

British Columbia to 1896



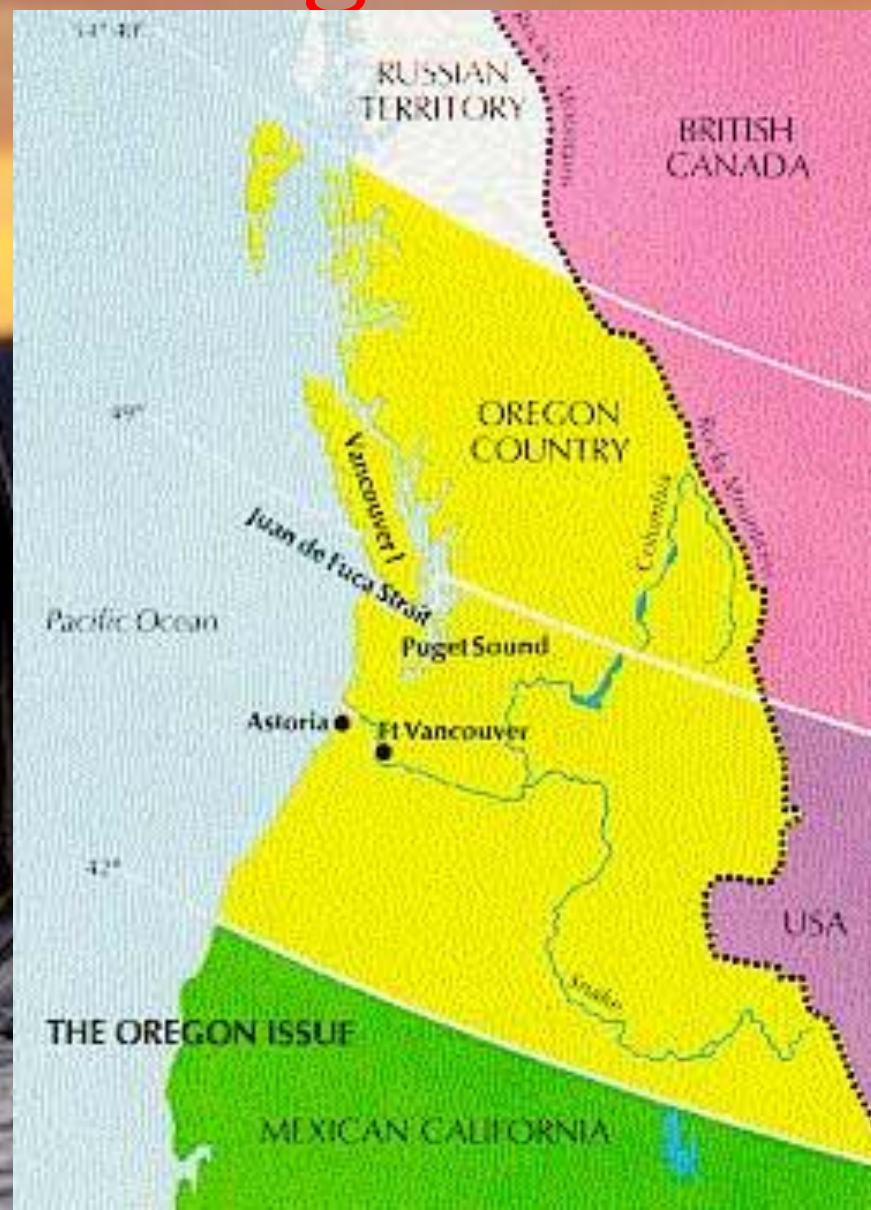
The Oregon Territory

- Many different people had an interest in the region we know as British Columbia today.
- Russia had claims as far south as northern Vancouver Island.
- The Americans claimed the Oregon Territory on the west side of the Rockies.
 - The 49th parallel border between the US and British North America only stretched to the Rockies in the 1820's.
 - The HBC believed this to be an extension of Rupert's Land.
- Both the US and British wanted the Oregon Territory to be used for their advantage.

The Oregon Territory

- The HBC did not wish to disturb the fur trade, and as a result they did not encourage settlement west of the Rockies.
- The Americans on the other hand were growing rapidly with their population, and encouraged settlers to move into the area.
 - The Americans believed there were only two places worth settling: north of the Columbia river to Puget Sound, and south of the Columbia river along the valley of the Willamette River.
 - Most chose the later.

The Oregon Territory



The Oregon Territory

- George Simpson was the governor of the HBC company, and he believed that the HBC was not making the best use of the territories resources.
 - He created new posts on the north side of the Columbia.
 - Fort Vancouver was placed under Chief Factor John McLoughlin.
 - He also ordered that trade be opened up in the Fraser Valley to expand networks with the natives.
 - Fort Langley was established on the Fraser River.

The Oregon Territory

- McLoughlin
 - Was a capable and unnerving administrator.
 - Known for his fairness, and for rewarding his employees.
 - He was a political realist.
 - He realized that the HBC needed to maintain control and not have the Americans on the north side of the Columbia.
 - He offered money and supplies and encouraged them to stay south.
 - His plan created a strong presence of Americans in the territory.
 - It was never really noticed by anyone because he managed the fur trade effectively.

The Oregon Territory

- Russia had extended their influence down the Pacific Coast, and were now contending with the HBC.
 - 1839, the Russians and HBC agreed the Russians would not do business below 54° 40' N.
 - HBC in return would supply Russian posts in Alaska with food.
- The Beaver was a HBC steamship that supplied the Russian posts, and worked as a mobile post to trade with the Northwest Coast peoples.
 - It also allowed the British to show presence in the area as they were looking to have this with the amount of Americans so close.
 - It arrived on the coast in 1835.

The Oregon Territory



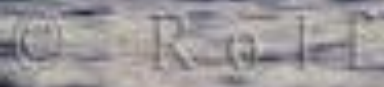
The Colony of Vancouver Island to 1858

- 1840's had the US wanting to expand its territory.
- 1844 presidency candidate James Polk ran under the slogan "54 40' or fight."
 - It proved to be popular and won him the election.
 - He tried to negotiate a deal for the Oregon Territory with the British, but was unsuccessful as the boundary along the 49th parallel now stretched the distance to the ocean.
 - This meant anything below was US and Above was British territory.
 - Polk had no intention of actually wanting to engage Britain in war.

The Colony of Vancouver Island to 1858

The map illustrates the Oregon Country / Columbia District from 1818-1846. It shows the following features:

- Alaska (Russia):** Located at the top left, with the extreme U.S. claim at 54° 40'.
- Rupert's Land (British):** Located to the east of the Oregon Country, with the extreme British claim at 42°.
- United States:** Located to the south of the Oregon Country.
- Disputed Area:** A central region where claims overlap, including the Columbia River and surrounding areas.
- Settlements and Forts:** Numerous locations are marked, including Ft. Simpson, Ft. St. James, Ft. Alexandria, Ft. McLoughlin, Ft. Rupert, Ft. Langley, Ft. Victoria, Ft. Corvallis, Ft. Okanogan, Ft. Nesqueh, Ft. Vancouver, Ft. New Pella, Ft. Union, and Ft. Hall.
- Geographical Features:** The Columbia River, Snake River, and Oregon River are shown.
- Latitude Markers:** 49° and 42° are marked on the map.



The Colony of Vancouver Island to 1858

- 1848 the Crown Colony of Vancouver Island was formed.
 - This was done as a result of the British feeling that more presence than the HBC was needed.
 - The HBC was given a trade monopoly.
- James Douglas become the new governor.
 - He encouraged British settlement of the area.
 - He wished to give grants of land to those wanting to settle, but the British government wanted something else.
- The British wanted to re-create the English class system on Vancouver Island.

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- # The Colony of Vancouver Island to 1858
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- © R. H. Hackett

The Colony of Vancouver Island to 1858

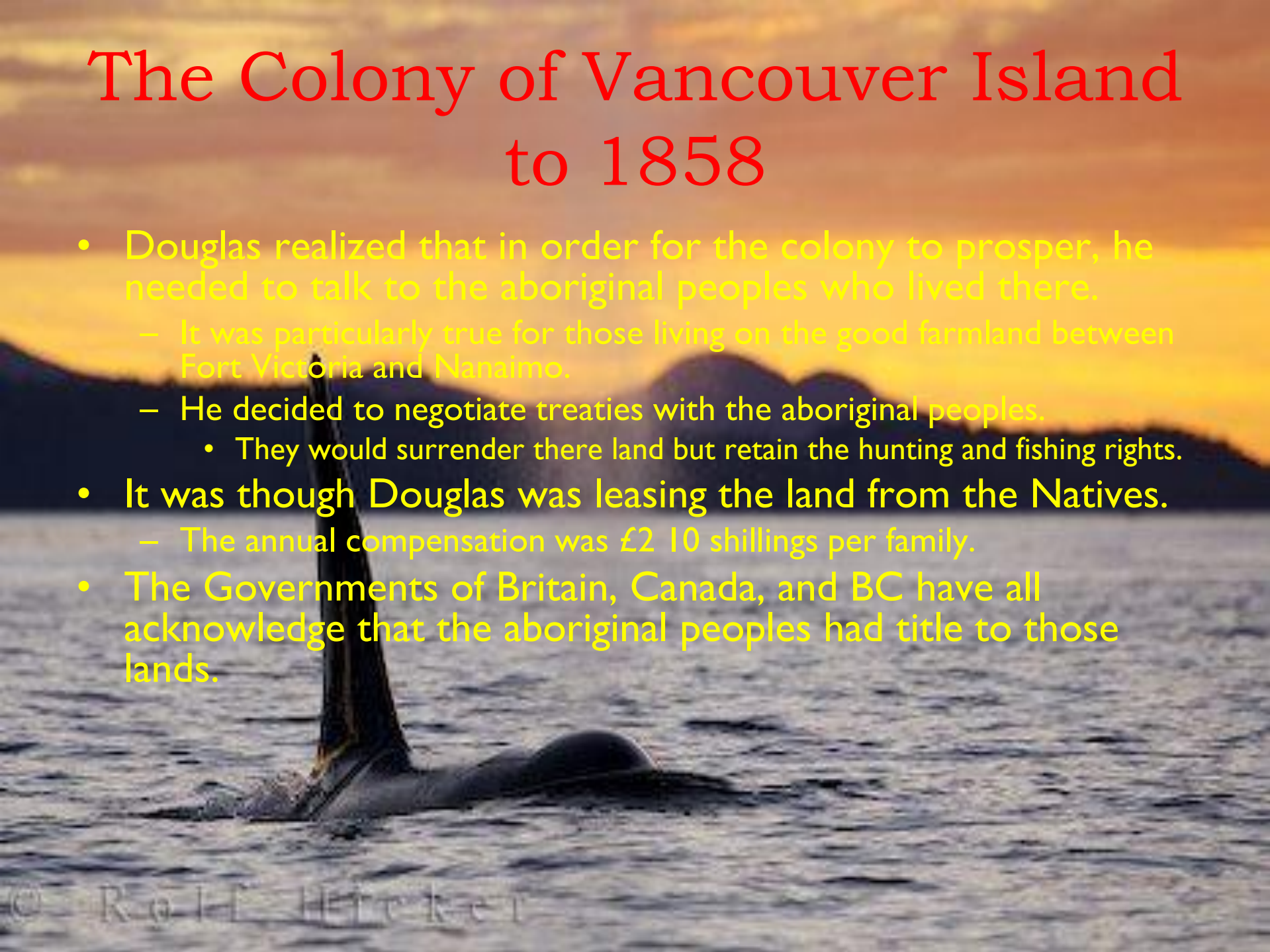
- Settlers to the new colony were required to buy land at the rate of £1 an acre, with a purchase of no less than 20 acres.
 - If one bought more than 100 acres, they were required to bring five other people with them to help work the land
- 1849, many of the settlers of Vancouver Island were ex-HBC employees.
- It was a traditional rural English system where there were few land owners, and they had many servants to farm the land.

The Colony of Vancouver Island to 1858

- The economy of the colony diversified in the 1850's with the discovery of coal near Nanaimo.
 - The coal was going to be sold to the Royal Navy.
 - There was a naval base at Esquimalt next to Fort Victoria.
- The navy was to play a large role in the social life of Fort Victoria.
 - The officers were considered to be gentlemen because they come from the privileged class in England.
 - They often attended parties and functions that were put on by the land owners.
- Douglas encouraged the social activities, but did not approve of the upper class and class structure that was developing.
 - It was similar to Victorian society.

The Colony of Vancouver Island to 1858

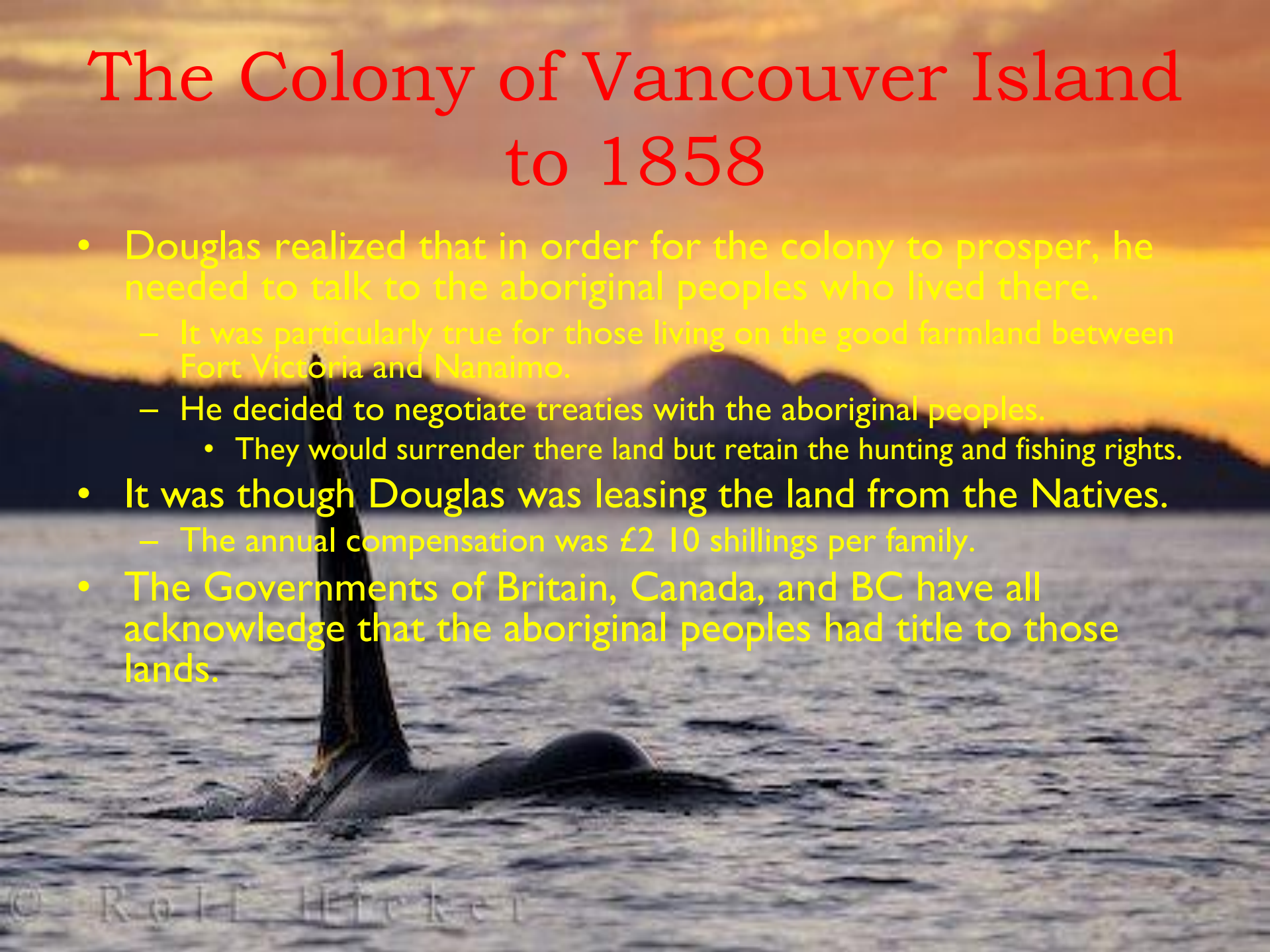
- Douglas was married to a Métis women, and this is part of the reason he disliked the newcomers and the social class they brought.
- 1856, Douglas created a Legislative Assembly in the colony.
 - It was partly in response to the ex-HBC employees complaining that the colony was becoming a private club for the landed gentry.
- The assembly was small with only 7 elected representatives.
 - You could only vote if you own property.
 - This allowed about only 40 to vote out of 450 adults.
 - Douglas also retained the final authority in the colony.
 - The assembly could pass resolutions, but had no power to enforce them.

A photograph of a killer whale breaching the water surface, with its large, dark, curved back and tail visible above the water. The background is a warm, orange-hued sunset sky over a body of water. The text of the presentation is overlaid on this image.

The Colony of Vancouver Island to 1858

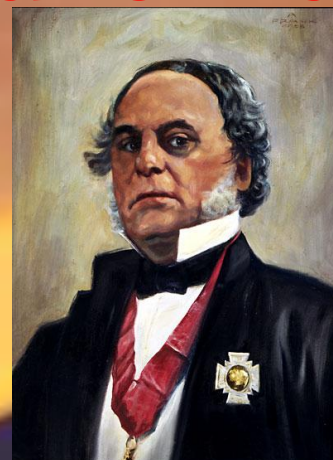
- Douglas realized that in order for the colony to prosper, he needed to talk to the aboriginal peoples who lived there.
 - It was particularly true for those living on the good farmland between Fort Victoria and Nanaimo.
 - He decided to negotiate treaties with the aboriginal peoples.
 - They would surrender there land but retain the hunting and fishing rights.
- It was though Douglas was leasing the land from the Natives.
 - The annual compensation was £2 10 shillings per family.
- The Governments of Britain, Canada, and BC have all acknowledge that the aboriginal peoples had title to those lands.

© R. H. Hickey

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- A killer whale (orca) is captured in the middle of breaching the water's surface. Its dark, sleek body is arched, with its head and part of its back visible above the water. The background is a dramatic sunset or sunrise, with a warm orange and yellow glow in the sky and silhouettes of distant mountains or hills. The water is dark and textured with small waves.
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- © R. H. Hickey

The Colony of Vancouver Island to 1858

- The treaties of Vancouver Island were the only treaties of their type negotiated in BC during the 19th Century.



The Cariboo Gold Rush

THE CARIBOO GOLD RUSH



The Cariboo Gold Rush

- People have always been susceptible to the idea of get rich quick, and the 19th Century was no different.
- Many immigrants rejected the old ideas of social class and status.
 - Some believed if they could survive the trip to Canada and the first few years they could survive anything.
 - The idea of the “American Dream.”
- The series of gold rushes that hit western North America between 1849 and the end of the century fueled the idea of getting rich quick.
- The Cariboo gold rush was responsible for the early development of BC.

Miners Everywhere

- 1848, gold was discovered along the Sacramento River in central California.
- By 1849 thousands of people had begun to flock to California in search of gold and wealth.
 - They traveled across land, by sea around the tip of South America.
- Many who traveled in search of gold died.
- Many who sought out the wealth in California never did get rich, and they did not make it back home.
- Then gold rush turned out to be a fantasy in that it promised people could scramble the banks finding nuggets the size of their fists.
 - This was not true.

Miners Everywhere

- People seeking gold worked much harder than it was made out to be.
 - They had to stake a claim and then sink a mine shaft to bedrock.
 - The gold, clay, and sand would come to the surface with the lighter material being washed away leaving the gold.
- Most claims had been staked by 1849 when most people began to arrive in California.
 - Most found work as miners for the claim holders.
 - Most were unemployed by the mid-1850's.

Miners Everywhere

- Late 1857 gold was panned along the banks of the Thompson River.
 - A HBC employee brought it to Governor Douglas.
 - Douglas was worried that news of gold would create a influx of miners coming to his colony.
 - He was right, and in the winter of 1857-58 miners moved up the banks of the Thompson and Fraser Rivers prospecting for gold.
 - Most found the sandbars to be the best source of gold.
 - They were miners from Washington and Oregon who moved north after California.

Miners Everywhere

- 1858, unemployed miners from California were trying to find anyway possible to move north from San Francisco.
 - April 25, 1858 the first ship arrived in Fort Victoria carrying 450 miners
 - Side wheel steamer Yosemite.
- Most moved inland immediately, and by the end of the summer 10,000 miners had arrived.
 - Most were American.
- Douglas feared all the Americans as he believed that this made the colony vulnerable to US expansion.

Miners Everywhere

- In response to Douglas's fear, the Colonial office in Britain made him the new governor of the Crown Colony of British Columbia, and they dispatched a contingent of Royal Engineers under the command of Colonel Richard Moody.
 - The engineers were to have some military presence, and survey the land to provide technical assistance in building roads and towns.
 - The colony stretched as far north as 54° 40'N.
- Within that year (1858) almost all gold deposits along the lower Fraser sandbars were gone.

Miners Everywhere

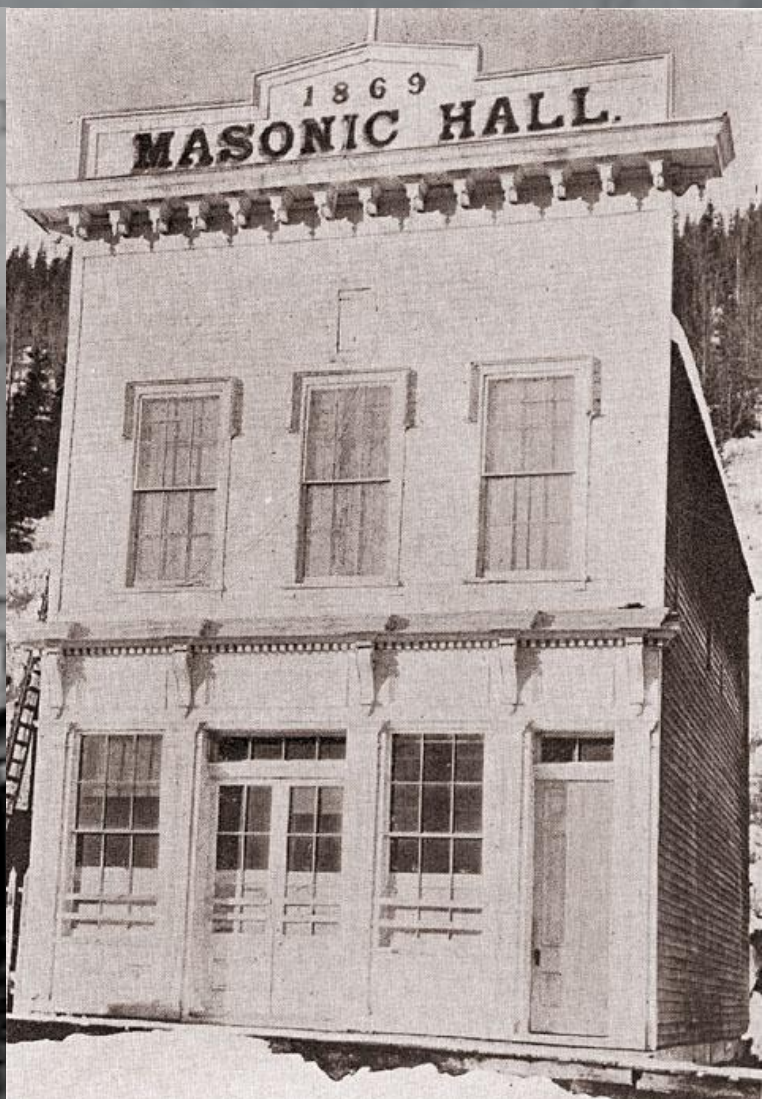
- Prospectors believed there had to be a bigger deposit up stream.
 - Miners moved north and between 1860 and 1861, many miner arrived in the southern Cariboo region of BC.
 - Here they found sizeable gold deposits in the rivers that fed the Fraser.
- 1862, Billy Barker struck gold in the Cariboo, and Barkerville was formed.
 - The largest town in the Cariboo, and the largest town north of San Francisco, and west of Chicago at one point.

Barkerville



- Barkerville before and after the fire of 1868.
- The town was rebuilt within 6 weeks.

Barkerville



The Cariboo Road



The Cariboo Road

- 1860's, Governor Douglas realized that profit of mining operations was leaving the colony from right under his nose.
 - BC was not seeing a penny of the money made.
 - As a response, Douglas began to tax the gold removed, and he used this money to build a road to the goldfields.
 - This allowed for him to ensure the gold was leaving via the Fraser.
 - The road also encouraged settlement and economic development.

The Cariboo Road

- Two possible routes existed for the road.
 - A long route via Lake Harrison and the Lillooet River.
 - This would have been the more expensive of the two as it took many steamer.
 - A short route via the Fraser Canyon.
- 1862, construction on the road began going from Yale through the Fraser Canyon to Barkerville.
 - It was 650 km in length.
 - It took 4 years and \$750,000 to complete.
 - Many places had the road blasted out of rock.
- A problem was the gold rush was ending in the mid-1860's.
 - Most possible profit was in decline by the time the road was finished.

The Cariboo Road

- 1864, James Douglas retired as the governor of the two colonies.
 - Fredrick Seymour was his successor in BC, and Arthur Kennedy on Vancouver Island.
- Seymour took charge and had the best interests of the people at heart.
- Kennedy was constantly in disputes with the elected assembly of Vancouver Island.

Gold Rush Frenzy

- Klondike Fever



The Colony of British Columbia and Confederation

- During the Cariboo Gold Rush more than 35,000 prospectors arrived in BC.
 - Few found gold and riches.
- As the Gold Rush was slowing down, people began to leave the colony.
 - The loss in population created a loss in revenue.
 - This especially hurt BC as it had put a lot of money into the Cariboo road.
- The elected representatives in both colonies began to ask the governors to create a union between the two.
 - They believed it to be the proper economic thing considering the situation.
 - Vancouver Island had a debt of \$300,000, and BC had a debt of just over \$1,000,000 in 1866.
 - In May of 1866 both colonies found out their credit had ran out in local banks.

The Colony of British Columbia and Confederation

- Britain did not want to subsidize the colonies to keep them operating, and believed the idea of a union would be beneficial.
 - They believed this because the natural resource base of BC could generate revenue.
- August 6, 1866, the two colonies were officially joined together as one colony called British Columbia.
- Governor Seymour became the new leader, and a legislative council was formed with 23 members.
 - Only nine of the 23 were elected.
 - 5 from the mainland and 4 from the island.
 - Responsible government was still to come for BC.
- The Union though still did not solve the economic problems.
 - People still continued to move away.

The Confederation Debate

- As with the rest of the colonies outside of central Canada, BC had issues with the idea of confederation.
 - There were those who wanted to have confederation, others who opposed it, and a group mainly composed of Victorian businessmen who were in favor of US annexation.
- Between 1868-1870, the debate on confederation was ongoing and bitter at times.
- The people of the mainland were mainly for confederation, and they developed a series of resolutions in 1868 that they forwarded to the Canadian government.

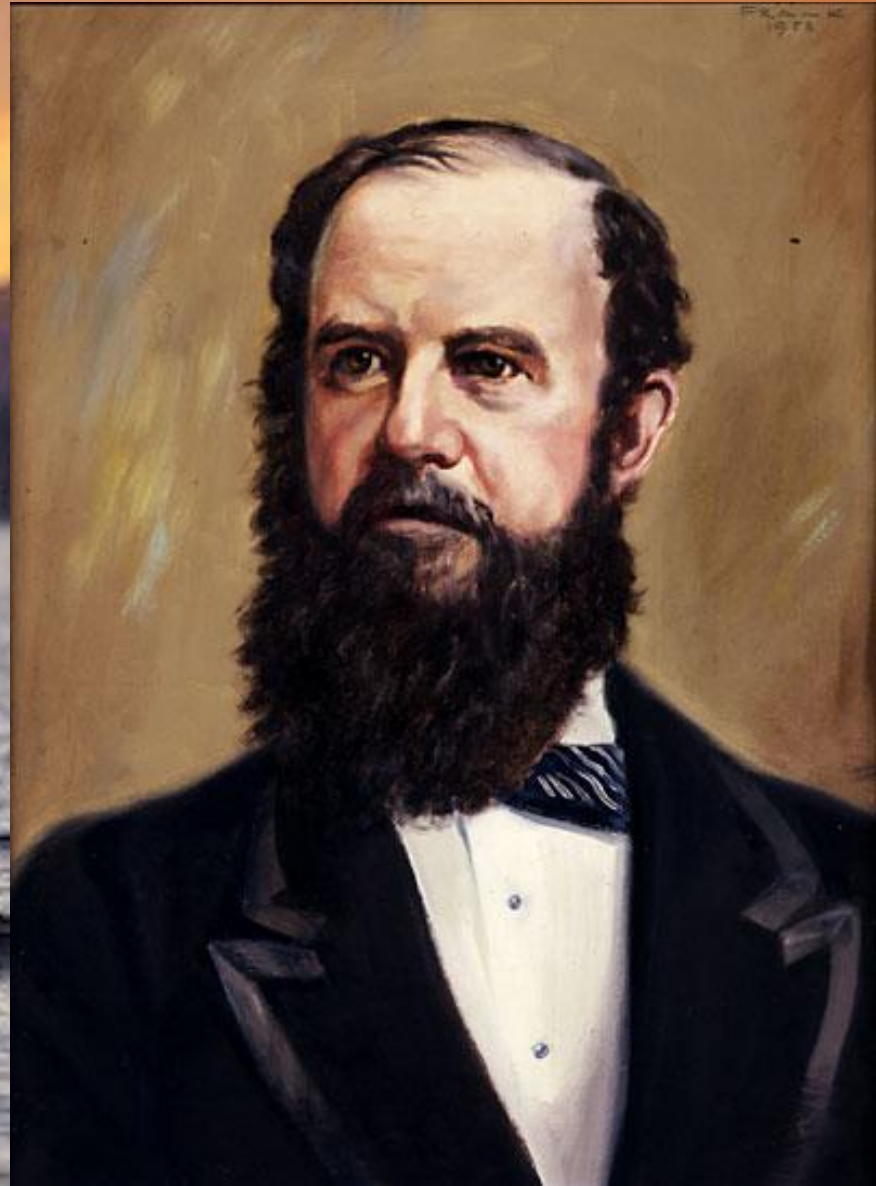
The Confederation Debate

- The businessmen who supported annexation believe much the same as the confederalists in that BC had to be connected to a larger body.
 - They believed the US was the best choice because the rest of Canada was so far away, and the market for resources would be better in the US.
 - Plus the immigration BC needed for the population to grow could come from the US.

The Tide Turns



Personal Photo Staff - in Pro. Photo - © Lih81448 2008



The Tide Turns

- Musgrave's plan was to try and include the anti-confederationists as part of a delegation that would draft a policy on the terms of a union.
 - They would travel together to Ottawa to present the proposal.
- Musgrave's plan was successful, and almost all of the terms were agreed to, and the railway was promised to be started within 2 years, and finished within 10.
- 1871 the Legislative Assembly met to vote on the offer, and the offer was accepted.
 - Musgrave's promised a wholly elected Legislature and responsible government.

The Tide Turns



- On July 20, 1871, British Columbia become an official member of Canada by joining Confederation.



The Tide Turns



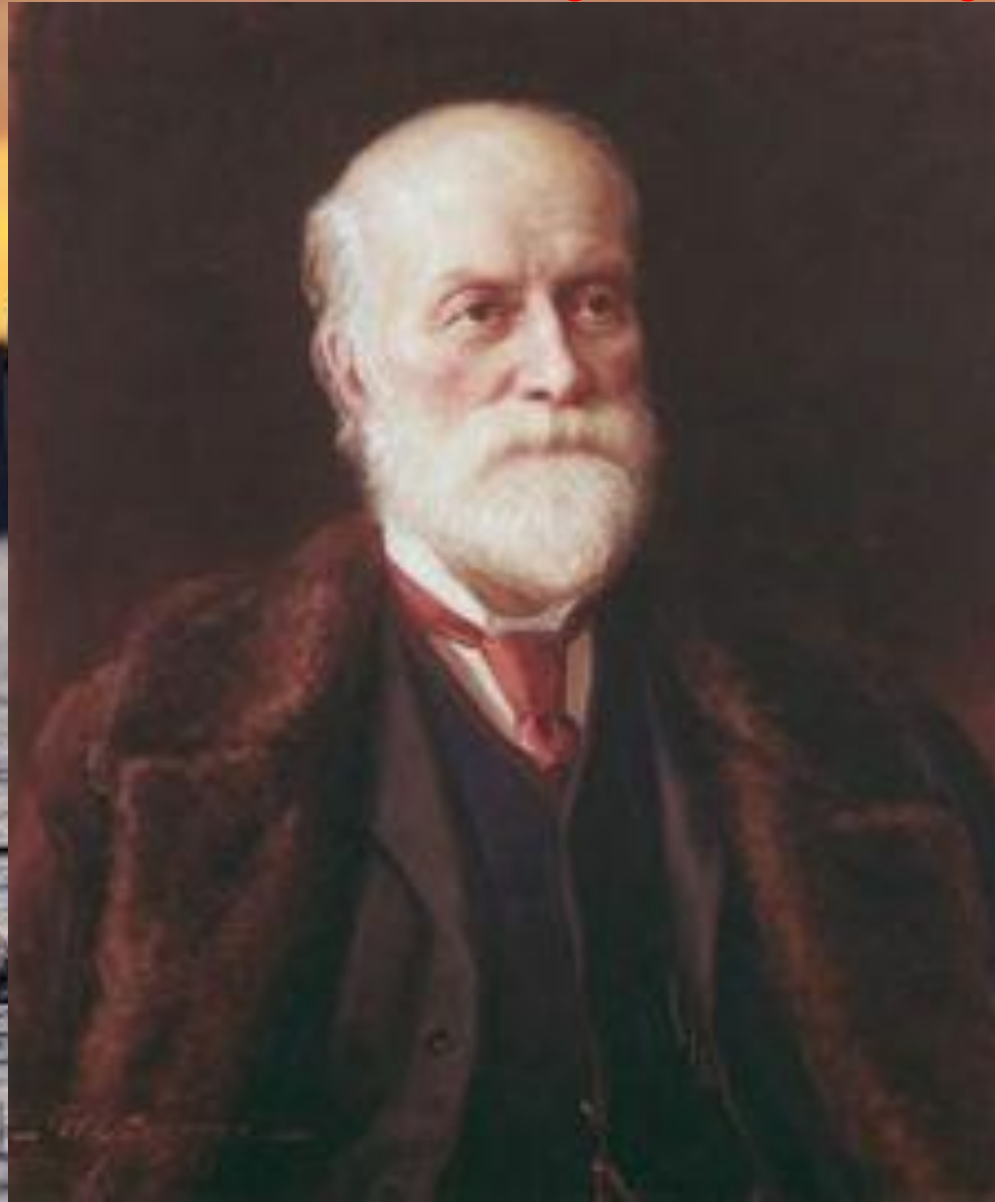
The Railway Survey

- Even though an agreement had been made to build a railway to the coast, Macdonald and his government had no idea of the cost or route they would need to take to get there.
- At this point in the 1870's there were two major population centers in BC, southern Vancouver Island and New Westminster, and the Fraser Valley.
 - Both were wanting a hand in where the new railway would run.
- The federal government dispatched surveyors to find all possible routes, and they used this as a way of buying time to arrange financing for the railway.
 - The people from Vancouver Island wanted the route to come across the central interior and down the Homathco River to Brut Inlet, and then cross the Straights of Georgia to the island.
 - Mainland people wanted a route down the Fraser Canyon to the Burrard Inlet.

The Railway Survey

- As the “Battle of Routes” continued on, Alexander Mackenzie used this as a way to avoid building the railway during his time as PM in the 1870’s.
- Surveyors entered the debate on the routes too, and by 1878 there were 21 routes being considered.
- Chief Surveyor of Canada, Sandford Fleming, wanted a route that crossed the Rockies at Yellowhead pass and then traveled to Burrard Inlet.
- Marcus Smith, Fleming’s deputy, wanted a route that took the Pine Pass and went west along the Skeena River.
 - He wanted this route because it was 900 km closer to Asia.

The Railway Survey



The Emergence of Vancouver

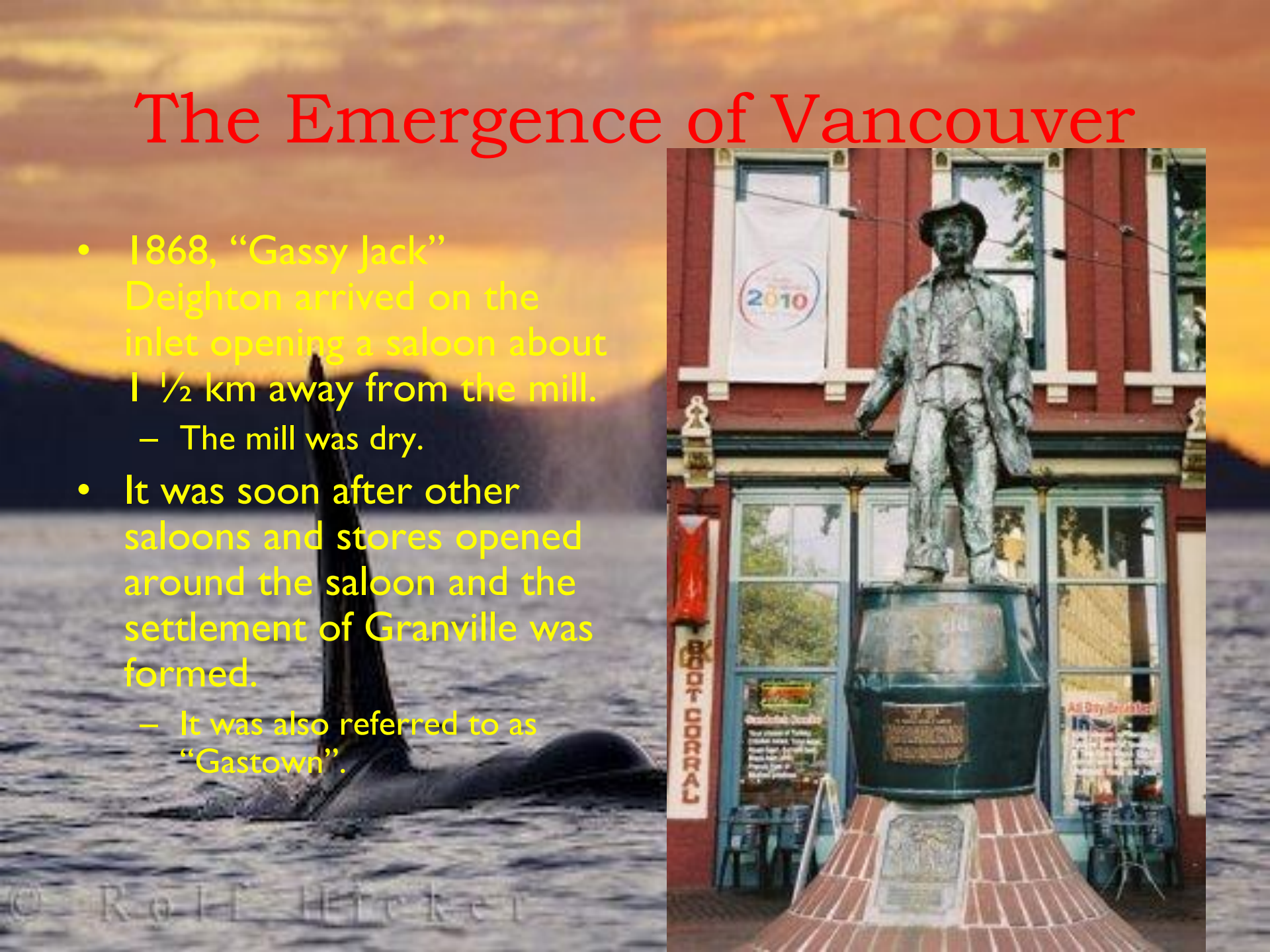
- Of all the major communities in BC, Vancouver is the youngest.
 - Most got their start during the fur trade, or the Cariboo Gold Rush.
- Burrard Inlet where Vancouver is developed, was not an ideal place for new settlers to go to.
 - Most chose to go elsewhere during the fur trade and Gold Rush because the inlet is covered by thick forest, and is not fed by a major river.
- When Colonel Moody arrived in New Westminster, he realized that there was going to be a problem defending the colony because the Fraser River froze during the winter months.
 - The colony was going to need access to a ice-free harbour.
 - He ordered three trails to be cut from New Westminster to Burrard Inlet, and he set aside land at the Inlet as military reserves.

The Emergence of Vancouver



The Emergence of Vancouver

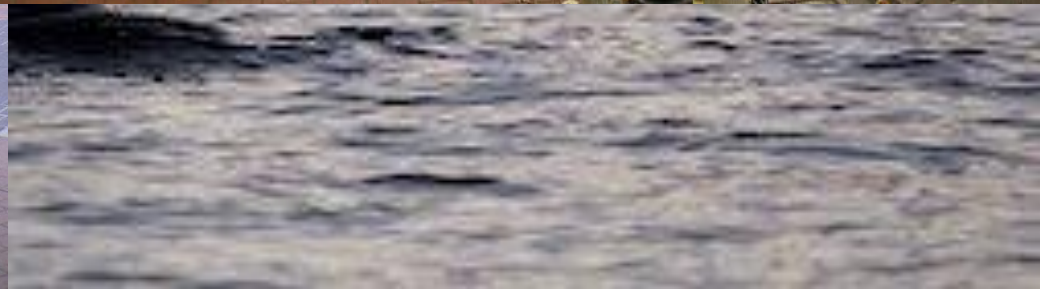
- 1868, “Gassy Jack”
Deighton arrived on the inlet opening a saloon about 1 ½ km away from the mill.
 - The mill was dry.
- It was soon after other saloons and stores opened around the saloon and the settlement of Granville was formed.
 - It was also referred to as “Gastown”.

The image is a composite. The left side shows a whale breaching the water, with its dark back and tail visible against a sunset sky. The right side shows a statue of a man in a hat and coat, standing on a large wooden barrel. The barrel is positioned in front of a red building with white trim and a sign that says '2010'. A brick path leads up to the barrel. The background of the entire image is a sunset over water.

- © R. G. H. Heikert



The Emergence of Vancouver



The Emergence of Vancouver

- 1881 Port Moody was designated to be the terminus of the CPR.
 - People quickly began to buy up land to try and cash in on the new site for the possible Metropolis.
- 1884 William Van Horne arrived in Port Moody and decided that it was not a suitable area for the terminus of the CPR.
 - He discovered that it was made up of tidal flats, and could not accommodate the deep-sea vessels that would need to enter a port.
- Van Horne traveled to Gastown to find what he was looking for.
 - There was deep water anchorage, and ideal flats for the rail yards.
 - He named the site Vancouver.
 - This enraged speculators who had spent money in Port Moody.

The Emergence of Vancouver



- 1885, the CRP was completed, and the town site for Vancouver was laid out.
- June 13, 1886, a hot spell hit the town.
 - It made clearing land difficult, and slash burning impossible.
 - A fire leveled the new city in under an hour.
 - The city was quickly rebuilt, and by the end of 1890 it had a population of more than 5000 people.

The Last Spike

THE LAST SPIKE

A nebulous dream was a reality:
An iron ribbon crossed Canada
from sea to sea. Often following
the footsteps of early explorers,
nearly 3000 miles of steel rail
pushed across vast prairies,
twisted through canyons, and
bridged a thousand streams.

Here on Nov 7, 1885 a plain
iron spike welded East to West

DEPARTMENT OF
RECREATION & CONSERVATION



The Chinese in British Columbia

- The first Chinese immigrants come to North America during the California Gold Rush.
 - Many arrived in BC as well during the Cariboo Gold Rush.
- In both places they faced discrimination because they were different from the other miners.
 - Language, dress, religion, customs, were a few of the things people attacked the Chinese over.
- Many realized their opportunities were limited by racism, and they began to re-work the claims of white men that left because they were intent on quick wealth.
 - The claims were cheaper to acquire, and still produced a good amount of gold with the time spent working them
- 1883, 1500 of the 2000 gold miners left in BC were Chinese.

The Chinese in British Columbia

- Many of the Chinese contributed to the development of the frontier economy by opening general stores, restaurants, and running vegetable farms both in the interior and by coastal cities.
 - Some worked for wealthy white families.
- 1881, the CPR hired large amounts of Chinese labourers due to the labour shortage they were having trying to complete the BC section of track.
 - 1881-1885, some 17,000 Chinese immigrants worked on the railway.
 - Many were only paid a dollar a day (1/2 of a white mans wage).

The Chinese in British Columbia



Life in the Cities

- The railway was completed in 1885 and many of the Chinese labourers were unable to afford to travel back home.
 - The cost of food and equipment was deducted from their wages, and they had been misled to this fact.
- Many moved to Vancouver and Victoria looking for work.
- The amount of Chinese immigrants that entered major populated centers caused an uproar in the acts of discrimination that had been seen before.
 - The acts were both spontaneous and organized.
 - i.e. campaigns to have all Chinese removed from Vancouver, or boycotts of businesses that were owned by Chinese, or sold to Chinese.

Life in the Cities

- Many of the Chinese did heavy manual labour that most would avoid.
 - It was usually a Chinese contractor that spoke English that would bid on contracts, and then recruit Chinese labourers.
 - The contractor made lots of money because they would pay for food and housing out of the contract, and then keep the rest for themselves.
 - The biggest two were Loo Gee-Wing and Sam Kee.
- Some Chinese immigrants did displace whites in the job market.
 - i.e. Brick manufacturing.
- Many whites believed they were being undercut because the Chinese system of labour ensured low wages for those hiring.

Life in the Cities

- Discrimination of the Chinese was along social lines.
 - Most residence that were not native were British.
 - They wished to recreate the British culture in the province like it was in England.
 - The Chinese made this difficult, and therefore were depicted as being inferior and dangerous.
 - They were considered to be incapable of assimilation.
- The government had legalized discrimination.
- Until the completion of the CRP there was no immigration laws on Chinese, but in 1885 the government decided to limit the number allowed in, and put a head tax in place for all those landing in Canada.

© Rolf H. Hecker

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- © R. H. Hecker

Life in the Cities

- Laws were put in place on the number of Chinese a ship could carry.
 - 1 person per 50 tonnes.
 - Most ships weighted about 2000 tonnes which would allow for about 40 Chinese.
- None of this stopped immigration, but it was difficult to have whole families come to British Columbia as a result of the restrictions.

Economic Diversity in British Columbia

- With the completion of the CPR, BC was no longer isolated from the rest of Canada.
- The CPR allowed for the flow of goods across the country and between Canada and the Asian markets to be much easier.
 - Vancouver experienced significant growth as a result.
- Other areas of the province grew significantly.
 - The discovery of other minerals like silver and copper allowed for small mining towns to pop up covering the map.
 - Many were in the Kootenay region.
 - The towns were built around the mines and the giant smelters that processed the ore of the mines.
 - i.e. Nelson grew from 400 in 1890, to 7000 in 1900.

Economic Diversity in British Columbia

- The Okanagan region prospered as well, but they were based around agriculture.
 - It had been a profitable area for wheat, but in the 1890's the farmers realized that they had the perfect soil for orchard farming.
 - At the turn of the century orchards were taking off.
- The CPR was originally built to haul freight, but it was soon realized that there was value in the scenery the train passed coming through the Rockies.
 - Large hotels began to pop up at all the major stops.
 - Banff Springs Hotel was first completed in 1888.
 - Others were built as well.
 - Many began to come to be on trips to experience the rugged vista and take popular side tours to things like the glaciers.

Château Frontenac



The Empress



Banff Springs Hotel

