

L A I D O V E R T O C O V E R

**Photography
and
Weaving
in the
Salishan
Landscape**

EXHIBITION GUIDE

LAI D OVER TO COVER:
PHOTOGRAPHY
AND WEAVING
IN THE SALISHAN
LANDSCAPE

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ORGANIZED BY PRESENTATION HOUSE GALLERY
IN COLLABORATION WITH THE WALTER PHILLIPS GALLERY

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NORTH VANCOUVER OFFICE OF CULTURAL AFFAIRS.

THE | AUDAIN FOUNDATION



“What tempted the people of Canada to undertake so gigantic a work as the Canada Pacific Railway? The difficulties in the way were great, unprecedented, unknown...We were under the inspiration of a national idea, and went forward.”

“Since the Dominion was constituted, the political life of Canada has centered about the Pacific Railway. Now that it is on the eve of completion, we see how great was the task that three millions of people set themselves fourteen years ago to accomplish. The work is imperial in meaning as well as magnitude, though the cost has been wholly defrayed by Canada. It is our contribution to the organization and defense of the empire.”

— George M. Grant, The Century
(New York and London),
October 1885

“The whites made a government in Victoria—perhaps the Queen made it...At this time they did not deny the Indian tribes owned the whole country and everything in it. They told us we did...

Gradually, as the whites of this country became more and more powerful, and we less and less powerful, they little by little changed their policy towards us, and commenced to put restrictions on us. Their government or chiefs have taken every advantage of our friendliness, weakness and ignorance to impose on us in every way...

After a time when they saw that our patience might get exhausted and that we might cause trouble if we thought all the land was to be occupied by whites they set aside many small reservations for us here and there over the country. This was their proposal not ours, and we never accepted reservations as settlement for anything.”

— Excerpt from the memorandum presented to
Sir Wilfred Laurier, Prime-Minister of Canada,
from the Chiefs of the Shuswap, Okanagan
and Couteau Tribes of British Columbia.
Kamloops, B.C., August 25, 1910

“As belonging to the physical world, we reckon all that we can perceive with our senses: see with our eyes, hear with our ears, grasp with our hands. Further, we reckon as belonging to the physical world all that we can encompass with our thoughts insofar as these thoughts refer to external perception, to that which the physical world can say to us. In this physical world we must also include all that we, as human beings, do within it. It might easily make us pause and reflect when it is said that all that we human beings do in the physical world forms part of that world, for we must admit that when we act in the physical world, we bring down the spiritual into that world.”

— Rudolf Steiner, Spiritual Beings
(Helsinki Lecture 1), 1912



INTRODUCTION

“The sphere of art is a sphere of pure forms. It is not a world of mere colours, sounds, tactile qualities—but of shapes and designs, of melodies and rhythms. In a certain sense all of art may be said to be language, but it is language in a very specific sense. It is not a language of verbal symbols, but of intuitive symbols. He who does not understand these intuitive symbols, who can not feel the life of colours, of shapes, of spatial forms, and patterns, harmony and melody, is secluded from the work of art—and by this is not only deprived of aesthetic pleasure but he loses the approach to one of the deepest aspects of culture.”

— Ernst Cassirer, Language and Art II (Columbia University Seminar, 1942)

“What threatens us right now is probably what we may call over-communication—that is, the tendency to know exactly in one point of the world what is going on in all other parts of the world. In order for a culture to be really itself and to produce something, the culture and its members must be convinced of their originality and even, to some extent, of their superiority over the others; it is only under conditions of under-communication that it can produce anything. We are now threatened with the prospect of our being only consumers, able to consume anything from any point in the world and from every culture, but of losing all originality.”

— Claude Lévi-Strauss, Myth and Meaning (Massey Lectures, Canadian Broadcasting Corporation, 1977)

Between Banff (Alberta) and Vancouver (British Columbia) the Salishan landscape can be defined by way of certain distinctly separate language groups and their self-contained cultural/geographical boundaries:

Coast Salish
Squamish/Sḵwǝwú7mesh
Halkomelem (Upper and Lower Fraser River)

Interior Salish
St’atl’imx/Lilooet
Upper/Fraser River
Lower/Lil’wat
Thompson/Nlaka’pamux (Upper and Lower)
Shuswap/Secwepemc
Okanagan/Syilx

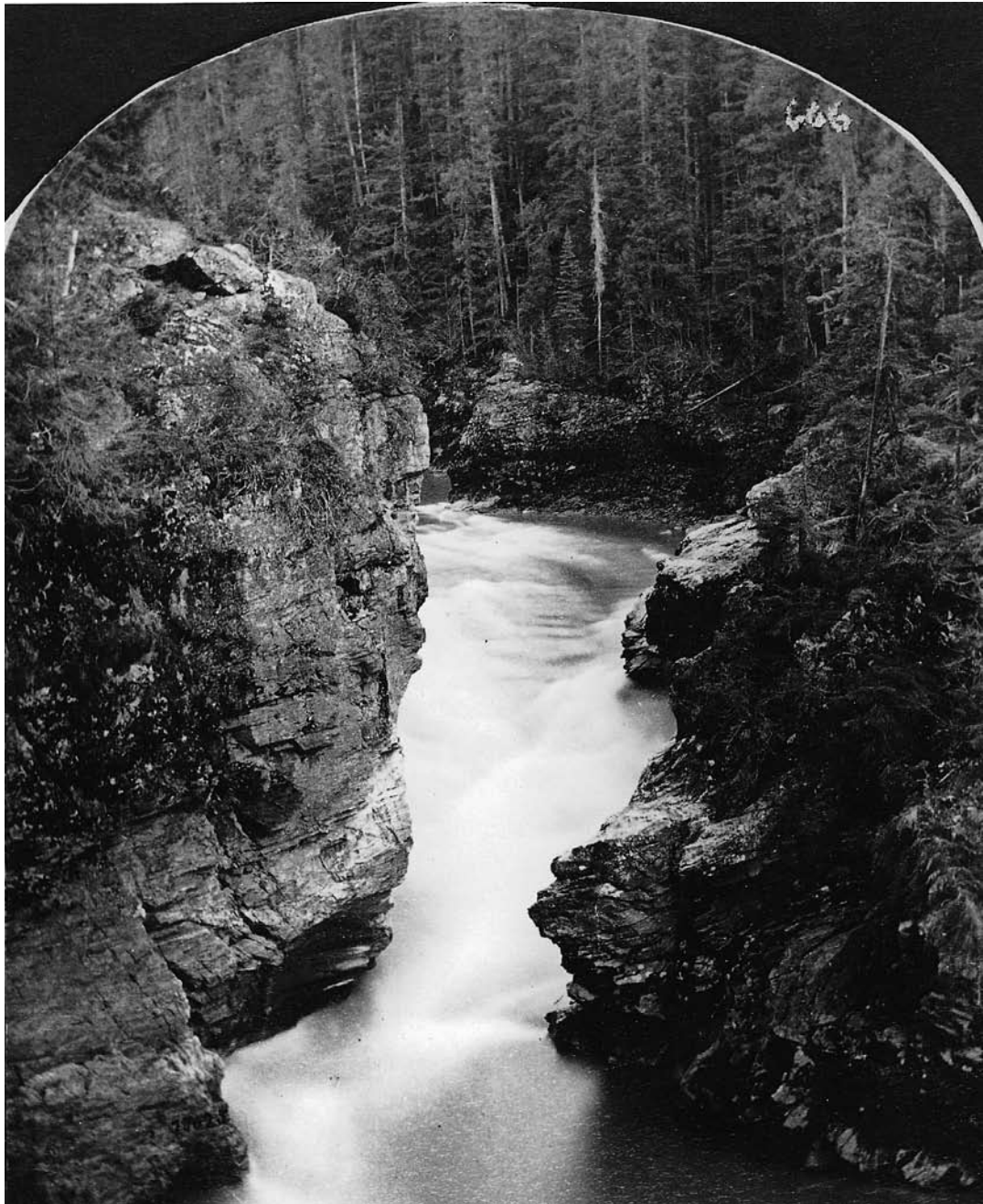
The neighbouring cultural territories within the mainland Coast Salish linguistic region are:
Sechelt/Shashishalem
Sliammon

A final linguistic region aligns the Rocky Mountains with the Pacific Ocean—extending from the Continental Divide into south-western British Columbia:
Kootenay/Ktunaxa and Proto-Salish

Ktunaxa and Proto-Salish (the ancient ancestor of all Salishan languages) had an even earlier relative: known as Proto-Ktunaxa-Salish, it predates Proto-Salish, and thus defines one of many boundaries within the *recognizable* but *shape shifting* Salishan environment. The Canadian Pacific Railway’s trans-continental line (completed in 1885) crossed extensive distances within each of the Interior and Coast Salish territories—or otherwise came within close proximity to them. C.P.R. managers relied heavily on photography to advertise the railway’s advance across a vast, simultaneously occupied/unoccupied hinterland. These pioneer photographers were able to record (from the outside observer’s perspective) certain tangible points of contact between aboriginal inhabitants and alien intruders. Significantly, they found dwellings (within increasingly well mapped Salishan terrain), to be both simply constructed and plainly communal in character—an aspect that tended to invite condescension and contempt towards any First Peoples’s presence. The C.P.R.’s strategic decision to commission a programme of photographic documentation—a detailed inventory of picturesque mountain scenery and sublime (previously unrecorded) territories, terrains and landscape features—aligned scientific method with exploration and discovery. Photographer Benjamin Baltzly and his assistant John Hammond (representatives of the William Notman Studio, Montreal) had been sent west with the Geological Survey and Canadian Pacific Railway expedition in 1871. As the railway neared completion, the Notman employees were recruited to photograph the prairies and railway construction in the Rockies. (A private car was fitted up by the C.P.R. and hauled to the end of the existing track in 1884—thus enabling an expanded Notman enterprise to commemorate the final construction phases in British Columbia’s Kicking Horse Pass.) Due to the immensity of this undertaking, William Notman (1826–1891) took his eldest son in partnership, establishing, in 1880, the firm William Notman & Son; the task of photographing

in terrains between the Rocky Mountains and the Pacific Ocean then fell to William McFarlane Notman (and his younger brothers, George W. Notman and Charles F. Notman). Their partnership entailed an inspired commitment to the technical rigors of nineteenth century field photography—and a high aesthetic value is inherent to their cumulative archive of pictorialist documents. Throughout its gradual advance across Canada in the 1880s, the Canadian Pacific Railway had financially assisted in the creation of detailed inventories of documentary photography to both advertise its awe-inspiring transcontinental line and to further publicize its ambitious involvement within a wider scheme of exploration and development. The C.P.R.’s monumental support of a “New World” photographic inventory was of equal value to government agencies, speculative investors, tourists, international newspaper editors and book publishers. Functioning, as it did, without writing (within an oral tradition that embodied precise ecological knowledge and its own vast wisdom of sustainable resources) a Salishan language, like the spiritual culture contained by it, could not, of course, become the subject of photographic absorption. Aboriginal traditions of both (utilitarian/cedar) basket making and (ceremonial/wool) blanket production were similarly rendered unobservable by way of a cross-cultural paradox, as contained within the originative conception and conceptive construction of weaving itself. Prior to prolonged educational contact with missionary educators, the First Peoples of North America did not distinguish between craft and fine art. They had traditionally understood expressions of material and spiritual culture to be grounded, fluently, in parallel relationships of language to place, place to placement, and placement to purpose. In this sense (from the observable momentum of contemporary practice), a pattern of persistent invisibility projects the inherently impermanent aspect of weaving as a limitless source for the recuperation and reincarnation of a self-reflecting cultural memory.

BENJAMIN BALTZLY
(1835–1883):
GEOLOGICAL SURVEY
OF CANADA
PHOTOGRAPHS,
1871



In 1871, photographer William Notman (who had opened his Montreal studio in 1856) was engaged by the Geological Survey of Canada to outfit their first expedition into the interior of British Columbia. Benjamin Baltzly, a Notman employee, photographed in British Columbia from mid-July through early November. Part of the area he recorded—between New Westminster and Kamloops—would become the route chosen for the C.P.R. [The GSC survey also explored a potential route along the North Thompson river to Tête Jaune Cache (Yellowhead Pass) through the Rocky Mountains.]

A precedent for Baltzly's work had been established by the British Army Corps of Engineers, who, between 1858 and 1862, employed trained photographers to document their survey of the 49th Parallel, from the Rocky Mountains to Point Roberts.

1. *Lytton, BC. Aug. 1, 1871. [Thompson/Nlaka'pamux territory]*

Lytton, where the Thompson River joins the Fraser River, is one of the oldest, continuously inhabited sites in North America.

"For everything for which Art, so-called, has hitherto been the means but not the end, photography is the allotted agent.... She is the sworn witness of everything presented to her view. What are her unerring records in the service of mechanics, engineering, geology, and natural history, but facts of the most sterling and stubborn kind...facts which are neither the province of art nor of description, but that of a new form of communication between man and man—neither letter, message, nor picture—which now happily fills up the space between them?"

— Lady Elizabeth Eastlake, "Photography," in *London Quarterly Review* (1857)

2. *On the North Thompson River, two miles from Lytton. BC. Aug. 1–2, 1871. [Thompson/Nlaka'pamux territory]*

3. *Aboriginal Encampment on the North Thompson River (near Bonaparte) BC. Aug. 2–3, 1871. [Shuswap/Secwepemc territory]*

"Imbued in all types of ownership traditions developed by Northwest Coast peoples [as well as peoples within the Interior Salish linguistic divisions] are concepts of stewardship, in which an individual's rights to use the land and its resources are contingent upon their sustainable management, and the sharing of resources with other group members....

In general, all lands and waters along the Northwest Coast of North America [as well as land and water resources within traditionally inhabited Interior regions] have been occupied, traversed, and managed by groups of Aboriginal peoples for thousands of years. In some cases, harvesting locations were frequented by more than one people, especially at the outer limits of territories or in places where affinal and other types of social relationships allowed overlapping use. However, primary rights to use were almost always recognized and maintained by traditional protocols, and were sometimes resolved through outright conflicts. Land and resource use was not not at all casual or random, nor were lands and resources "freely accessible to all" as many early European settlers would have liked to believe....

Property—such as canoes, weapons, and slaves—was individually owned, while family groups owned names, ceremonial prerogatives, and associated material goods such as masks and dancing regalia. The display of such wealth [including examples of fine—technically distinguished—weaving] was an important social function in Salish society."

— Nancy J. Turner, Robin Smith, and James T. Jones, *Keeping It Living: Traditions of Plant Use and Cultivation on the Northwest Coast of North America.*

4. *Aboriginal encampment on the North Thompson River, BC. Aug. 2–3, 1871. [Shuswap/Secwepemc territory]*

"A railway that ran past a Native village was far more than an intrusive symbol of white power; it redefined the 'surfaces' of life in that place, making local people more self-conscious, situating them within a global, rationalized civilization, taking away their integrity."

— Cole Harris, *The Resettlement of British Columbia.*

5. *The junction of North and South Thompson River at Kamloops, BC. Aug. 13–19, 1871. [Shuswap/Secwepemc territory]*

6. *Cascade on the Hammond [Garnet] River, BC. Sept. 29, 1871. [Shuswap/Secwepemc territory]*

"...the next morning there being some signs of clearing up, I was highly elated with the prospect of getting a view of the Mount Cheadle and the cascade.... The cascade, as seen from the foot of the falls, is grand beyond conception.... The height of the falls is altogether about 400 feet. Far above, it runs down a narrow canyon in angry, foaming sheets, and then makes a bold leap over a perpendicular rock for many feet down.... The velocity of the falling water keeps up a continuous hurricane at the brow and foot of the falls and for many yards around the trees are kept in continual motion with the wind and wet with the spray. The following day...was very cloudy and gloomy, yet I was successful in getting a few good views. The upper rapids we could not get in our view, it being hid by the dense forests...."

— Benjamin Baltzly in *The Gazette (Montreal)*, July 25, 1872

7. *Geological Survey party at Canoe River, North Thompson River, BC. Oct. 1, 1871 [Shuswap/Secwepemc territory]*

8. *Making Portage over the Bluff at the Upper Gate of Murchison's Rapids in the North Thompson River, BC. Nov. 7, 1871. [Shuswap/Secwepemc territory]*

"At 6:45 commenced packing tents and baggage over portage, and descended the river for about one mile of still water to the head of the rapids, through the second gate or Porte d'Enfer [Hell's Gate].... Got all the baggage over the portage, about three-quarters of a mile, and camped on the edge of the pool below."

— A.R.C. Selwyn, "Journal and Report of Preliminary Explorations in British Columbia," in *Report of Progress for 1871–72, Geological Survey of Canada (Montreal).*

9. *Murchison's Rapids, North Thompson River, BC. Nov. 8–9, 1871. [Shuswap/Secwepemc territory]*

FIELD
PHOTOGRAPHY
AND THE
CANADIAN
PACIFIC
RAILWAY



Charles MacMunn (1840?–1903) worked as an itinerant commercial photographer. Despite not having obtained a C.P.R. contract, he produced an extensive documentary record along the first routes of railway construction in British Columbia.

Alexander Barton Thom (1849–1926) visited England briefly in early 1887 to obtain a special lens (designed for taking mountain views). He photographed in Salishan territories from 1887 to 1889. From 1885 to 1889, and possibly later, he spent his winters traveling through the USA and England, giving illustrated talks about his fieldwork

10. *Housing built for Chinese labourers, opposite Keefer Station (between Lytton and North Bend), 1883.* Charles MacMunn. [Thompson/Nlaka’pamux territory]

“A common—and erroneous claim has been that Orientals were used as slave labour. The facts, as far as the use of Chinese on construction of the Canadian Pacific trans-continental is concerned, are that men for these gangs were brought from the Orient by entrepreneurs or labour agents who were themselves Chinese or of Chinese extraction. They were organized into gangs of approximately thirty men each; each gang selected one man from among its number to receive all wages, pay expenses for food and supplies, then allocate the remainder to individual members of the gang.”

— Omer Lavallée, Van Horne’s Road

“In those days everything was done by hand; bridges had to be built, and tunnels driven by hand-drilling; grades had to be cut through solid rock, as well as open cuts, all by hand. It was hammers and drills, picks and shovels, blasting night and day...”

— W. H. Holmes, Some Memories of the Construction of the C.P.R. in the Fraser Canyon.

[On March 13, 1885, British Columbia passed the *Chinese Restriction Act*—refusing entry to Chinese immigrants. The federal government disallowed the legislation, eighteen days later.]

11. *Quoi Ek Bridge (located 13 miles above Keefers) View No. 1 (looking south), 1883.* [Thompson/Nlaka’pamux territory] Charles MacMunn.

12. *Quoi Ek Trusses, 1883.* [Thompson/Nlaka’pamux territory] Charles MacMunn.

13. *The Quoi Ek Cutting, 55 feet deep, 1883* [Thompson/Nlaka’pamux territory] Charles MacMunn.

14. *Scow Wash Spans (3 miles above Keefers), 1883.* [Thompson/Nlaka’pamux territory] Charles MacMunn.

15. *Highest Trestle on the Road Below Keefers, 1883.* [Thompson/Nlaka’pamux territory] Charles MacMunn.

16. *Salmon [Nabatlatch] River Bridge (located 9 miles above Boston Bar, 1883.* [Thompson/Nlaka’pamux territory] Charles MacMunn.

17. *Railway track and snow shed #17, Rocky Mountain Range, BC, about 1887.* [Thompson/Nlaka’pamux territory] A. B. Thom.

18. *Tenth Crossing of Kicking Horse River, BC, 1886–87.* [Kootenay/Ktunaxa and Shuswap/Secwepemc territory] A. B. Thom.

19. *Cathedral Mountain, Summit of the Rockies (near Field), BC, 1886–87.* [Kootenay/Ktunaxa and Shuswap/Secwepemc territory] A. B. Thom.

20. *Seventh and Eighth C.P.R. Crossing, Kicking Horse Canyon, BC, 1886–87.* [Kootenay/Ktunaxa and Shuswap/Secwepemc territory] A. B. Thom.

21. *Kicking Horse Canyon, Selkirk Mountains in distance, BC, 1886–87.* [Kootenay/Ktunaxa and Shuswap/Secwepemc territory] A. B. Thom.

22. *West view of Stoney Creek Bridge with passenger train (near Roger’s Pass), BC, 1886–87.*

[Kootenay/Ktunaxa territory, reaching west to Okanagan/Syilx, and north to Shuswap/Secwepemc territories] A. B. Thom.

The Kootenay/Ktunaxa peoples were notably early in accepting Christianity. In the course of his journeys with the Palliser Expedition (1857–1860), explorer James Hector visited their aboriginal territories, observing: “They are all very religious, having been converted by the Roman Catholic priests [who first arrived among them in the 1840s]. Frequently, and at stated times, a bell is rung in the camp, and all who are within hearing at once go down on their knees and pray.”

23. *The highest wooden bridge in the world (height: 296 ft.), Stoney Creek Bridge, BC, 1886–87.* [Kootenay/Ktunaxa territory, reaching west to Okanagan/Syilx, and north to Shuswap/Secwepemc territories] A. B. Thom.

24. *Interior of snow shed, Summit of Selkirk Mountains, BC, 1886–87.* [Kootenay/Ktunaxa territory, reaching west to Okanagan/Syilx, and north to Shuswap/Secwepemc territories] A. B. Thom.

25. *Albert Canyon, Illecillewaet River, BC, 1886–87.* A. B. Thom. [Kootenay/Ktunaxa territory, reaching west to Okanagan/Syilx, and north to Shuswap/Secwepemc territories] A. B. Thom.

26. *Even’s Ranch, Thompson River, Ashcroft, 1886–87.* [Shuswap/Secwepemc territory] A. B. Thom.

27. *Otter Tail Bridge (Kicking Horse Valley, Ottertail Range), BC, about 1894.* [Shuswap/Secwepemc territory] A. B. Thom.

William McFarlane Notman (1857–1913) made his first trip to Western Canada in 1883. His father, the famous Montreal-based photographer, had arranged with William Van Horne (C.P.R. President) that in return for free transportation to any point on the line, his studio would make prints available to the C.P.R. (for their own advertising and publicity purposes).

His second trip, in 1887, is noteworthy for two reasons: he had the use of “Photographic Car No. One” (a professionally equipped studio, complete with living quarters), and was photographing at that time with a large-format camera that took “mammoth” plate negatives, 16 x 20 inches and larger. (The C.P.R. Company used enlargements from these negatives for prints that were hung in 1888 in various buildings in Vancouver.)

A precedent for Baltzly’s work had been established by the British Army Corps of Royal Engineers, who, between 1858 and 1862, employed trained photographers to document their survey of the 49th Parallel (from the Rockies to Point Roberts). In 1867, similar work was conducted by the photographer Timothy O’Sullivan, who documented the official Geological Exploration of the Fortieth Parallel.

28. *Van Horne Range (north of Kicking Horse Pass/west of Otterhead River), on the C.P.R., 1887.* [Kootenay/Ktunaxa and Shuswap/Secwepemc territory]

29. *The Great Glacier (Illecillewaet Glacier), BC, 1887.* [Kootenay/Ktunaxa and Shuswap/Secwepemc territories]

Between 1880 and 1885, Major A.B. Rogers (an engineer in charge of the C.P.R.’s mountain division) had surveyed a route through the Rocky and Selkirk mountains.

30. *Rogers Pass and Mount Carroll on the C.P.R., BC, 1887.* [Kootenay/Ktunaxa and Shuswap/Secwepemc territories]

In 1881, Major Rogers and his son Albert—accompanied by ten Shuswap guides—climbed Avalanche Mountain, from where he determined a continuing course for the C.P.R.’s line (through the mountains, between Banff and the Pacific.) On 24 July, 1882, he discovered the route that carries his name.

31. *Glacier hotel and mountains, BC, 1887.* [Kootenay/Ktunaxa and Shuswap/Secwepemc territories]

32. *A bit of track near Glacier, BC*, 1887. [Kootenay/Ktunaxa and Shuswap/Secwepemc territories]

33. *Albert Canyon, on the C.P.R., BC*, 1887. [Shuswap/Secwepemc territory]

34. *South Thompson River and mountains, Kamloops, BC*, 1887. [Shuswap/Secwepemc territory]

35. *South Thompson River, Kamloops, BC*, 1887. [Shuswap/Secwepemc territory]

36. *Cisco bridge (built, 1884–85) on the C.P.R. (across the Thompson river, between Keefer Station and Lytton) BC*, 1887 [Thompson/Nlakaʼpamux territory]

37. Cariboo Bridge (Alexandra Bridge) Fraser Canyon, BC, 1887. [Thompson/Nlakaʼpamux territory]

This component of the Cariboo Road—built in 1863 over the Fraser Canyon at Spuzzum—was the first suspension bridge in Western Canada. Great damage was caused to the road by subsequent railway construction. The route fell into gradual disrepair (and almost total abandonment) after the great flood of 1894—thus providing the C.P.R. with its desired monopoly of the regional freight business.

38. *Scuzzie Falls, near North Bend, BC*, 1887. [Thompson/Nlakaʼpamux territory]

“The *snams* [nature helpers that assisted humans and sometimes provided them with special powers] are forgetting us nowadays because of the coming of the white man. They are leaving the country.”

— Chief John Tellenitsa (*Thompson/Nlakaʼpamux*), *Spence’s Bridge*, 1912.

39. *Fraser Canyon, below North Bend, BC*, 1887. [Thompson/Nlakaʼpamux territory]

40. *Fraser Canyon above Spuzzum, BC*, 1887. [Thompson/Nlakaʼpamux territory]

[Spuzzum, the place, is a variant of a Chinook word, “spatum”—a reed used in basket-making.]

“Making a basket was a complex and highly evolved skill. It involved forming three dimensional space from linear material and in that sense was an exercise in geometry. It also involved an understanding of the chemistry of the material being worked with.... So, between the hand, the heart and the landscape, a shape was born, an accomplishment which elegantly balanced the mental and spiritual process with the physical work of production.”

— Eileen Delenanty Parkes, *The Geography of Memory*.

41. *Fraser Canyon showing four tunnels above Spuzzum, BC*, 1887. [Thompson/Nlakaʼpamux territory]

“We suddenly cross the deep black gorge of the Fraser River on a massive bridge of steel, seemingly constructed in mid-air, plunge through a tunnel, and enter the famous canyon of the Fraser. The view changes from the grand to the terrible. Through this gorge, so deep and narrow in many places that the rays of the sun hardly enter it, the black and ferocious waters of the great river force their way. We are in the heart of the Cascade Range, and above the walls of the Canyon we occasionally see the mountain peaks, gleaming against the sky. Hundreds of feet above the river is the railway, notched into the face of the cliffs, now and then crossing a great chasm by a tall viaduct or disappearing in a tunnel through a projecting spur of rock, but so well made, and so thoroughly protected elsewhere, that we feel no sense of danger. For hours we are deafened by the roar of the waters below, and we pray for the broad sunshine once more. The scene is fascinating in its terror, and we finally leave it gladly, yet regretfully.... ”

— *Canadian Pacific Railway Diary*, 1894

42. *Indian Farm at junction of Spuzzum and Fraser Rivers, BC*, 1887. [Thompson/Nlakaʼpamux and Halkomelem (Sto:lo) territories]

43. *Fraser Canyon above Yale, BC*, 1887. [Halkomelem (Sto:lo) territory]

Aboriginal burying ground, near Yale, BC, 1887. [Thompson territory]

45. *Aboriginal drying fish, near Yale, BC*, 1887. [Thompson/Nlakaʼpamux and Halkomelem territories]

46. *Royal City Saw Mills, New Westminster, BC*, 1887. [Halkomelem territory]

47. *Forest Trees, English Bay, Vancouver, BC*, 1887. [Squamish/Skw̓xwú7mesh and Halkomelem (Musqueam) territories]

“Many of the first explorers noted the signs of Northwest Coast cultivation practices...but did not recognize evidence of human cultivation in anthropogenic plant communities lacking rectilinear plantings divided by picket fences, or monocultures of familiar plants. Traveling amidst camas prairies cleared by human burning along the shores of Puget Sound, Captain George Vancouver (1798) proclaimed,

‘I could not possibly believe any uncultivated country had ever been discovered exhibiting so rich a picture. Stately forests ...pleasingly clothed its eminences and chequered its vallies; presenting in many places, extensive spaces that wore the appearance of having been cleared by art...[we] had no reason to imagine this country had ever been indebted for its decoration to the hand of man.’

Yet it is apparent that the places described by Vancouver were managed landscapes, cleared not by “art” but by people with very specific technologies and objectives. Burned berry patches, weeded and tended root-vegetable plots containing multiple native species; each of these places represented highly modified environments of a sort that was alien to the European world.... Accordingly, impressed by the region’s abundant marine and terrestrial life, explorers and colonists concluded that food was at most times and most places naturally plentiful for the region’s native inhabitants. Plant cultivation, they assumed, had been unnecessary in such fecund environments and this had precluded the emergence of indigenous forms of agriculture. Clearly,

however, the region’s ‘natural abundance’ was, in many respects, not natural but the byproduct of long-term intervention.”

— Douglas Deur and Nancy J. Turner, *Keeping It Living: Traditions of Plant Use and Cultivation on the Northwest Coast of North America*.

48. *C.P.R. Hotel, Vancouver, BC*, 1887. [Squamish/Skw̓xwú7mesh and Halkomelem territories]

The hotel was officially opened on May 16, 1888.

49. *C.P.R. station and docks, Vancouver, BC*, 1887. [Squamish/Skw̓xwú7mesh and Halkomelem (Musqueam) territories]

50. *Lake Louise from outlet, Banff, AB*, 1889 [Shuswap/Secwepemc territory]

The lake (now part of Banff National Park) was “discovered”, on August 21, 1882, by Tom Wilson (a C.P.R. supply Packer), who had been led to the site by local native (Stoney) guides. William McFarlane Notman’s photographs of the lake were the first to have been produced. Chateau Lake Louise—a single-storey log cabin, described by C.P.R. President Cornelius Van Horne as “a hotel for the outdoor adventurer and alpinist”—opened in 1890.

51. *Lower Kicking Horse Canyon, BC*, 1889. [Shuswap/Secwepemc and Ktunaxa/Kootenay territories]

52. *Loop showing four tracks on the C.P.R. (Selkirk Mountain Range), BC*, 1889 [Shuswap/Secwepemc and Kootenay/Ktunaxa territories]

53. *Thompson Canyon near Ashcroft, BC*, 1889. [Thompson/Nlakaʼpamux territory]

54. “*Jaws of Deatb*” Gorge, *on the C.P.R., Thompson Canyon, BC*, 1889. [Thompson/Nlakaʼpamux territory]

On June 26, 1808, explorer Simon Fraser passed along the cliffs on a series of bridges and ladders that had been built by

local Nlakaʼpamux people. In his journal, he observed of the site: “Surely this is the gate of hell.” The site is located 16 km above Lytton, on the Thompson River. C.P.R. construction through the Fraser Canyon took four years and was completed in 1884.

55. *Spruce tree, Stanley Park, Vancouver, BC*, 1889. [Squamish/Skw̓xwú7mesh and Halkomelem (Musqueam) territories]

“One of the most remarkable features of Stanley Park is the preservation in its secluded trails of the character of the primeval forest. It has often excited the wonder of visitors that, within a mile from busy city streets, the pedestrian may find himself apparently in the heart of the British Columbia forest.”

— *W. S. Rawlings [Superintendent of Parks]*, *The Park System of Vancouver, B.C. (Vancouver: Board of Park Commissioners, 1925)*

The park was officially opened in 1887. [In January 1885, William Cornelius Van Horne, then Vice-President of the Canadian Pacific Railway, had written to Lauchlan Hamilton (C.P.R. land commissioner), outlining his intention to reserve the same land in the name of the Company.]

56. *Mountain Creek Bridge, Glacier Park, BC*, about 1895. [Kootenay/Ktunaxa and Shuswap/Secwepemc territories]

57. *Stoney Creek bridge, Glacier Park, BC*, about 1895. [Kootenay/Ktunaxa and Shuswap/Secwepemc territories]

58. *Stoney Creek bridge, Glacier Park, BC*, about 1897. [Kootenay/Ktunaxa and Shuswap/Secwepemc territories]

59. *The Great Asulkan Glacier, Glacier Park, BC*, 1897. [Kootenay/Ktunaxa and Shuswap/Secwepemc territories]

60. *Marion Lake and Mount Abbott Glacier, Glacier Park, BC*, 1897. [Kootenay/Ktunaxa and Shuswap/Secwepemc territories]

“The clearest way into the Universe is through a forest wilderness.”

— *John Muir (1838–1914), campaigner for North American nature reserves; founder of The Sierra Club (1892).*

61. *Summer and winter tracks near Glacier Park, BC*, 1897. [Kootenay/Ktunaxa and Shuswap/Secwepemc territories]

62. *Illicillewaet Valley and Hermit Range, Glacier Park, BC*, 1897. [Kootenay/Ktunaxa and Shuswap/Secwepemc territories]

63. *Mount Cbeops, from Mount Abbott, Glacier Park, BC*, 1897. [Kootenay/Ktunaxa and Shuswap/Secwepemc territories]

64. *Cedar tree, Stanley Park, Vancouver, BC*, 1897 [Squamish/Skw̓xwú7mesh and Halkomelem (Musqueam) territories]

“All the Interior Salish, and also... the Sechelt, Squamish, Sto:lo... formerly made coiled baskets of cedar root splints decorated by imbrication.... The baskets were made in a limited number of shapes for specific uses: wedge-shaped burden baskets, oblong cradles, round or nut-shaped baskets for boiling water or cooking, small pot-shaped baskets for storage, and larger rectangular forms for other storage.... Probably the volume of production will continue to decline until these baskets become collector’s items, when the craft will enjoy a revival.... Blankets woven of mountain goat wool and yellow cedar bark were distinctive products of Coast Indian technology.... Cedar bark mats and bags, formerly so common, have all but passed out of use. All these crafts could still be revived.”

— *Wilson Duff*, *The Indian History of British Columbia: The Impact of the White Man (1965)*.

65. *Fish in river, BC*, c. 1900. [Unidentified photographer—contemporary to William MacFarlane Notman.]

The federal government’s *Fisberies Act* of 1868 became law in 1877—giving the Crown

discretionary authority over Native food fisheries. British Columbia’s First Peoples were mentioned in the act only to indicate that the Department of Fisheries might allow them, at its discretion, “to fish for their own use.” (Authorized to issue leases or licenses up to nine years in addition to establishing basic rules about how and when fish might be caught, and setting out fines for failure to comply—the minister of Fisheries had become accepted as justices of the peace, with powers to convict and punish offences.)

66. *Emerald Lake, BC*, 1904 [Shuswap/Secwepemc and Kootenay/Ktunaxa territories]

67. *Kicking Horse Valley and Ottertail Range, BC*, 1904. [Shuswap/Secwepemc and Kootenay/Ktunaxa territories]

68. *Mount Stephen, Kicking Horse Valley, BC*, 1904. [Shuswap/Secwepemc and Kootenay/Ktunaxa territories]

69. *Natural bridge, Kicking Horse River, Field, BC*, 1904. [Shuswap/Secwepemc and Kootenay/Ktunaxa territories]

70. *Mount Schaffer from O’Hara Lake Trail, BC*, 1904. [Kootenay/Ktunaxa territory]

71. *Mount Orderay from O’Hara Lake Trail, BC*, 1904. [Kootenay/Ktunaxa territory]

72. *Illecillewaet Glacier, BC*, 1904. [Kootenay/Ktunaxa and Shuswap/Secwepemc territories]

73. *Indian fishing place, Fraser Canyon, BC*, 1904. [Thompson/Nlakaʼpamux territory]

74. *Fishing stand, Fraser Canyon, BC*, 1904. [Thompson/Nlakaʼpamux territory]

“No other country has shown greater progress during the past year than British Columbia, and it is now offering unsurpassed inducements to the settler in search of a farm, the stockman

seeking a ranch, the fruit-grower in want of an orchard, the miner in quest of gold, silver or other precious metals, the lumberman, the fisherman, the business man, or the capitalist, whether large or small, who seeks investment for his money. It is a magnificent country of great possibilities and certainties to the persevering, frugal and industrious, and one which offers countless opportunities for all.”

— British Columbia: Information for Prospectors, Miners and Intending Settlers (*Canadian Pacific Railway, 1899*).

75. *Siwash Rock, Vancouver, BC*, 1904. [Squamish/Skw̓xwú7mesh territory]

“Siwash” is a term for an ‘Indian’ in the old Chinook Trade Jargon. A Squamish First Nation legend tells of a dedicated young couple. As soon as they knew they were to be parents they carried out strict teachings to bathe and pray each morning (as they had been taught since childhood), with the added instruction to seek from the Creator the strength and guidance to be good parents (worthy of caring for children to come). With the imminent arrival of their child, the father went each morning on his own to bathe, pray and fast; he would continue this routine until receiving word of the child’s safe birth. At the end of his life (according to the Squamish legend), the father had been transformed (by the mythical “Sky Brothers”) into a standing monolith. His monument became a reminder of the strength of spirit required in preparing to become a good parent.



PHOTOGRAPHY AND THE PRINTING PRESS: SELECTED ENGRAVINGS

A. *North America*, 1803. [Drawn and Engraved for Goldsmith’s *Geography*, London.]

“From a native perspective, white territorial claims, place names on maps, and exploration and survey parties were being followed by a far more tangible form of colonialism: white workers, settlers and their machines using Native land for their own purposes. As long as Natives had been able to hunt, fish, and gather in their former territories, the small reserves the reserve commissioners laid out for them had little meaning; however, the implications of reserves, and the exclusions they entailed became ever more apparent as non-Natives occupied and used the surrounding land. A logging operation in a mountain valley previously used for seasonal hunting marked a huge transformation of land use and power. For those experiencing it, colonialism was enacted locally, on the ground.”

— Cole Harris, *The Resettlement of British Columbia*

[The Colonial Period of British Columbia began with the establishment of the Colony of Vancouver Island in 1849 and the mainland Colony of British Columbia in 1858. The two colonies were united under a

single administration in 1866; the Province of British Columbia joined the Confederation of Canada in 1871.

At the beginning of the nineteenth century, the north-west Coast of British Columbia was one of the least well known areas of the world.]

B. *The International Exhibition: British Columbia and Prince Edward Island Courts—from a photograph by the London Stereoscope Company*, in *Illustrated London News*, November, 1862. Wood engraving.

“Every aboriginal group in the province [British Columbia] had access to a great variety of plant materials, but of course, they valued some more than others. In areas where plants did not occur naturally, people often obtained them by trade from neighbouring groups, either in the form of raw materials or as finished products. Often, too, the people of one group would be particularly skilled in constructing a certain type of product and would be able to trade it to neighbouring groups even when the raw materials were just as readily available to the neighbours....

The exchange of plant materials and other economic products took place at all levels—in family

and village groups, between villages in the same language group, among the different divisions on the coast and in the interior, and even between coastal and interior groups. Some groups, especially those in the transitional zone between the coast and the interior, acted as middlemen, buying the products of one neighbouring group and reselling them to another. With the coming of Europeans and the accompanying influx of new trade goods and improved transportation routes, the exchange of plant products became even more widespread.”

— Nancy J. Turner, *Plant Technology of First Peoples In British Columbia*.

[Aiming to popularize technological progress (and its products), the second London International Exhibition of Industry and Art of 1862 opened one year after the tenth anniversary of the highly successful Crystal Palace Exhibition.]

C. “The British Route for a Pacific Railway,” in *Harper’s New Montbly Magazine*, January, 1866. Wood engraving.

“This is no mere newspaper scheme. Men of science and practical knowledge openly advocate its accomplishment. True, during

the first and last two stages of the proposed route the railroad would run through mountains, lakes, morasses, and unpassable thickets—a country which experienced woodsmen and Indians can only traverse at the rate of three miles a day. But the word impossible has been struck out of the modern dictionary.”

— Harper’s New Monthly Magazine, January 1866

D. “The Great Bluff on the Thompson River,” in *Canadian Illustrated News*, February 24, 1872. Wood engraving (from a photograph by Frederick Dally, 1867–68).

“The tide of population is constantly flowing westward and even in British America will be carried by the new Pacific Railway across the Rocky Mountains into British Columbia. Then the valley of the Thompson River will be sought by the agriculturist as one of the most fertile spots on the mainland for the pursuit of his calling. The Thompson has two branches, a north and a south, both of which rise in the Rocky Mountains. They join their waters without exactly mingling them a short distance above Fort Kamloops, a Hudson’s Bay Company post, and seven miles below the fort they expand

into a lake, bearing the same name as the fort.”

— Canadian Illustrated News, February 24, 1872

[A pioneer of field photography in British Columbia, Frederick Dally (1838–1914) operated a portrait studio in Victoria—from 1866 to 1870. He abandoned his career in photography after 1870. Born in England, he also died there.]

E. “Lower Falls of Garnet River Cascade, near Mount Cheadle, B C, 1872,” in *Canadian Illustrated News*, March 2, 1872. Half-tone engraving (after a photograph by Benjamin Baltzly. September 29, 1871.)

“The imagination is so closely linked to the perceptive faculties, that the speediest and surest way of reaching the mind and impressing thereon facts and objects, is to lay them vividly before the eye (the main feeder of the imagination) either in their reality, or in their drama, or even through their image painted or engraved.”

— George Edward Desbarats, *Proprietor and Publisher*, Canadian Illustrated News.

[Desbarats was the inventor of a printing process which involved the development of relief engravings, or *half-tones*, from photographs. The first of over fifteen thousand half-tones produced by the *Canadian Illustrated News* appeared in the first issue of the magazine, on October 30, 1869.]

F. “17 Mile Post, Fraser River, British Columbia (From a Photograph)” in *Canadian Illustrated News*, March 9, 1872. Wood engraving.

G. “The Town of Hope,” in *London Illustrated News*, May 18, 1872. Wood engraving (from a photograph by D. Withrow).

[David Withrow (d. 1905) was active as a photographer in New Westminster (from 1868 to 1870). In 1869 he operated a branch studio in Moodyville (North Vancouver). In addition to making carte-de-visite format portraits, he undertook pioneer field photography within British Columbia.]

“The Town of Hope is very prettily situated on the left bank of Fraser River about 90 miles above New Westminster, and occupies one of the finest sites for a city to be found west of Cascade range. In the early days of mining on the Fraser, Hope was a very lively business town, being considered at the head of steamboat navigation. The principal buildings are a handsome Episcopal Church, a court house and post-office, a large warehouse of the Hudson’s Bay Company, and several hotels and several retail stores.”

— Canadian Illustrated News, May 18, 1872

H. “Miners’ Cabin at The Eureka Silver Mines” in *Canadian Illustrated News*, June 15, 1872. Wood engraving (from a photograph by D. Withrow), coloured by hand.

“The Eureka Silver Mining Company is the name of the rich silver mine recently discovered in the neighborhood of the Town of Hope, situated on the Fraser River. The richness of this mine and its proximity to the navigable waters of the Fraser must, eventually, make it one it one of the most valuable mines on the Pacific Coast. Recent developments in the Cascade range lead to the conclusion that it is one of the most richly argentiferous ranges of mountains in the world.”

— Canadian Illustrated News, June 15, 1872.

I. “China Bar Bluff” (below Lytton, near Boston Bar), in *Canadian Illustrated News*, June 29, 1872. Wood engraving (from a photograph by William Notman & Co., 1871).

“China Bar Bluff showing the construction at the at that point of the plank road from the coast to the Cariboo. The road was built for the convenience of miners and others going into the interior, and for a new country is certainly a marvel of engineering skill. For nearly its whole length, it follows the course of the Fraser River, winding along like a narrow belt girding the precipitous heights that look down on the stream.”

— Canadian Illustrated News, June 29, 1872.

J. “The Visit of Princess Louise and the Marquis of Lorne to British Columbia,” in *The Graphic*, December 30, 1882. Wood engraving.

K. “The Visit of Princess Louise and the Marquis of Lorne to British Columbia,” in *The Graphic*, January 20, 1883. Wood engraving.

L. “Sketches in British Columbia: Places Visited by the Marquis of Lorne and Princess Louise,” in *The London Illustrated News*, March 10, 1883.

M. “The Canadian Pacific Railway,” in *The London Illustrated News*, July 24, 1886. Wood engraving.

N. “The Canadian Pacific Railway,” in *The London Illustrated News*, July 31, 1886. Wood engraving.

Stony Creek Bridge

The bridge over Stony Creek in the Selkirk range, is 280 feet high, surpassing in elevation any other structure of its kind. The line turns southward, down the valley of the Fraser River, and reaches Port Moody near the town of New Westminster on the strait that separates Vancouver Island from the American mainland.

At Loop, in the Selkirk Range

The line crosses the Rocky Mountains and enters the highlands of British Columbia, a mountainous country, with four successive ranges, of which the Selkirk range and the Cascade range are most remarkable, to be surrounded by the engineering works now practically finished.

— The Illustrated London News, July 31, 1886

O. “The Canadian Pacific Railway” in *The London Illustrated News*, December 1, 1888. Wood engraving.

Mount Stephen, East Side; Rocky Mountain Range

The view from the eastern side is as picturesque as one could locate any place in the world. The Railway station called Stephen

is 5,290 feet above the sea level, and here the waters begin to flow in two opposite directions; the stream running eastward having to join either the Athabasca or the Saskatchewan, and the latter finally to be discharged into Lake Winnipeg and Hudson’s Bay; while those of the westward slope meet with the Columbia River, the Fraser River, or the Thompson River, whose issue is in the Pacific Ocean.

Near the Glacier House and the Loop

To our right we pass the summit, and two miles on, reach Glacier House, a beautiful Swiss chalet, in front of which are beautiful fountains throwing up icy streams. Here, apparently a few hundred yards away to our left, is a monster glacier with its foot not far above the level of the road. With a glass, we see mighty fissures cracking its surface. It bends over the mountain like a falling curtain. We are told it is a mile and a half wide, nine miles long, and 500 feet deep.

— The Illustrated London News, December 1, 1888

P. “The Canadian Pacific Railway,” in *The London Illustrated News*, December 8, 1888. Wood engraving.

Q. “With Ice-Axe and Camera in the Rocky Mountains (British Columbia),” in *The Graphic*, October 19, 1889. Wood engraving.

R. “Sir Donald Station and Hotel, at the Great Glacier of the Selkirks, British Columbia, on the Canadian Pacific Railway,” in *Harper’s Weekly*, 1889 [vol. 23, no. 1702]. Wood engraving (from a photograph by William Notman & Son, Montreal).

S. “Salmon Fishing on the Fraser River,” in *Harper’s Weekly*, September 20, 1890. Wood engraving.

T. “The Canadian Wonderland: Across the Rocky Mountains With A Camera,” in *The Graphic* (London), June 4, 1892. Half-tone engraving.

A CONTINUOUS TRADITION OF CEDAR/WOOL WEAVING IN THE SALISHAN LINGUISTIC TERRITORIES

“What is common to language and art is the fact that neither of them can be considered as a mere reproduction or imitation of a ready-made, given, outward reality.”

— Ernst Cassirer, *Language and Art I* (Columbia University Seminar, 1942)

1. Storage basket. Lil’wat (Mount Currie), c. 1920.

2. Berry-picking basket (with buckskin straps). Nlaka’pamux/Thompson (Chase/Lytton), 1880–1900.

3. Storage basket. Lil’wat (Mount Currie), c. 1900.

4. Storage basket (for river/lake canoe). Lil’wat (Mount Currie), c. 1920.

5. Bait basket. Lil’wat (Port Douglas—at the head of Harrison Lake), c. 1900–1920.

6. Lidded storage basket. Lil’wat (Mount Currie), c. 1920.

7. Storage basket. Lil’wat (Mount Currie), c. 1900–1920.

8. Storage basket. Sliammon (traded from Pemberton—by way of Mount Currie, Lil’wat territory), c. 1900.

9. Child’s berry-picking basket. Sechelt/Shashishalem, c. 1920.

10. Berry-picking basket. Thompson/Nlaka’pamux, c. 1920.

11. Berry-picking basket (with buckskin ties). Lil’wat (Mount Currie), c. 1920.

12. Storage basket. Thompson/Nlaka’pamux (Lytton), c. 1920.

13. Storage basket with lid. Squamish/Skw̓xwú7mesh, c. 1940.

14. Berry-picking basket (“lighting” pattern). Thompson/Nlaka’pamux, c. 1900.

15. Storage basket. Lil’wat (Mount Currie), c. 1930.

16. Lidded storage basket. Halkomelem (Stolo: Upper Fraser River), c. 1920.

17. Storage basket (“snow-flake” pattern), Thompson/Nlaka’pamux, c. 1920.

18. Carrying basket. Sechelt/Shashishalem, c. 1945.

19. Melvin Williams (Wala7kitá). Gathering-basket, Lil’wat (Mount Currie), 2000.

“To speak of rules and to speak of meaning is to speak of the same thing; and if we look at all the intellectual undertakings of mankind, as far as they have been recorded all over the world, the common denominator is always to introduce some kind of order. If this represents a basic need for order in the human mind, and since, after all, the human mind is only part of the universe, the need probably exists because there is some order in the universe and the universe is not a chaos.”

— Claude Lévi-Strauss, *Myth and Meaning* (Massey Lectures, Canadian Broadcasting Corporation, 1977)

20. Agatha Moody. Storage basket, Squamish/Skw̓xwú7mesh, c. 1910.

21. Berry-picking basket. Squamish/Skw̓xwú7mesh, c. 1900.

[Collected after demolition of a North Vancouver house, 1980.]

22. Mary Natrall. Berry-picking basket, Squamish/Skw̓xwú7mesh, c. 1910.

23. Berry-picking basket. Squamish/Skw̓xwú7mesh, c. 1910.

24. Margaret Baker (P’elawkw̓w̓ia). Berry-picking basket, Squamish/Skw̓xwú7mesh, c. 1910.

25. Margaret Baker (P’elawkw̓w̓ia). Trout-fishing basket, Squamish/Skw̓xwú7mesh, c. 1920.

26. Cradle (P’ut’sus). Squamish/Skw̓xwú7mesh) c. 1920. [Collected after demolition of a North Vancouver house, 1980.]

27. Keith Nahanee (Kwetsimet). Ceremonial blanket (Swêwkw’elh), Squamish/Skw̓xwú7mesh, 2009.

28. Keith Nahanee (Kwetsimet). Ceremonial blanket (Swêwkw’elh), Squamish/Skw̓xwú7mesh, 2009.

29. Keith Nahanee (Kwetsimet). Ceremonial blanket. (Swêwkw’elh), Squamish/Skw̓xwú7mesh, 2009.

30. Keith Nahanee (Kwetsimet). Ceremonial blanket (Swêwkw’elh), Squamish/Skw̓xwú7mesh, 2009.

“Every form has not only a static being; it has a dynamic force and a dynamic life of its own. Light, colour, mass, weight are not experienced in the same way in a work of art as in our common experience. In the latter case we look at them as given sense-data out of which we build up by processes of logical thought or empirical inferences our concept of a physical universe, of an external world. But in art not only is the horizon of our sense-experience enlarged, but our perspective, our prospect of reality, is changed.”

— Ernst Cassirer, *Language and Art I* (Columbia University Seminar, 1942)

31. Berry-picking basket (with tumpline). Lil’wat (Mount Currie), c. 1910.

32. Burden basket (with light and dark imbrication motif representing Hell’s Gate—the deepest/



narrowest part of the Fraser Canyon.) Thompson/Nlaka’pamux. c. 1920.

33. Berry-picking basket. Thompson/Nlaka’pamux, c. 1920.

34. Berry-picking basket. Stl’at’imx (Lillooet), c. 1920.

35. Berry-picking basket (with “butterfly” pattern). Lil’wat (Mount Currie), c. 1900.

36. Berry-picking basket (with tumpline). Lil’wat (Mount Currie), c. 1910.

37. Burden basket. Thompson/Nlaka’pamux (Lytton), c. 1920.

38. Lidded storage basket. Thompson/Nlaka’pamux (Lytton), c. 1920.

“If we are led to believe that what takes place in our mind is something not substantially or fundamentally different from the basic phenomenon of life itself... between mankind on the one hand and all other living beings—not only animals, but also plants—

on the other, then perhaps we will reach more wisdom, let us say, than we think we are capable of.”

— Claude Lévi-Strauss, *Myth and Meaning* (Massey Lectures, Canadian Broadcasting Corporation, 1977)

39. Marguerita Jim. Rectangular storage basket, Lil’wat territory (Mount Currie), c. 1910.

40. Lucy Jim. Rectangular storage basket, Lil’wat territory (Mount Currie), c. 1920.

41. Katherine Pascal. Girl’s “coming of age” basket, Lil’wat territory (Mount Currie), c. 1910.

42. Placida Dan. Girl’s “coming of age” basket. Lil’wat territory (Mount Currie), c. 1910.

43. Berry-picking basket (with contemporary tumpline). Lil’wat territory (Mount Currie), c. 1870.

44. Placida Dan. Berry-picking basket (with *etskin*—“pit house”—motif), Lil’wat territory (Mount Currie), c. 1950.

45. Sulyan. Berry-picking basket (with ‘butterfly” motif), Lil’wat territory (Mount Currie), c. 1940.

46. Tumpline. Lil’wat territory (Mount Currie), c. 1930.

47. Cradle. Lil’wat territory (Mount Currie), 1973.

48. Melvin Williams (Wala7kitá). Ceremonial hat (cedar bark), Lil’wat territory (Mount Currie), 2009.

49. Melvin Williams (Wala7kitá). Storage basket with lid, Lil’wat territory (Mount Currie), 2009.

CONJUNCTIONS

1513–1811

1513 September 29: Spanish explorer Vasco Nunes de Balboa (c. 1475–1517), traveling from the east coast of Panama, arrived on the shore of the Pacific—the first non-native to do so—and took possession of the “Great South Sea from the Pole Arctic to the Pole Antarctic,” in the name of the Spanish monarch.

1523 October 21: Ferdinand Magellan (c. 1480–1521), the first explorer to undertake a voyage around the globe, discovered the eastern entrance of the passage that bears his name. In November, the fleet rounded the Cabo Deseao, the “desired” western terminus of the strait, and entered the “Great South Sea”—sighted by Balboa, and named Pacific by Magellan.

1523 Hernando Cortes (1485–1547), conqueror of Mexico, journeyed to the Pacific side of the country, establishing a naval base at Tehuantepec in Oajaco (from where he intended to build ships for exploration and the establishment of settlements further to the north).

1579 Francis Drake (c. 1540–1595/6), returning from his voyage around the world (commenced in 1577) attempted to return to

England by way of the mythical Strait of Anian—which supposedly connected the Pacific with the Atlantic (the Northwest Passage). Having reached 48° N, he was forced to turn southward—putting into a bay at the 38th parallel, where he remained for five weeks. The first Englishman to land on the Pacific shore of North America, he took possession for Queen Elizabeth, naming the area New Albion.

1592 Working for the Spanish King, the Juan de Fuca (Ioannis Foksas), made his second voyage to the Pacific Northwest, searching for the fabled Straits of Anian. The Strait of Juan de Fuca (principle outlet of Georgia Strait and Puget Sound) was named in 1787 by English Captain Charles William Barkley.

1670 King Charles II of England granted a charter to “The Governor and Company of Adventurers of England trading into Hudson’s Bay.” The first governor of the company was Prince Rupert; the actual founders were two Canadians, Pierre Esprit Radisson (c. 1640–1710) and Médard Chourart des Groseillers (1618–1696?).

1763 A British Royal Proclamation declared that “any lands whatever, which, not having

been ceded to or purchased by us... are reserved to the...Indians.”

1778 British navigator, cartographer and explorer James Cook (1728–1779), on his third voyage in the Pacific, landed at Nootka (Vancouver Island) in March—naming the location King George’s Sound. The first Englishman to set foot on what is now British Columbia, he was able to trade with native inhabitants and survey the coastline. Sailing as far north as 70°, he determined that there was no passage through the continent—thus eliminating the myth of the Strait of Anian.

1779 The North West Company was formed—with the aim of creating competition for the Hudson’s Bay Company in the fur trade. Having no royal charter granting fur-trading rights, the NWC traders ventured deeper into the North American continent than their HBC rivals.

1789 Estévan Martinez, Gonzalo Lopez de Haro and José Maria Narvaez arrived from Mexico on orders from Spain to establish sovereignty over the entire coast of British Columbia. Narvaez, sailing in and around what is now English Bay, was the first European to see a portion of the terrain which became Stanley Park: he named it Ponta de la Bodega (now Ferguson Point).

1792 George Vancouver (1757–1798) and William Broughton—in H.M.S. *Discovery* and H.M.S. *Chatham*—surveyed and explored the coasts of the mainland of British Columbia (continuing until 1794). Vancouver and Bodega Quadra (1743–1794) met to formally settle the restoration of properties seized by the Spanish in 1789.

1793 Alexander Mackenzie (1764–1820), fur-trader and explorer in the service of the North West Company, with Alexander Mackay (d. 1811), six voyageurs and two native helpers, made the first crossing of the continent north of Mexico.

1803 John R. Jewitt (1783–1821) armourer on the Ship *Boston*, and Captain John Salter reached Nootka on March 12. The ship’s part was seized ten days later by Chief Maquinna—with only Jewitt and one crewman, John Thompson, escaping massacre. Held captive until July, 1805, they were rescued by Captain Samuel Hill of the brig *Lydia*.

1805–1808 Simon Fraser (1776–1862), a partner in the North West Company, built the first trading posts in what is now the interior of British Columbia. In 1808 Fraser explored the Fraser River from Fort George (at the mouth of

the Nechaco River) to Musqueam, where, only a few miles from the Pacific Ocean, he was forced to retreat from hostile Native warriors.

1811 Fur trader, explorer and geographer David Thompson (1770–1857), ascended the Columbia River to its source, before turning and descending to its mouth at Fort Astoria—thus becoming the first non-native to travel its full length.

1812 On July 18, the United States declared war on Great Britain.

1814 The Treaty of Ghent ended the war of 1812.

1818 October 20: The London Convention, signed by Britain and the United States, provisionally established the 49th parallel as the boundary between American and British territories—from Lake of the Woods to the Rocky Mountains.

1818 November 24: A joint commission (provided for by the 1814 Treaty of Ghent) decided that territory west of the Rockies was to be jointly occupied for ten years by Britain and the United States.

1821 The Hudson’s Bay Company and the North West Company were united—and a monopoly of the fur trade was established (with exclusive license to trade with aboriginal inhabitants within vast, sparsely populated territories extending from Labrador to Oregon, and from the Red River to the Yukon.

1827 Fort Langley (the first Hudson’s Bay trading post on the mainland of lower British Columbia) was built on the southeast side of the Fraser River. Contact and trade (primarily with the northern and north-central Coast Salish) began accelerating significantly.

1846 On June 15th, the United States and Great Britain signed the Oregon Treaty—defining a 49th parallel boundary extending from the Rockies “to the middle of the channel which separates the continent from Vancouver’s Island and thence southerly through the middle of said channel, and of Fuca’s Straits to the Pacific Ocean.”

1849 By royal proclamation (in January) the colony of Vancouver Island was founded—its administration being granted to the Hudson’s Bay Company for a period of ten years. In July, Richard Blanchard (1817–1894) was appointed first Governor of Vancouver Island.

1851 James Douglas was made second Governor of Vancouver Island (a position held until 1863).

1857 In the Legislature of Upper Canada, Attorney General John A. Macdonald successfully introduced his *Act to Encourage the Gradual Civilization of Indian Tribes in This Province, and to Amend the Laws Relating to Indians*. Aimed at assimilating the aboriginal population, the Act awarded 50 acres (200,000 square metres) of land to any indigenous male deemed “sufficiently advanced in the elementary branches of education.” Acceptance of these terms would automatically “enfranchise” the recipient—removing any aboriginal affiliation or treaty rights. In the language of the Act (which was to be reinforced by the creation of residential schools) a government policy to have First Peoples removed from their “evil surroundings” would guarantee that “the savage child would be remade into a civilized adult,” and, ultimately, assimilated into the larger, colonial population.

John Palliser (1817–1887) was sent out by the Imperial Government to lead an exploring and scientific expedition to the Canadian Prairies and the Rockies. He had been asked to report on the feasibility of building a trans-Canada railway—and this research occupied him until 1861.

1858 The Colony of British Columbia was created on the mainland. James Douglas was named Governor and was sworn in at Fort Langley on November 19th. (The rights to govern had been acquired from the Hudson’s Bay Company.)

Humphrey Lloyd Hime (1833–1903) accompanied Henry Youle Hind (1823–1908) as the official photographer to the government sponsored Assiniboine and Saskatchewan Exploring Expedition—a topographical and geological endeavour aimed at procuring information from the region “lying to the west of Lake Winnipeg and Red River.” Hime’s engagement marked the first official use of field photography in Canada. (It had been traditional expedition practice to employ individuals with some competence in producing topographical drawings.) He had been instructed to document “all objects of interest susceptible of photographic delineation.”

The Fraser River became the scene of a major historic gold rush.

1859 New Westminster (the names Queensborough and Queenborough had been considered and rejected) was founded as the capital of the new Colony of British Columbia.

1860 July 16: New Westminster was incorporated as a city.

Father Leon Fouquet, a priest of the French Roman Catholic Oblates of Mary Immaculate, arrived in New Westminster—receiving instructions to find a site (somewhere along the Fraser) for a mission and boarding school for aboriginal students. St. Mary’s Mission School for Native Boys—the first of its kind in British Columbia—opened in November. [In November 1863, two sisters of the Order of St Ann opened a girls’ convent at St Mary’s Mission School. Forced to move, in 1882, because of the planned C.P.R. route (which would cut through the school property), the Oblates relocated to a new site, half a mile north of the river, where residences would house fifty boys and fifty girls. The last boarding school for Native children to have operated in British Columbia, St Mary’s School functioned until its final class graduated in 1959.]

The Cariboo gold rush began, contributing more to the development of New Westminster and Victoria (and to the stability and wealth of the two colonies) than all other known factors.

1862 Construction of the Cariboo wagon road began. Completed in 1865, this Royal Engineers’ feat (65 km long and 5.5 m wide) connected the towns of Yale and Barkerville, British Columbia.

A smallpox epidemic struck First Nation inhabitants, killing large numbers of people in BC.

At the London International Exhibition, William Notman, of Montreal, was awarded a medal “for excellence in an extensive series of photographs.”

1863–1878

1863 The first survey of Burrard Inlet documented the future Stanley Park region as “Coal Peninsula”—adjacent to Coal Harbour.

1864 Frederick Seymour (1820–1869) was appointed first separate Governor of the Colony of British Columbia. Arthur Edward Kennedy (1810–1883) was appointed Governor of Vancouver

Island to succeed Sir James Douglas (who had been Governor of both British Columbia and Vancouver Island).

1865 The Western Union telegraph line reached New Westminster; the first message was received on April 18.

1866 Vancouver Island was annexed to British Columbia, and on 17 November the two colonies were proclaimed a unity.

1867 July 1: The British North America Act created the new Dominion of Canada. The Act brought together a cultural conglomerate comprising Upper and Lower Canada (henceforth known as Ontario and Québec), Nova Scotia, and New Brunswick. John A. Macdonald was sworn in as the first Prime Minister—with a promise to introduce a railway system connecting old Canada with the Atlantic provinces.

Alaska was ceded to the United States by Russia.

1868 Victoria became the capital of British Columbia.

1869 November 19: under the terms of a deed of surrender, the Hudson’s Bay Company gave up its right of government.

1871 July 20: British Columbia entered Confederation with the Dominion of Canada.

The Geological Survey of Canada sent an expedition to British Columbia, with the aim of determining the best route for the Pacific Railway (as promised to British Columbia when it joined the Canadian Confederation). The Geological Survey was ordered to examine some of the routes proposed for the British Columbia interior by Sandford Fleming’s survey for the C.P.R. (in addition to determining local geological features and the extent of minerals to be found in their vicinity). Joseph Howe, Secretary of the Provinces, authorized Alfred Selwyn, Director of the GSC and the leader of the British Columbia explorations, to engage two photographers to accompany the expedition. It was officially agreed that the Montreal firm of William Notman would supply the photographic equipment and pay two men—Benjamin Baltzly and his assistant, John Hammond.



The field costs and transportation expenses were shared by the GSC and the Railway Survey.

Civil engineer Sanford Fleming was appointed engineer-in-chief, in charge of the Canadian Pacific Railroad Survey (to be completed in 1878).

November 11: The last British troops left Quebec City—ending the British occupation of Canada, except for a small garrison at Halifax.

1872 October 15: The Canadian Pacific Railway Company was formed. (Its federal charter to build a transcontinental line was received on February 5, 1873.)

1873 An Act of Parliament—the *Administration of Justice Act*—created the North West Mounted Police. Formation of the force (later named the Royal Canadian Mounted Police) was based primarily on safeguarding the proposed transcontinental railway. By establishing law and order throughout aboriginal territories, the force (which was fashioned after the Royal Irish Constabulary) would also be utilized in encouraging First

Peoples to sign treaties with the government of Canada.

John A. Macdonald was forced to resign as Prime Minister—due to evidence that had set in motion the “Pacific Scandal.” [Macdonald’s government had accepted campaign funds from Hugh Allan, C.P.R. Company President, in return for the C.P.R. contract of the previous year. The government had provided the railway company with a subsidy of 30 million dollars and 20,234,000 hectares of land. Allan had secured the C.P.R.’s 1873 charter by giving \$360,000 in campaign funds for the 1873 national election which had returned Macdonald and his Conservatives to office.]

On 5 November, the leader of the opposition, Alexander Mackenzie, was asked to form a new government.

1876 David Laird, Superintendent General of Indian Affairs, drafted the *Indian Act*, which was passed into law by the federal government. Constructed and proclaimed without Native participation, the Indian Act consolidated all earlier laws regarding aboriginal peoples and placed First Nation members in

a separate legal category based on race. Indian agents became intermediaries between First Peoples and the Government of Canada. [The act was revised in 1951.]

1877 *Treaty No. 7*, the last major post-Confederation-era treaty, was signed—by Crowfoot, Chief of the Blackfoot and Red Crow, Chief of the Blood—at Blackfoot Crossing (about 10 km east of Calgary).

With this legal agreement, all lands between the Rockies and the Cypress Hills were ceded to the federal government—in advance of construction of the C.P.R. Line to British Columbia.

1878 John A. Macdonald was re-elected as Prime Minister—promising to complete the Canadian Pacific Railway to British Columbia.

1879–1899

1879 February 8: In a lecture delivered at the Canadian Institute in Toronto, engineer Sandford Flemming proposed to divide the world into twenty-four equal time zones—with a standard time within each zone. [On 18 November 1884, his idea was adopted by twenty-five countries voting at the International Prime Meridian Conference in Washington, D.C. Standard time went into effect on January 1, 1885.]

A “Report on Industrial Schools for Indians and Half-Breeds”, commissioned by Prime Minister Sir John A. Macdonald, was submitted to Ottawa. Now known as the “Davin Report”, it led, ultimately, to public funding for the residential school system in Canada.

1880 Andrew Onderdonk (c. 1849–1905), a New York contractor, began construction of the CPR line in British Columbia—from Port Moody to Savonna’s Ferry, Kamloops Lake. Six thousand Chinese labourers worked the line.

October 21: The federal government signed a contract with the Canadian Pacific Railway Company (a new syndicate, unrelated to Hugh Allan) intending completion of the approximately 3,115 kilometers of the railway line from Lake Nippising via the Yellows Head Pass to Port Moody on the Burrard Inlet.

[The Yellowhead Pass route was abandoned in favour of a Rogers Pass line through the Rockies and the Selkirk Mountains, south of Kicking Horse Pass.] The government granted the enterprise a tract of land measuring 100,00 square kilometers, in addition to a twenty-year monopoly on railway construction on all lands south of the C.P.R. A final agreement was signed on 20 November.

1881 Major Albert Rogers, “The Railway Pathfinder”—a noted location finding engineer—was engaged by the C.P.R to supervise its route explorations through the mountain ranges west of Banff. In April he sent survey parties from Fort Calgary to explore passes through the Rocky Mountains; and on 21 July he personally found a suitable pass through the more westerly Selkirk Mountains.

Canadian Governor General, the Marquess of Lorne, attended a pow wow at Blackfoot Crossing, Alberta, where Chief Crowfoot pleaded for rations to save and support his starving people. Food, which the federal government had agreed to supply, was being improperly distributed.

1882 William Cornelius Van Horne was appointed General Manager of the C.P.R.

The C.P.R. signed a contract with Langdon, Shepard & Company of Minnesota for construction of 805 kilometers of main line across the prairies.

1883 Acting under pressure from newly arriving missionaries in British Columbia, the federal government outlawed the *potlatch*—a ceremony that included feasting and gift-giving within a process of continuously redistributed wealth. [The legislation was revoked in 1951.]

Travelling from Montreal, Sir William Van Horne viewed Canadian Pacific Railway territories as far west as Holt City (now Lake Louise). At his request, railway surveyors were sent to formally designate the Lake Louise region as a wilderness reserve.

1884 William Cornelius Van Horne was advanced to the position of C.P.R. Vice-President.

Legislation (passed in Ottawa) created a system of state-funded



Indian Residential Schools. The Roman Catholic, Anglican, Presbyterian and United Churches provided staff and administration to the schools.

Franz Boas (1858–1942) arrived in Saint John, New Brunswick, after a year-long expedition studying the Inuit of Cumberland Sound and Baffin Island. In 1895, his study of myths and legends from the “North Pacific Coast of America” was published in Berlin. His “Preliminary Notes on the Indians of British Columbia” were published in the *Report of the British Association for the Advancement of Science* (1889).

Canadian Parliament passed the *Indian Advancement Act*, encouraging “democratic” election of chiefs by Indian bands—in line with municipal governments throughout the country.

1885 January 24: A commercial telegraph system (operated by the Montreal-based Canadian Pacific Railway Company) was completed from the Atlantic to the Pacific.

February 25, 1885: Cornelius Van Horne secured formal agreement with British Columbia Premier

William Smithe for an extensive allocation of land on False Creek (an extension of English Bay)—enabling him to build C.P.R. yards, shops, and a roundhouse.

March 26: At Duck Lake (35 miles from Prince Albert, Saskatchewan), Louis Riel launched the North-West Rebellion (in a region then known as the Northwest Territories). Operating in association with Canada’s minister of militia, C.P.R. executive Cornelius Van Horne moved troops from Montreal to Fort Qu’Appelle, west of Winnipeg. [In total more than 3,000 men travelled to the prairies by way of the railway]

May 15: Louis Riel surrendered to Major-General Frederick Middleton. Sentenced, for treason, on September 18, he was hanged (in Regina, Saskatchewan) on November 16.

November 7: The last spike of the Canadian Pacific Railway through-line to the Pacific was driven at Craigellachie (a site on the Eagle river, near Sicamous, British Columbia).

November 25: Banff National Hot Springs Reserve, at the foot



of Sulphur Mountain, in the Rocky Mountains—Canada’s oldest and the world’s third largest national park—was established by the federal government. (Three C.P.R. Workers had chanced upon the site in 1883.) The park’s name was changed to Rocky Mountain Park in 1887—and renamed Banff National Park in 1911.

C.P.R.’s first land commissioner, Lauchlan Hamilton (1852–1941), commenced his survey for the laying out of a street system in Vancouver [In January 1885, C.P.R.Vice-President William Cornelius Van Horne had written to the railway land commissioner, outlining his intention to reserve land (for the Company’s use) in the vicinity of present-day Stanley Park.]

1886 April 6: Vancouver was incorporated as a city. It was almost entirely destroyed by fire on 13 June. [Its name, honouring

the memory of explorer and navigator George Vancouver, had been chosen by C.P.R. Vice-President William Van Horne—for the Company’s western terminus.]

June 23: Conducting their first item of business after the fire, Vancouver’s Mayor and Aldermen sent a petition to Ottawa—requesting the Dominion Government to grant “the whole of that part of the Coal Harbour Peninsula known as the Government Reserve...for a Public Park.” Without waiting for a reply from Ottawa, Lauchlan Hamilton (functioning as a city alderman, in addition to his C.P.R. land commissioner’s role), personally conducted a survey of the first path around the park.

The first transcontinental train from Montreal departed on June 28—arriving at Port Moody on July 4.

1887 May 23: The first train from Montreal arrived in Vancouver. It carried a banner that stated: MONTREAL GREETES THE TERMINAL CITY.

June 8: The Privy Council of the Dominion of Canada approved Vancouver’s petition to reserve federally-owned land for a City Park.

1888 William Cornelius Van Horne advanced from Vice-President to President of the Canadian Pacific Railway Company.

The C.P.R. Company’s Vancouver Hotel opened on May 15.

On 27 September, Stanley Park, was officially opened. [Vancouver’s mayor, David Oppenheimer, had asked Montreal-based C.P.R.director, Sir Donald Smith, later Lord Strathcona, to select a name for the park. Smith (who in 1885 had driven the ‘last spike”

in the transcontinental railway) accorded the civic honour to Canada’s Governor General of Canada, Lord Stanley of Preston.]

1899 Cornelius Van Horne resigned as C.P.R. President; he was replaced by Thomas Shaughnessy (1853–1923), who served until 1918.

The C.P.R. sponsored Canada’s first promotional film—an advertising production intended to encourage immigration.

Illustrations in this Guide

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Keith Nahanee. Ceremonial Blanket, 2004, (detail). Photo courtesy: Meirion Cynog Evans

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Benjamin Baltzly. *Murchison’s Rapids, North Thompson River, BC*, 1871 © McCord Museum. I-70025.1

p.6
A. B. Thom. *Interior of snow shed, Summit of Selkirk Mountains, BC*, c. 1887 © McCord Museum. MP-1993.6.6.26

p.10–11
Scow Wash Bridge, three miles above Keefers Station, BC, c. 1885
Attributed to Charles MacMunn
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“Sir Donald Station and Hotel, at the Great Glacier of the Selkirks, British Columbia, on the Canadian Pacific Railway,” in *Harper’s Weekly*, 1889 [vol. 23, no. 702]. Wood engraving (from a photograph by William Notman & Son, Montreal).

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Berry-picking basket (with buckskin straps). Nlaka’pamux/Thompson (Chase/Lytton), 1880–1900. Photo: Meirion Cynog Evans

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William MacFarlane Notman. *Stony Creek Bridge, Glacier Park, BC*, 1897 © McCord Museum. V3112

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William MacFarlane Notman. *Scuzzie Falls near North Bend, BC*, 1887 © McCord Museum. V1757

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William McFarlane Notman. *Cisco bridge on the C.P.R., BC*, 1887 © McCord Museum. V-1748

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