenger coming to Victoria to take command of the steamer Beaver. Also I met John M. Wark, a clerk in the service, coming out. At the end of November I embarked on the slow old-fashioned barque, Torry, 500 tons, Captain Duncan, who had his wife on board. She had a piano with her, was plain looking, wore curls and squinted. Robert Williams, first mate, a good natured man, who sang well; Herbert Lewis, second mate, not so agreeable, and Jay, third mate. Captain James Cooper, supercargo, with his young wife, and George Johnston, surgeon, were on board. Also Richard Golledge, a clerk, who wrote a beautiful hand, and became secretary to Mr. Douglas, Chief Factor.

Poor Golledge was depraved, living for years among the Songhees Indians, and died at their village. John Work was stationed

at Fort Simpson, Cariboo and Victoria respectively, died in 1909, leaving a wife and family.

Our ship was towed down to Gravesend, where Captain Langford, wife and five daughters, and Captain Cooper and wife came on board. Captain Pelly, ship's husband, and W. G. Smith, assistant secretary, Hudson's Bay House, came on an inspection visit before the ship sailed. Mr. Smith thoughtfully placed £10 in my hand on sailing. The Langfords brought a mastive dog and a goat on board.

In the first cabin twenty-one of us, in the second cabin, thirty; and in the steerage, ninety labouring men and families. Among those in the second cabin were Mr. and Mrs. Blinkhorn and Mrs. Ella, then fourteen year old. Mr. Blinkhorn was bailiff to Captain Cooper, on a farm at Metchosen. Miss Cameron, fresh from school, a neice of Mr. Douglas, was on board, and W. H. Newton, one of the Langford party, who married the eldest daughter of John Todd chief trader in the service of the Hudson's Bay Company, he was taken into the service and died at Fort Langley. Miss Cameron married W. H. G. Young, naval secretary to Captain Prevost, of the Satellite. After leaving the Colony he became governor of the Gold Coast, Africa, died there of fever.

The Hudson's Bay Company having a lease of Vancouver Island on certain conditions, one being to colonize, which will account for our steerage passengers.

Soon after putting to sea we encountered severe gales, chiefly in the Bay of Biscay. Close reefed topsails for days, green seas washing over us. This delay caused an apprehension as to the scarcity of food, water and stores generally, which determined the Captain and Supercargo to put in to Saint Jago, in the Cape de Verdes, off Portugal, and belonging to that country. Here we obtained supplies of different kinds. Our ladies and others of us who were anxious to land, did so. Our boats could not safely touch the beach, owing to the heavy surf, and we had to be carried by coloured natives to land. All of us young men secured saddle horses and rode off to the country, a beautiful ride through vineyards, orange groves and tropical foliage, which we enjoyed exceedingly after being cooped on shipboard for nearly a month. Had dinner at the Central Hotel, then off to our ship in a large lighter ladden with stores, and a crew of dusky men. Our position was far from safe with a head swell, and two of our passengers having embibed rather freely, quarreled with the crew. On sailing from Cape de Verdes we soon got to the tropics—trade winds,

calms, and beautiful weather, rain occasionally, and a burning sun, our companions being porpoises and flying fish. I used to enjoy being soused in the wash deck in early mornings. Mrs. Duncan having a piano, and Aubery Dean, a second cabin passenger, having a metal flute, we used to have dances after dinner, on the quarter deck. As we neared the Falkland Islands the weather became much cooler, gales, rain, thunder and lightning. Very stormy off the River de la Plata.

Here we enter on 1851. Sailing south with strong head wind, snow and hail, going to 63 degrees south in trying to round Cape Horn. After getting into the Pacific Ocean our voyage was uneventful, no ships met, no land sighted. Our food by this time three months out, became bad and scarce, cheese and biscuits full of weevils, water scarce and putrid part of the time. After water is some time in tanks or barrels it becomes putrid and smells offensively, but after a time clarifies.

Very monotonous sailing week after week without seeing any signs of life besides some sea birds and porpoises. Arrived at Victoria, Vancouver Island, 14th May, 1851. Although the voyage was long and tedious I had no wish to leave the ship and so many friends, made on our long voyage. However, the next day after anchoring, Mr. Douglas, Chief Factor in charge, sent Mr. George Simpson in a large canoe manned by Indians, to take me on shore. On landing walked up the Fort to the Mess Hall, where I was met by Mr. Douglas and Mr. R. Finlayson, who gave me a cordial welcome, had early dinner, as the custom was, enjoyed the change of food from the ship—mutton, fish, grouse, etc., and fresh vegetables.

After dinner John Ogilvy, a stalwart young clerk in the service, brought two horses round to the hall, and off we went for a scamper round Beacon Hill and Clover Point, which I enjoyed immensely. Wild clover over those parts a foot high, which has died out. Milk and butter in abundance, the company having a dairy of one hundred cows on the hill where the Cathedral now stands, afterwards moved to where the Pemberton house now stands.

The Langford family occupied a small log house outside the Fort, where the first white boy in Victoria -was born—George Langford. Six hundred acres of land were allotted to Captain Langford at Colwood, to establish a sheep farm. Here he built a house to which he removed his family, where they lived in comfort for some years, but the farming did not succeed. The eldest

daughter, a first-class piano player, married Captain Joslin, of the Navy. The second daughter married Captain Lewis, of the H.B.C., and the third married Mr. Bull, lieutenant in the Navy.

After a few days rest, I was installed in the Company's chief office, with Chief Factor Finlayson.

At this time there were no houses outside the Fort, all the officers and men, about seventy in all, lived inside the Fort, gates locked every night and watchmen set. In the month of June I was sent to San Juan Island to establish a salmon fishery, starting in a canoe, with an Indian crew, Joseph W. McKay as pilot and locator of a site, and four French Canadian workmen. We selected a small sheltered bay, erected a rough shed for salting, packing and canning of salmon, not known at that time, afterwards to become such an extensive and remunerative industry.

This year being a short run of fish only 60 barrels of salmon were cured. The first month on this Island I lived under a very primitive rough shelter, four posts stuck in the ground with a cedar bark roof, and wolves used to prowl round us all night. My men soon built a house for me of rough logs, with bedstead and table of the same, and as the Hudson's Bay Company always furnished plenty of blankets, I had a very comfortable bed. Soon the old schooner Cadboro, Captain Dixon, came into our little bay with different kinds of supplies. I removed my quarters to her, and after a month we came back to Victoria, and I went back to office work.

The end of this year Dr. J. S. Helmcken came down from Fort Rupert to Victoria, where he continued to reside as medical man to the company's officers and men.

The Hon. J. S. Helmcken deserves more notice than I have given him. He was a kind hearted, generous man, always willing to help others, never asked for a fee for professional services. He was a man of ability, and acted as Speaker for the Legislative Assembly for many years. At the writing of this he is still with us, at the age of ninety-one. May God bless him, and in His own good time gather him to His Kingdom.

Every Saturday after 1 o'clock all work ceased, some of us riding out by Cedar Hill or Cadboro Bay, or canoeing to Esquimalt or up the Arm. Captain Dodd, who had retired from the command of the Beaver to begin farming, returned to the service and to his old command, trading in the North being the chief business. Captain Mitchell was given command of a schooner called the Una, employed in the trade with the Sandwich Islands.

1852

The winter of this year Captain James Murray Reid, in command of the Brigantine Vancouver, arrived with his wife and three daughters. Mr. Williams, who was first officer of the Tory, was first officer of the Vancouver.

Soon after arrival the Vancouver sailed for San Francisco, to bring up Mr. and Mrs. Cameron from Demarara. He became Chief Justice, and lived at Belmont, Fort Simpson next. Mr. Swanson, as pilot, taking the outside passage and in rounding Queen Charlotte Island to make Fort Simpson, they were wrecked on Rose Spit or Sands. The ship having a valuable cargo on board, and some barrels of rum. The Indians being fierce and savage, began pillaging, so Captain Reid and Swanson thought it wise to burn the ship, which they did. This so enraged the Indians that they threatened the life of the white men, but on promise of compensation an amicable settlement was reached. This catastrophe was a sad thing for Captain Reid. No ship, No pay, with a wife and family to support and a home to build for them, but he did not lose heart, and went into the mercantile business on his own account. This year the ship Norman Morrison arrived from London with a mail and supplies of all kinds, and bringing Mr. Kenneth McKenzie, wife and family, and forty mechanics and labourers and their families, also Mr. Thomas Skinner, wife and family, with a like compliment of men. The former took up 640 acres, known as Craigflower, built a dwelling, mens' houses and barns and stables, commenced farming, but did not succeed. The latter took up 640 acres, known as Constance Farm, went through the same operation and failure. Had these farms produced largely, there was no market in those days, there not being more than 200 white people in the whole colony. From time to time we had visits from Hudson's Bay officers, such as Mr. Manson, Mr. Ballantine, Mr. H. N. Pearce, and occasionally a visit from Englishmen such as Captain Palliser, Dr. Hector and the Hon. Fitzwilliam. Three years time passed quietly, without any stirring incident.

1855

The Russian war was going on, but we had very meagre news of what was being done in the Crimea and Sevastopol. Two British ships, the Pigue and President, with Admiral Evans went north to Pretropauleski, to attack a small Russian settlement, accompanied by two French ships. An armed party was landed and beaten back to their boats, some officers and men being wounded.

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A Russian frigate, the Aurora, was moored inside a headland, over which she could fire at the British ships, doing much damage, knocking yards and masts to pieces. Our ship could not touch the Aurora, sheltered inside the headland. The British Admiral lost heart and shot himself. The French Admiral, an old man, would take no responsibility, so the ships came south, the officers quite dejected.

I was sent by Governor Douglas to Esquimalt to welcome the Pique and President and found the officers in mourning at the death of their Admiral, and having virtually been beaten.

The incident of the ships going north led to the establishment at Esquimalt as a naval station.

Mr. Douglas this year, 1855, erected two buildings to be used as hospitals in case of wounded men coming in.

The end of this year I fell into bad health and insomnia. My doctor said I must have a change. The officers of the President kindly offered me a passage to San Francisco, which I gladly accepted.

This year a little trouble arose in the Songhees camp. An Indian shot an ox. The guilty man was demanded by Mr. Douglas and Mr. Finlayson, but the Indians refused to give him up, whereupon two boats with raw labourers were manned and armed in command of Mr. Finlayson. They pulled over to the village and demanded that the guilty man be surrendered. When the boats got into shoal water the Indians, instead of giving up the guilty man, made a dash for the boats, hauled them up high and dry, wrenched the guns out of the mens' hands, leaving the war expedition helpless, but were allowed to return to the Fort with their boats. Then the steamer Beaver dropped down in front of the village with her guns run out ready to fire. On this demonstration the Indians gave in, surrendered the guilty man, who was taken to the Fort, lashed to an oak tree, flogged and let go.

The President making the fastest sailing trip I ever made—from Esquimalt to San Francisco in two days and a half, 750 miles—a strong northwest wind and the ship a swift sailer.

On arriving in San Francisco, Mr. James Lowe, agent for the Hudson's Bay Company, put me up, dining every day at the Union Club—good company, old and young Britishers, and an excellent table kept, Captain Coady, an old army man, being secretary. While there, news of the fall of Sevastopol came, much to the joy of French and British, who immediately organized to hold a grand musical festival and banquet, which was a great

success. On the outskirts of the city a pavilion to seat and dine 3,000 persons was erected of scantling, covered with cotton. Two British ships happened to be in harbour at the time, which added to the festival. A row was caused towards the end of the festival by American rowdies cutting down the French and British flags, fortunately some British sailors were on the ground, who quickly secured the flag, climbed up and waved them from the top of the pavilion.

From here I went on to Honolulu in the barque Yankee, Captain Smith, a good specimen of the jolly old sailor. At 12 noon he always asked us down to his cabin to have some old rye. A fast ship and a good sailor. Making the voyage in 14 days. We had a theatrical party on board. A young, good looking woman married an old man. They did not enliven the voyage much.

1856

On landing at Honolulu I reported to Mr. Clouston, chief trader in charge, who secured sleeping quarters for me, and I boarded with him at Mrs. Voufister's, a kind, agreeable widow lady, who, I think, was in love with Mr. Clouston, but no marriage took place. Mr. Joseph Hardisty was chief clerk. He and I took a native cottage up Nuana Valley by a mountain stream, in which we both bathed before sunrise, afterward it would be too hot. We kept native ponies, which were fed by the owner with cut grass. Every day we enjoyed our ride.

Called on General Miller, the British Consul, who lived with a sister in a suburban villa, lawns, gardens and iron railing being after the British style. The General was a fine old English soldier who fought with Peru against Chili. On retiring he received a present of \$350,000. Here I met a Mr. Wyllie, who was Foreign Minister to the Government, a very agreeable, well-informed Scotchman.

Mr. Adams, a former shipwrecked carpenter, settled in the suburb, married a native, had a beautiful garden with tropical fruit trees. He gave a native feast and dance in honor of Mr. Hardisty and self, to which he invited King Kamhamra the III, who came on horseback, accompanied by two mounted attendants. He threw off his coat and squatted down on mats, like all of us, to dinner of roast turkey, roast pork and other dishes spread on mats on the ground. After dinner there was native music and dancing. Not being in very robust health I consulted a Dr. Hildebrand, who prescribed for me to advantage.

About this time Captain Mitchell arrived from Victoria in the brigantine *Recovery*, with a cargo of salt salmon.

Dr. McGibbon, Mr. and Mrs. Rhodes and Dr. Brown were very kind to me, as a young stranger in a strange land.

I met Mr. Montsteratt, a most handsome man, so thought a native princess, which caused a cyclone. He was in business. I made some purchases to take back to Victoria, on which I doubled my money.

The scenery round Honolulu is very fine. First Punch bowl hill, the top of which is a pretty green hollow the crater of an extinct volcano, then 6 miles ride up to the Paley, through a high-land country with scrub timber and mountain streams, arriving at the summit a sheer rock precipice is come to from which there is a view of a beautiful level stretch of country, cultivated, with native crops, sugar cane being grown. In the face of this rock, zig-zag roads are cut for the natives to carry on donkey or mule back their products to the Honolulu market.

The time now came for the *Recovery* to sail back to Victoria. I took passage on her. Weather very fine. We were six days becalmed in the Straits of Juan de Fuca. Arrived at Victoria middle of March, and after seeing and greeting old friends, went back to office work. Nothing of any consequence taking place. Ships of war coming and going. An Indian had shot a white shepherd, the tribe refusing to give him up, an expedition was organized to proceed to Cowichan to arrest and punish the guilty man. Captain Houston, with the sloop of war *Trincomale*, the Otter with Sir James Douglas, Captain Mowat; myself as Captain of Militia, with fifty men. On landing we were met by 200 armed Indians, with their faces blackened, who danced and shouted in front of us. We marched on, not taking notice of the Indian demonstration, halted at a fine plateau of grass and oak trees, told the Indians we were to remain until the guilty man was given up. Soon he was led up by the tribe, was captured, tried and punished. In addition to office duty I had to train and organize a body of 50 armed men to guard the Coast from the depredations of the Northern Indians, who used to land on their way home and shoot cattle.

In 1854 Captain Mauat took the brigantine *Mary Dare* to England, with Mr. Williams as first officer. In 1855 Captain Mauat married and came back with his wife, a gentle, educated lady. The Rev. E. Cridge, Chaplin to the Hudson Bay Company, and his young wife, arrived on the same ship.

In the same year John Flett, a cooper for years in the Company's service, came out with his young wife. Mr. Cridge afterwards became Bishop of the Reformed Church.

A few settlers coming in and taking up land.

1857

This was a momentous year for me, having married Cathrine Balfour Reid, second daughter of Captain Reid.

The end of the year the second white child in Victoria was born. The present mother of four children. We lived in a home built by me, called Glendale Cottage, afterwards known as the Badminton Club. Sold by me some years afterwards for \$40,000. Cost me about \$5,000.

At the end of this year gold was discovered on the banks of the Thompson River. Many of the sailors of the Company's vessels deserted for the mines. The news of this discovery spread near and far. The gold products of California had by this time become much less, which caused a keener rush to this country, consequently a gold fever set in the spring and summer of 1858.

1858

In the spring and summer of this year our small community of about 200 persons was augmented by an invasion of about thirty-five thousand persons, from the United States chiefly, but from many other countries. Many of them splendid, hardy men composed of miners, mechanics, doctors, lawyers, and many idlers. No houses, no food or supplies for so many people. Meantime they sought shelter as best they could. Fortunately it was summer time and they could camp in the open fields. Before many weeks passed vessels arrived from San Francisco with mining supplies, sawn timber, canvas, cotton, and food of all kinds. Soon there was a cotton or a canvas town—restaurants, shops and dwellings. Many buying town lots, then selling for \$50 and \$100, and building on them. Soon Victoria began to have the appearance of a town, and regular streets. A few of the working men of the Company had small log houses outside the Fort, which may have cost then about \$100 cash, and woke up in the morning to be offered \$5,000 and \$7,000 for their holdings. All readily sold their property, and the free use of strong drink was too much for them. In two or three years all were poor as before, and nearly all had died. They were principally French Canadians—first class workmen, if kept sober.

In the rising town, water was very scarce, the chief supply being at Spring Ridge, about a mile from Government Street. It was carted in 90 gallon hogsheads, and delivered at one dollar each. Some people dug wells, were supplied that way. After a time water was laid on in wooden pipes, chiefly for fire purposes, tanks being dug at the intersection of streets. The men who came in from San Francisco being used to frequent disastrous fires in that town, organized fire companies, purchased their own apparatus, gave their time gratuitously, which proved a great boon to the young town, on many occasions saving it from destruction. At this time there was no organized City authority, the Colonial Government looking after streets, drains, etc. No attempt at sewerage for many years.

I was worked very hard this year. Men being scarce I was put to do many jobs, taking the place of a gentlemanly fine man, Captain Sangster, who became incapacitated, as collector of customs and postmaster, then Gold Commissioner, issuing Mining licenses. A guard ship being anchored in the mouth of the Fraser River, no miners could pass up without showing a license. Then I was commissioner, road commissioner and Captain of Militia. In the clerical part of this work I was greatly assisted by my wife and her sister, Mary Ann.

No printing to be had in those days. A free port prevailed, an importer could land to any value by paying one dollar permit. Extensive importers were much surprised to know they could import to any amount for so insignificant a fee. The idea of a Free Port was to establish an emporium for British goods on the Pacific Coast, but it proved a failure, as the Pacific Coast merchants could import direct from Europe, and bond their goods. A Free Port is a bad policy commercially, inducing more exports to be sent than a market can absorb, causing a glut and depreciation.

Sir James Douglas relieved me of some of those duties, giving Mr. Alex. Anderson, an old friend and Hudson's Bay Chief Trader, the position of Collector of Customs. He unfortunately employed a man called Angelo, as chief clerk, who took what did not belong to him, and was put in prison, and Mr. Anderson had to retire.

Seeing the failure of a Free Port, a duty of twelve per cent. was levied. The end of this year I retired from the service of the Hudson's Bay Company, and joined Captain Reid in the mercantile business.

1859

This year I was induced to seek election as Member of the Legislature for Sooke. Mr. Naylor, then sheriff, and myself proceeded to Sooke in an Indian canoe for the election. A hasty proclamation was made before election day. The few electors, the sheriff and myself went to the harbor front, and used the deck of a small steamer, then building, as a hustings. Mr. Muir proposed me as a fit and proper person to be member for Sooke. Another Muir seconded the motion, carried and I became member without opposition. We had a stormy return trip, so much so that we landed at Gordon Head, the Indians camping for the night. We walked on in the face of rain and wind to Belmont, where Mr. Cameron gave us supper and a boat to ferry us into Esquimalt harbour, from there we walked to Victoria, wet and tired. This year I sat for the first time in the Legislature of the colony. Dr. J. S. Helmcken, Speaker; G. H. Carey, Attorney-General, and Mr. A. G. Young, Colonial Secretary. Dr. Tolmie, A. R. Green and others were members, and Dr. Kennedy, Member for Nanaimo.

1860

An uneventful year. Not much trade on account of the Fraser River mines not turning out well. The Hudson's Bay Company purchased the American steamer *Enterprise*, to run between Victoria and Westminster, commanded in turn by Captains Swanson and Lewis.

1861

This year my second daughter, Edythe Mary, was born. A Captain Owens, with propeller steamer, *Sea Bird*, attempted the navigation of the Fraser from Victoria to Yale, making the up trip against stream successfully, but in coming down river was wrecked or driven on a sand bank. No appliances within reach for hauling off or launching. She remained there until winter, when the water was low, and was then launched, coming to Victoria to be refitted. Captain and Mrs. Owens lived in our home for months, and their young sister, Emma, while the steamer was aground. Her first trip was to Port Townsend, on pleasure, in which my wife and I joined. The second trip, with passengers and freight, was from Victoria to Westminster. When off Trial Island fire was discovered. Not being able to extinguish it, or save the ship, she was ran ashore on Discovery Island, where she burnt up beyond repair. The Owens returned to San Francisco. Mrs. Owens was a charming, bright woman. We liked her very much.

My sister-in-law, Mary Ann, was married to Captain William Moriarty, and my wife's cousin, Mary Harcuss, was married to John Coles. We gave them a wedding breakfast at our first house, Glendale Cottage. Soon after the wedding Moriarty was ordered to England, and John Coles went to farm at Saanich. Mrs. Moriarty left for England, March, 1861, to join her husband, who had been appointed to the training ship, Britannia.

1862

My wife and self, with our two daughters, determined to visit the Old Country. I had by this time been twelve years from home. We left our house to Capt. Reid and Lilly, and sailed in the steamer, Brother Jonathan, for San Francisco, putting up for a few days there in a very nice house, Mrs. Lewis', when we again met Mrs. Owens, who was so attentive and kind. Took passage on the steamer Golden Gate for Panama, a fine, large steamer. Among the passengers were Southern and Northern Americans who took different sides on the Civil war then raging in the United States. Drink, pistols and evil tempers caused a collision, which our Captain Caverly had trouble in quieting.

A very interesting voyage along the coasts of lower California, Mexico, Guatamala, San Salvador, Costa Rica and Columbia. Volcanos to be seen at night burning up, and numerous sharks in different harbours to be seen.

San Salvador has a beautiful circular harbour. The town is old fashioned with narrow streets, and the sewerage and drainage in the middle of the streets open. Two Spanish ladies came off to the ship here, and took a great fancy to our two girls, with their fair hair and rosy cheeks, and nothing would do but they must land with them, to which we thoughtlessly consented. The time came for up anchor and the sailing of the ship had arrived. No children come, we got into a panic and were helpss to do anything to get them back. Much to our relief, and at the very last moment, on board they came. We made up our minds not to be caught that way again. On now to Panama, a quaint Spanish town, which had been fortified at one time, even now a wall twelve feet wide surrounded the town, and the soldiers' barracks were in the wall. Soldiers, all coloured, with no clothing beyond a cotton cloth round the loins. Many fine old churches in the town, also many priests. Parrots and dogs, the two later, with frequent bell ringing, did not conduce to sound sleep. We put up at the Aspenwall Hotel for a night. A fine old building, large rooms, polished floors,

antique furniture. Food not good—beef never is in hot countries—water not good, and ice 25 cents per pound, just sufficient for one drink. Took train next day for Colon or Aspinwall, on the east side of the Isthmus of Panama, on the Caribbean Sea, boarded the old-fashioned paddlé wheel steamer, Clyde. Very hungry. Had great difficulty in getting a little supper. A Mr. Gibson, from Peru, a fellow passenger, insisted of having something to eat, finally biscuit and cheese were set before us. Steamed on for the Island of St. Thomas, belonging to Denmark. Had a strong head wind, sea washing our decks fore and aft and nearly all our passengers very sick.

Joined the fine, large steamer Tasmanian, Capt. Sawyer, for Southampton, had a fine run from the picturesque town and harbour of St. Thomas, to Southampton, had a very good table, good food, well cooked, carved at table, old fashioned way. Fell on the gang plank at St. Thomas. Nearly drowned. On landing went to Goodricks Hotel, ordered dinner, which was good enough—at five shillings each—two shillings and six pence use of the room, and one shilling six pence for waiter. The two latter charges we considered an outrage, and told the landlord so. We were bound first for Portland, where Moriarty and Mary Ann were living, telegraphed to know if they were at home. The first telegraph we ever had, came. Could not make out its meaning. However, we took train for Weymouth, from there by cab to Portland, along the Chisel beach, a long, tedious drive, found Moriarty and Mary Ann away, put up for the night at their rooms. Next day went to the hill above Portland Village, to witness a military review. In walking about, Mary Ann came on the scene. We were so delighted to meet. We took a better house between us, stayed some time. King Edward was married while we were here, and the war ships were illuminated with old-fashioned candle lanterns. In the Autumn went to London, this being the year of the great exhibition of 1862, we had much difficulty in finding apartments. Visited the exhibition, saw the Crown diamonds, and a pyramid of gold representing the gold received from Australia up to 1862, being gilded stucco, looked just like gold. From London went to Glasgow to pay a visit to Peter Reid, my wife's uncle, from there I went to Stirling, taking Flora with me, on a flying visit to my cousins, Mr. and Mrs. Mitchell, the most generous and kind people living.

1863

Then back to Glasgow for a day or two, from then to Inverness to visit my uncle and aunt McLean, of Telford Street, and

my sister and brother-in-law, the Gregories at Academy Street. We enjoyed the steamer and canal trip by Crinan and Caledonian Canals, from Glasgow to Inverness. After a good long visit here we proceeded to Skye by Glasgow steamer from Oban, to visit my mother, whose joy was unbounded, and sister Christina and Mr. John Tolmie, at the manse of Braeadale, who met us at Portree to drive us to his manse. From there to Rodil Harris to visit my aunt Mary and Captain Macdonald, who had retired from the Army in India, was then sheep farming, and factor for Lord Dunmore. From here went to Valley North West, my ancestors home for centuries, now occupied by Mrs. MacRae and family, widow of the Rev. Finlay MacRae, then back to Skye, on to Inverness, and London, sailing from Southampton for Victoria, via the West Indies, Panama and San Francisco, getting home in July 1863. My third daughter, Liliastina Christina, was born. Very glad to be back in our old and first home. This year Captain Reid and Lilly came to live at our house, as he and I had given up business, and the ground on which his dwelling stood was used for new stores, to be erected.

In coming back by the West Indies we were fortunate in having the same steamer and Captain we had going to England in 1862. On board were a Dr. Gallage, wife and two daughters, from Peru, on their way back. The eldest daughter very handsome, the second not so handsome, but a kind hearted, nice girl. She took a great fancy to Edythe, then 3 years old, used to nurse her and amuse her. Captain and Mrs. Devereaux, just married, were on board, on their way to Porto Rica, where Mrs. Devereaux's father lived, engaged in sugar raising. Hearing from us about Vancouver Island, the year following they were in Victoria, he getting employment in the Government service. Have lived here ever since, raising a large family.

1864

Governor Douglas retired this year, and visited Europe with his daughter Martha, a handsome young girl, now Mrs. Harris. Governor Kennedy arrived in succession to Governor Douglas, accompanied by his wife and two daughters. The eldest married Lord Gilford, Captain of the Tribune. Soon after his marriage he became Earl Can William. I may record an incident about the second Miss Kennedy, Georgie. In 1889 I was in Hyde Park, London, on a Sunday, standing not far from a lady and gentleman. She laughed heartily. I said to my son, if Georgie Kennedy is

alive, that must be her. I went up and spoke to her, reminding her of old days in Victoria—the gist of this story is—I had not met her for 18 years, and remembered her by her laugh.

The Mainland, then called New Caledonia, was proclaimed a colony under the name of British Columbia, Governor Douglas acting governor of both colonies for a time. On his retiring, Governor Kennedy acted as joint Governor. General Moody, with a company of Royal Engineers, arrived in 1859, took his residence at Westminster, acting as deputy of the Governor.

In 1865 Governor Seymour came out as governor of the new colony of British Columbia.

In 1866 the two colonies were united, Governor Kennedy retiring, and Governor Seymour becoming governor of the joint colonies under the name of British Columbia.

This year I was elected Alderman of Victoria. The revenue was very small and we could not carry out many improvements.

We added a new drawingroom to the house—the finest room in Victoria at that time. During the building we camped in the garden, enjoying the change.

In 1863, William Blakeny came out in the same ship to join in the coast survey carried on then by Commander Pender in the old H. B. Company steamer "Beaver," which sailed from London via Cape Horn, arriving at Vancouver, Columbia River, in 1826.

Commander Mist came out at the same time on his way to Honolulu to marry Miss McGibbon. He afterwards commanded the Sparrowhawk at Esquimalt, he and his wife living at Maple Bank.

Dr. and Mrs. Patrick came out this year. He was surgeon in the "Sutlezy," flag-ship of Admiral Denman.

Governor Seymour called me to the Legislative Council sitting at New Westminster, the seat of government. Mr. Arthur Birch was Colonial Secretary, and Mr. Henry Crease—afterwards a Supreme Court Judge as Sir Henry—was Attorney General. The members to the Legislature at this time were Dr. Helmcken, Mr. Pemberton, Dr. Cosmos, Captain Stamp and Southgate. Nearly all government officials were members of the Legislature.

In the first session the Vancouver Island members carried a resolution for the removal of the capital from New Westminster to Victoria. This caused much ill feeling at New Westminster, naturally, as it was a great blow at the progress and life of that place. Soon after the prorogation of the first Legislature, Governor Seymour and all officials moved to Victoria.

In 1869 Governor Seymour died while up north in H.M.S. "Sparrowhawk," Captain Mist. His place was taken by Mr. Anthony Musgrave, who had been Governor of Newfoundland, whose chief mission was to bring about the federation of British Columbia with the Eastern Provinces of Canada which had federated in 1867. Consequently a deputation was sent in 1871 to the Federal capital at Ottawa to arrange the terms on which British Columbia would unite. The deputation was composed of J. W. Trutch, then Commissioner of Lands and Works, Dr. J. S. Helmcken, and Dr. Carroll.

1871

The terms asked for by our Commisioners were a wagon road, a graving dock, the pay of our governor, judges, customs, post-office and inland revenue officials, and to pay a subsidy annually of eighty-five cents per head of the population; the Dominion to take the customs, post-office and inland revenues.

Sir John Macdonald, Premier at this time, was laid up very ill, and Sir George Cartier, who was acting, said no, we will not give a wagon road but we will build a railway. So into the bill of federation went the provision for a railway.

Sir Joseph Trutch was appointed our first Lieutenant-Governor.

This year Sir Hector Langevin visited the Province to have a look at things generally and to pick out Senators. He sent for me to see what I was like, and at the end of the year my commission arrived as Senator. Dr. Carroll and Mr. Cornwall were the other Senators.

The first members to the Dominion Parliament were Henry Nathan, Amor de Cosmos, Messrs. Wallace, Nelson, Horner, Haughton and Thomson.

1872

Barron Nicholson took our house for a year and I proceeded to Ottawa with my wife and five children, who were going to England. We travelled by steamer to New York. While there we put up at the Grand Central Hotel. The waiters were much taken with our children's fair hair and rosy cheeks.

My wife and children took passage to Liverpool by the steamer "Queen." They went to London, and afterwards to Mitcham to live with Blakeney and Lilly, where they lived for four months. I went to Ottawa to Parliament, which assembled in April, three months later than usual. Evidently the Government

was afraid to meet Parliament on account of the concessions to the United States under the Treaty of Washington enabling that country to take fish and bait within certain prescribed limits.

Parliament prorogued in July, and I visited Quebec and the Falls of Montmorenzie on my way to England to join my family.

After a short stay at Mitcham we went to Stirling and Inverness. Coming back to Mitcham in the late Autumn, we took a house at Mitcham and had Miss Clark of Inverness as governess to the children.

From there I went to Ottawa to the session of 1873, taking passage in the Allan steamer "Polyniscan." We had very rough weather, and landed at Portland on account of the ice in the St. Lawrence, taking train to Montreal and Ottawa. I returned to England at the end of the session.

1873

Soon after my return from Ottawa we went to Inverness, accompanied by Blakeney and Lilly. My wife and Lilly went to Orkney, taking two children; Blakeney and myself went on to Oban, Staffa, Blachulish, Glen Coe, Tighendrum and Kilin, Bredalbane estate at the end of Loch Tay. We saw a magnificent park, well stocked with red deer. We walked on to Aberfeldie, visited the romantic Bicks of Aberfeldie. We took the train for Aberdeen.

To meet my wife and Lilly we went back to Inverness, taking a house there for a time. Blakeney and Lilly went to their home at Mitcham. We then took all the children and went to our cousins at Stirling, where we had a long stay. The Mitchells kept open house—too much so for their own purse.

From there my wife and self went to London and took rooms at Montague Street. We had Regy and Willie with us, Flora, Edythe and Tiny being left at Stirling.

We arranged for our passages to New York. Jennie Pearse, who was coming out to her uncle, Mr. Bales, met us at Liverpool, and James McKie came up from Stirling with the three girls. We had a slow steamer, "The City of Montreal." We had taken tickets for San Francisco via Panama, and much to our disgust we passed the Panama steamer going out of New York as we were going in, having sailed a day ahead of time, for which I made the Pacific Mail Company pay compensation as it meant ten days in a New York hotel.

We took the steamer "Colima" for Panama, crossed the Isthmus to the steamer "Montana" for San Francisco. There were several United States naval officers on board who made agreeable company.

Mrs. Bushby and her son, George, met us at Panama and came to Victoria with us. Jennie Palmer met us at Liverpool with her mother.

This year, 1873, we had a great stirring up in Church matters. In 1872 old Christ Church was burned to the ground, the congregation taking refuge in the Pandora Avenue Church then without a pastor, and kindly placed at the disposal of Dean Cridge and his people. Money was subscribed and a new Cathedral was being built on Church Hill, where the old Church stood.

The Church being complete, the opening day came in 1873. Bishop Hill invited the Rev. Mr. Reece to preach the opening sermon to a large congregation. The sermon was so far from an evangelical one that Dean Cridge, a Low Churchman, arose after the sermon was over and said he hoped his congregation would not consider the sermon just preached was in accordance with his ideas. This unusual proceeding caused great commotion among the people. In a few days the Bishop brought an action against the Dean for "brawling in Church." The case was tried before the Chief Justice Begbie. The Dean was found guilty of the charge and lost the Cathedral. The congregation and the Dean held possession of the Cathedral for some time, putting strong new locks on the doors, and had a guard of twelve men on Sundays to protect the Dean from being taken out of the pulpit. After cooling down, the congregation took Pandora Church and set about building a new Church, which was done. We joined the Reformed Episcopal Church of the United States. The Dean went to Philadelphia to be consecrated Bishop. From this sprang the Reformed Church as it now stands.

The death of Bishop Cridge, who served his Master so long and faithfully, was greatly mourned. He left three daughters and several grand-children. His place as rector of the Reformed Episcopal Church, Victoria, was taken by the Rev. Thos. Gladstone, who retired recently, his place being taken by the Rev. W. Owens.

It would be ungrateful of me in this, my last words, to pass over without mention my Masters for eight years. I consider Chief Factor James Douglas and Chief Trader Rodk. Finlayson (their then titles) as honourable, considerate gentlemen; treating a large number of men under them with kindness and considera-

tion. In severing my connection with the Hudson's Bay Company, I am glad to be able to say that I carried with me their good wishes, although at the time Sir James Douglas tried to induce me to remain in the service.

Another man who stood out prominently in our new company should not be forgotten: Sir Mathew Begbie, Chief Justice, who in the early mining days of 1863 to 1869, did very salutary and necessary work among a rough class of miners, to whom he was a terror. During his residence in Victoria, his frequent dinners, card and tennis gatherings will be remembered as long as men of his day are living.

1874

In the Spring of the year I went to Parliament at Ottawa. On my return I found I had a third son, Douglas being born in June. This year a sad catastrophe took place. Our old friend Robert Williams was drowned crossing from Queen Charlotte Islands to Fort Simpson. It came on to blow heavily, their canoe was frail and split, and all were drowned excepting one Indian. Williams was mate of the ship "Tory" in which I came out in 1851. After that he came out as first mate of the "Vancouver" with Captain Reid and his family. This Autumn we had the sad news of the death of my wife's two sisters, Mary Ann and Lilly, within a few days of each other; a sad blow to us.

The years 1875-6-7-8-9, 1880-1-2 and three were uneventful. I went to Ottawa each year.

In 1884, Sir Alexander Campbell came out to the Province with his daughter, Marjorie, a beautiful girl. Mr. Cornwall was appointed Governor in 1883. Sir Alexander lived with him. I should have mentioned in proper order that in 1877 Mr. Richards was appointed Governor.

1878

The Marquis of Lorne, Governor-General, and the Princess Louise came from San Francisco in H. M. S. "Comus," Captain East. They were met on landing at Esquimalt by our foremost citizens, and mounted escort. I, with all my family, went to meet them. Willie was dressed by his mother in white and blue, which with his long fair hair, made a pretty picture. He held open the door of Her Royal Highness' carriage, whereupon she beckoned to me to come to her and asked whose boy that was. I said mine. She replied: "I thought so." Their intentions was to stay in Victoria for a fortnight, but they liked the place so much that

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they remained for two months, and used to join in outdoor games and small dances.

1879-1880-1-2-3 were uneventful.

1884

My wife and Flora, accompanied Reginald and Willie, the former to Kingston College, and the latter to England to join the "Britannia." On the voyage to England from Montreal they met Mr. Cargill who told them his daughter and Mr. Ness were anxious for a change and probably would change houses for a time. On arrival in London the exchange was carried out, the Nesses coming to Victoria and my wife and Flora being established at Porchester Terrace.

1885

My wife attending to Willie's outfit, and placing him on board the "Britannia," Edythe, Tiny and Douglas came on from Victoria to Chicago in the Spring. I came from Ottawa to meet them at Chicago; then started for New York, and took the White Star steamer "Republic" for Liverpool. In a lurch of the ship, she shipped a sea which caught Douglas, rolling him along the deck, and nearly carrying him overboard. While in London, Douglas went to school at Holland Park. Gregory and Blakeney, Hotham and Eyres paid us visits while at Porchester Terrace, and Dr. and Mrs. Patrick stayed some days with us.

In the Autumn of this year we left London for Victoria, Kathleen O'Rielly coming to her parents under our care. We took passage in the Allan steamer "Peruvian," landing at Quebec; took train for Ottawa, staying there a day; took Grand Trunk Railway train to Chicago, and the Northern Pacific to Seattle; steamer from there to Victoria.

1886-7 and 8 uneventful.

1889

Flora and Gavin H. Burns were married. This year I went from Ottawa to England on account of Reginald's health. Found him and Willie at the Schofield's. Reginald having obtained extension of leave from Surgeon General Sir William McKinnon, I proceeded to the highlands with him and Willie. We spent some days at Kingessie with my sister Mary. On to Inverness, spending some days with my sister Harriet. Willie was here recalled to his ship. Reginald and I going on to Skye, spent some days at Portree, entertained there by the McDonalds, sons of the late Harry McDonald, lawyer and banker. We took the mail cart to

Uig, the hotel phaeton from there to Kilmuir, where my father is buried; on to Duntulum, an ancient seat of the Macdonalds, the ruins of their castle still standing. Had dinner at the farm occupied by Mr. and Mrs. McLeod, companions of mine in childhood days. Back to Patree, taking the steamer from there for Stornoway, where we witnessed the herring season in full swing, about 200 fishing boats with their tanned peaked sails making a novel picture. Several steamers in port to take the herring to market. Had a look at Lewis Castle, the seat of Sir James Matheson. After his death the Cotters behaved very badly to Lady Matheson, killing deer and committing other outrages. Continued on steamer to Lochmaddy North Mist, visited Valley, the home of my ancestors. Now occupied by a Mr. McInnes who treated us very kindly, giving us lunch. Found dear Donald McRae waiting there to see us. How he knew we were in the country I do not know. Back to Lochmaddy, spent a few days waiting for the mail packet to take us to Dunvegan. Landed there, put up at the inn; visited Dunvegan Castle, one of the old highland holds or keeps, owned by McLeod of McLeod, with a good slice of country. Found dear old Miss McLeod at the Castle, who received us kindly. She showed us many Prince Charlie's relics, and a flag under a glass case, I believe an old crusader flag, called now the Wizard Flag. Called often at John McKenzie's, an old friend of my relations. He had been promoted to be Factor for McLeod. Took steamer from Dunvegan to Uig. Mail cart from Uig to Patree; steamer to Oban, put up at the best hotel. Called on Mrs. Patrick Ness, then occupying Dunally house near the famous ruin of Dunally Castle. Mrs. Ness kindly asked us to stay with them for some days, which we did; received great kindness. I was struck here with the confidence whether in the appearance of a person or in the unbusiness method. At one of the banks I presented a cheque on London to be cashed. No questions were asked and the money was handed over without discount. Called on the Misses Tolmie who were living at Oban then. After a few days' stay, proceeded by rail to Lanark to visit Willie and Harry Stewart at Stanmore, their pretty small estate near the Village of Lanark. Found a large party there, Harriet and Gregory, and the two Misses McLaughlin and Kate Gregory. After an enjoyable stay here of a few days, we went from Stanmore to Edinburgh, visiting the castle, Holyrood, the art gallery, and other places of interest. Took the steamer from Leith to London. A quaint old skipper, at 12 o'clock noon time, he used to invite us by saying, come down and wash

your necks. Reginald joined his regiment at Woolwich. I took rooms at Harrington Gardens for a few days, then Dominion steamer for Montreal and C. P. R. for Victoria.

1890

The first electric railway was constructed and operated under the management of D. W. Higgins. The access given in this way to the suburbs caused a boom in land and much building. Unfortunately soon after this prosperity, smallpox broke out. Many people left Victoria and many houses were unoccupied, remaining so for years. Attended Parliament. This year Flora and Gavin Burns were married.

1891

Attended Parliament. My wife, Edythe and Tiny met me at Ottawa. Took train for Montreal and New York and on to Liverpool and London, taking rooms at Miss Barkes, Cromwell Road, where we were comfortable, and met many nice people. At this time Reginald was at Woolwich, Willie in the gunnery ship at Portsmouth, and Douglas at the Bedford Grammar School. The Schofields were very kind to us and to the sons. Flora came to London this year, where Flora Alfreda was born. She returned to Victoria the end of the year, taking Jane Gorden as nurse to the child. This winter my wife, Edythe, Tiny and self went to Paris, Madame Blum taking apartments for us at a house kept by Miss Chapins in the Rue Druo, where we met people from all parts of the world, all gentle people. Madame Blum and daughters did all they could to make us comfortable, and piloting us to different galleries, museums and places of interest in Paris. Douglas joined us for a time.

1892

This new year I, in company with four French gentlemen, attended the reception held by President Carnot at the Elysee Palace. Our names called in rotation, we passed in. I was looking for the President on a dias at the head of the room. Instead he stood by the door as we entered, made our bow and passed on through two salons to a large central hall at the head of which sat the different ambassadors' wives, along with Madame Carnot, all blazing in diamonds. On one side of this hall was a large room with refreshments, consisting of champagne, rum punch, sweets and cake. On the other side was a large room decorated in Oriental style in which a band of a hundred musicians played. The Palace of the Elysee is not an imposing looking building, nothing so grand as some of the castles in Great Britain.

Returning to London the early part of this year, I crossed the Atlantic for Ottawa via Montreal. In time my wife, Edythe and Tiny came out via Montreal where I met them. Commander Fleet and other naval officers and wives were fellow passengers with them on their way to the China station.

1893

Went to Ottawa as usual.

Mrs. Schofield, Olive and Maze came out to visit us, and stayed for three months. The flag-ship "Imperiense" was at Esquimalt. Admiral Pallister, his wife and niece, Gladys, came out and took Mrs. Croft's house and entertained a good deal; were kind and hospitable. Willie came out as Lieutenant. Jack Gregory and George McKinnon were in the "Garnet" as midshipmen.

1894-1895-1896

The same routine; nothing important going on.

1897

Edythe married Commander Fleet now, retired-Admiral. Their son, Billy, was born here. He is now a cadet in the navy. Fleet was commander of the "Icarus"; then captain of the "Phaeton"; then captain of the battleship "Swiftsure"; afterwards retired as Admiral; now living at Worthing, Sussex.

1898

Fleet, Edythe and Billy, 2 years old, went to England; Fleet getting command of the battleship "Swiftsure"; Edythe living at Weymouth.

1899-1900-1901-2-3-4-5-6

Uneventful, excepting that in 1906 Victoria and Vancouver began to feel the beneficial effects of the bountiful harvests in the Northwest.

1907

This year my wife and Tiny went to Ottawa with me. After the session we sailed for England from St. John in the C. P. R. beautiful steamer "Empress of Britain." Had a good passage of six days. Put up for two nights at the Euston Hotel, then on to Southsea to Bill and Isabelle who made us most welcome and comfortable. We enjoyed our stay there very much, meeting old naval acquaintances. Admiral Bosauguet, in command at Portsmouth, was very kind to us. From there we went to London several times, and were asked by the King and Queen to a garden party at Windsor Castle. All the first class carriages in London were engaged to convey guests to Windsor. I asked one

of the King's Esquires to introduce me to the King. He took my card to the Prince of Wales, the present King, who came up at once and introduced me to the King, who received me cordially, and had a long chat with me. He said I suppose you have come home to see your relations. I said yes, Your Majesty, to see my three sons who are all in the King's service. He said that is very good. Had the great pleasure of meeting Princess Louise at Windsor, as friendly and charming as ever.

From London we went to Elgin to Alex. and Chrissie and to Kingussie. Spent some days with them. On a cold, damp day, I went to an agricultural exhibition. Sat for some time on damp planks, and caught cold. That night was taken ill with congestion of the lungs. Kept in bed for two days. Was removed to the Station Hotel; had comfortable rooms. Kept in bed for a month, attended by Dr. Campbell, an attentive young doctor. He called a specialist from Aberdeen for a consultation to whom I had to pay twenty-five guineas. The old chap would not take twenty-five pounds, but must have his guineas. My sisters, Harriet and Mary, were near Elgin at Lossimouth and came to see me frequently; also Col. Miers and Kenneth McKenzie.

At Elgin I was visited by Dr. McLeod, who served in India. He was a son of the Rev. R. McLeod, Free Church minister in Skye. After getting sufficiently well we went south to Edinburgh and put up at a comfortable hotel. Here we met my sister, Christina, her daughter, Mary Smith, and her son, John, a very handsome man. He married a daughter of Donald McRae, of Vallay. After resting a few days in Edinburgh, we went to London, and had rooms at the Queen's Gate Hotel. We were very comfortable.

On the 18th of October we sailed for Canada in the C. P. R. steamer "Empress of Ireland," landing at Quebec. After a good trip across the country, we arrived at Armadale the end of October. Many friends were glad to see us. The place was looking beautiful.

1908

Went to Ottawa as usual.

Many people coming to the town and country to buy land and live here. This March the darling child Faith died, plunging all into grief. The shock laid me up for weeks.

1909

Did not go to Ottawa this year.

Nothing of importance going on beyond numbers of people coming and going daily.

1910

My wife and Tiny went to Ottawa with me this year. We put up at Mrs. Lambkin's; fairly comfortable; had to go out to dine at the Parliamentary dining room daily.

1911

My wife and Tiny went with me to Ottawa. Lived at the Roxborough; fairly comfortable, but the rooms were very small; no parlour or room to sit in after meals.

In May, Tiny went to England as one of the delegation of Canadian Women to the Coronation. After much enjoyment and receiving great attention from many distinguished persons, she went to Scotland where she was taken ill. Visited Ardross, Kingussie and Edinburgh. Now at Worthing with Edythe being nursed. This year we received much attention in Ottawa from the Governor-General; Mr. Brodeur, Minister of Marine; Mr. Lemieux, Postmaster General, and from the Speaker of the Senate and Mrs. Kerr.

We had a visit this year from Lord Charles Beresford and the Duke of Sutherland, the former much excited to see us and to renew old acquaintances, and going over the doings of old days when we were young.

1912

A great demand for city land; prices going far too high. Many dwelling houses built in the suburbs, rather unfortunately of an inferior style of stereotyped architecture. Many tourists coming and going daily from all parts of the world. The very safe and seaworthy C. P. R. steamers conduce greatly to the volume of travel. Trade is good and money is available at reasonable interest.

During the first part of this year the demand for land continued, also building, but about the middle of the year the demand slackened owing chiefly to stringency in the money centres of the world, and to the inflated values of land. However trade and business goes on in fair proportion to that of previous years. There is a marked sign of permanency throughout the country from agricultural land being taken up, and reports from mining centres are encouraging. Men to settle down to live by their own efforts and earn something are the class wanted and not the class which drift into towns, spending their earnings when they have any in drink and folly. Sold the Armadale Estate for a good round sum.

Not sufficiently strong and well enough to attend Parliament, so enjoyed home life.

Very important harbour work commenced on the breakwater to shelter and enlarge Victoria harbour. Sir John Jackson has the contract at \$1,800,000, in my opinion not sufficient to leave a moderate margin of profit for so extensive a piece of work. I called on Sir John. He promptly returned my call, accompanied by his two daughters.

The end of this year another important contract was given by the Dominion for the building of two piers of stone and cement within the area sheltered by the breakwater at a cost of over two millions.

The Winter of this year and the Spring of 1914 were extremely mild; little snow or frost.

In March of this year my darling wife was taken very ill. After being in bed for a month she improved and I thought she was to get well over her sickness, but in the middle of March she was seized again with agonizing pains in her body which continued with more or less severity to the 22nd of April, when a merciful God called her to her long home, leaving her children and myself in deep sorrow. As we had sold Armadale and not wishing to continue our residence there, we rented a house at Oak Bay where we are now living, and like the locality and the house.

Am writing now early in August, 1914. The alarming and dreadful news of the declaration of war was published involving Great Britain, Germany, Austria, Russia, Serbia and France. Such an extensive and important clash of the great nations never took place before. Its effect on the commerce and the intercourse of nations being suspended, throwing thousands of people and ships out of employment, cannot help bringing serious complications. We are anxiously waiting to have news of the conflict each hour. The German invasion of Belgium as a road to France has not been successful so far.

The combination of nations for mutual defence and strength has led to temporary alliance and friendship. Austria goes to war with Serbia to avenge the committal of a crime, whereas the punishment of the criminal or criminals should have been deemed sufficient had not the thirst for war been dominate. Russia declares war against Austria to protect the Slav population of Serbia and other small troublesome States. France goes to war to help Rus-

sia. Germany goes to war with Russia and France as they are against the course Austria is persuing.

At this date, 25th of August, 1914, the German army has the best of the fighting. The powerful German navy has not up to this date shown itself in the North Sea where the strength of the British navy is waiting for the enemy to show itself. The British cruisers have cleared the North Atlantic and North Sea of German passenger and cargo ships.



