

3 From Sea to Sea Adding Provinces and Territories

Heading West

May 1. Went to the 'New' Fort, Toronto, with the intention of enlisting in the North-West Mounted Police [NWMP].... Colonel George Arthur French, the Commissioner of the Force, and my father had served together in the ... Army, and the Colonel at once informed my father in downtown Toronto of my action and whereabouts. Father lost no time in coming post haste to interview the Colonel, with the view of preventing my enlistment, but after a rather stormy argument between us, he arranged with the Colonel to take me on as Trumpeter for a period of not more than six months. And so I am now a member of the NWMP at the age of fifteen years.

A teenager named Frederick Augustus Bagley wrote the above words in 1874. Bagley was one of many Canadians who looked forward to adventure in the Canadian West. He joined the new police force being formed in the North-West Territories.

Prime Minister Macdonald and the Fathers of Confederation dreamed of a country that

AS YOU READ, THINK ABOUT

- the role the North-West Mounted Police played in the North-West Territories
- the changes that came about when gold was found in British Columbia
- how the railway was built, and how it changed the country
- how Canada became a country from sea to sea

would stretch from sea to sea. However, many things had to change before those dreams could come true.

First, the Canadian government had to negotiate with the First Nations who lived on the Prairies. The government wanted their land for settlement.

Second, the government wanted to end the illegal whisky trade that had sprung up there.

Third, the government wanted to drive out the American hunters and traders who roamed the Prairies. Many people worried that the United States still had its eyes on Canada's land.

In May 1873, something terrible happened in Cypress Hills, Saskatchewan. Thirty-six Nakota (Assiniboine) men, women, and children were murdered by American whisky traders who wanted to hunt in the Nakota territory. Macdonald knew that he could not wait any longer



Figure 3.1 Frederick Bagley joined the North-West Mounted Police in 1874 at the age of 15. He planned to be with the force only six months. Instead, he served close to 25 years. He retired in 1898.

to bring law and order to the West. On May 23, 1873, Parliament passed the act that created the North-West Mounted Police.

From the fall of 1873 to the spring of 1874, 300 men trained as police officers at Fort Garry. In July 1874, they left from Fort Dufferin, south of Fort Garry, to begin their journey west to the area around the Cypress Hills. In Ottawa, the Liberals, led by Alexander Mackenzie, had defeated Sir John A. Macdonald's government. The new police force would begin under Prime Minister Mackenzie.

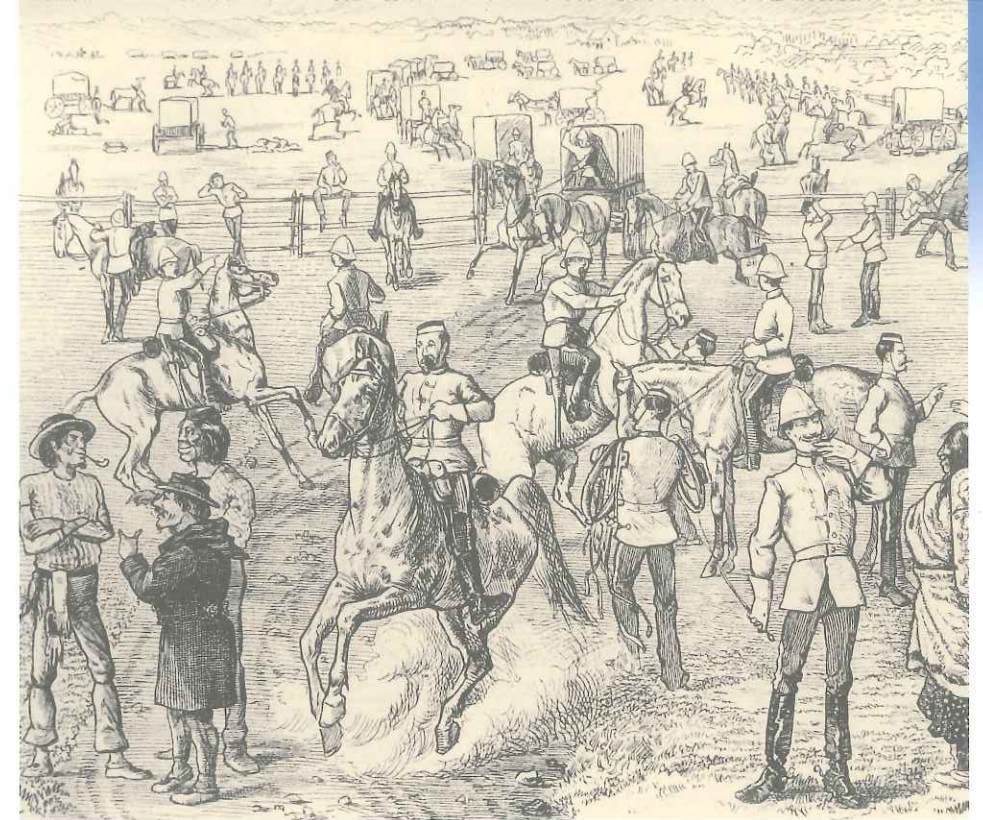


Figure 3.2 The start of the police march from Fort Dufferin, Manitoba, by Henri Julien. Julien was an artist for the *Canadian Illustrated News*. He was invited by the NWMP commander G.A. French to record what he saw on the March West.

Alexander Mackenzie (1822–1892)

Alexander Mackenzie was born in Perthshire, Scotland. He went to Canada at age 20. He soon found work as a stonemason and building contractor in Canada West (Ontario). Mackenzie had always liked politics. He was a strong believer in a society where people were equal, and not separated by class. By 1852, Mackenzie was the editor of a newspaper that called for reform. In 1861, he was elected to the Provincial Assembly of Canada West. In 1867, he was elected to the House of Commons. Mackenzie was a member of both the provincial and federal governments until 1872. At that time, he gave up his Ontario seat.

In April 1873, when Prime Minister Macdonald resigned because of the Pacific Scandal (see p. 38), Mackenzie became prime minister as leader of the Liberal party.

Mackenzie was not seen as a strong leader, possibly because the country fell into an economic decline during his term. However, while Mackenzie was in

office, from 1873 to 1878, the Supreme Court of Canada was created. The Royal Military College was set up in Kingston, Ontario. Thousands of square kilometres of land were cleared for the transcontinental railway. More than 19 000 kilometres of the railway were surveyed. Mackenzie's government also passed the Dominion Elections Act, 1874. This made secret ballots the law.

John A. Macdonald was re-elected prime minister in 1878. Alexander Mackenzie stayed on as a member of Parliament until his death in 1892.



Figure 3.3 Alexander Mackenzie

The North-West Mounted Police

In 1874, Frederick Bagley came under the command of Colonel George Arthur French, the force's first commissioner. Bagley wrote:

In a speech to the men during General Parade, P.M. Colonel French pointed out that hardships, starvation, thirst and possible death awaited us in the West, and if any man feared for the future he was at perfect liberty to leave the Force immediately, and no attempt would be made to stop or arrest him. Fifteen men deserted during the past two nights. Supper of wet and dry [dry toast and tea].

As a trumpeter, young Bagley had to give the orders to the rest of the outfit. The trumpeter was the unit's alarm clock, waking everyone up in the morning. If the unit had to attack, he was the one to sound the charge. When the men were to hit the trail after a meal, he played "Boot & Saddle." In between, he did what he was ordered to do and played any song that he was ordered to play.

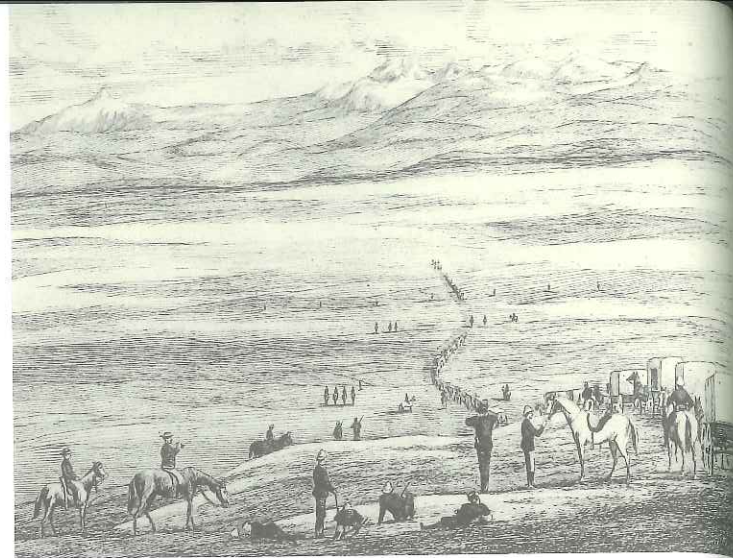


Figure 3.5 The Great March West ended just north of Sweetgrass Hills, Montana.

The Great March West

On July 4, 1874, 300 men of the North-West Mounted Police left Fort Dufferin, Manitoba, on horseback, dressed in bright red jackets. They took livestock and wagons full of supplies with them on their 1500-kilometre trek. Half the men headed to Fort Whoop-up, just north of the Montana border. That was where the whisky-trading bandits were hiding out. The rest headed north.



Figure 3.4 GREAT MARCH WEST. In 1874, after a hard three-month march, one group of about 150 police led by Colonel James Macleod went after the whisky traders near the Cypress Hills. Other members of the force led by Inspector W.D. Jarvis set up other posts, such as Fort Ellice and Fort Saskatchewan. Fort Calgary and Fort Walsh were built the following summer.

Jerry Potts (1840–1896)

Jerry Potts was the son of a Kainai (Blood) mother and a Scottish-American father. He was hired away from the whisky trade by the North-West Mounted Police. On the March West, he guided the force to Fort Whoop-up. He seemed to know every bit of land. He also knew the ways of the peoples living on the Prairies. He was a very useful guide and interpreter. Potts helped the police and First Nations make peace with each other. He worked the last 22 years of his life as a NWMP scout.



Figure 3.6 Jerry Potts

During the trip, some men became sick from drinking bad water. Clouds of mosquitoes and severe thunderstorms made the trip hard. Horses grew weak from lack of food and water, and many died. When the force arrived at its destination in early October, the whisky traders had fled.

Over the next few years, the Mounties, as the police force came to be known, built forts throughout the Northwest. These posts became their headquarters:

- Fort Macleod, in the southwest corner of what is now Alberta
- Fort Calgary, on the Bow River
- Fort Walsh, in the Cypress Hills
- Fort Saskatchewan, on the North Saskatchewan River near present-day Edmonton.

Establishing law and order

When we think about police today, we think about men and women who catch criminals and keep us safe. When the North-West Mounted

DID YOU KNOW? The North-West Mounted Police became the Royal North-West Mounted Police in 1904. The British government gave it the new name after several men from the force served with honour in the Boer War (see p.80). When the force merged with the Dominion Police in 1920, it was renamed the Royal Canadian Mounted Police (RCMP).

Police was formed, its most important duties were to form good relations with First Nations and to get rid of the whisky traders. The police did far more, however. They

- provided medicine
- gave out food to First Nations people when supplies were low
- delivered mail
- took the census
- acted as justices of the peace
- kept track of agricultural conditions
- settled fights

Sam Steele (1851–1919)

Sam Steele was born in Orillia in Upper Canada. As a young man, he travelled west with Colonel Wolseley's force to the Red River settlement (see p. 30). He was the third officer signed on to the North-West Mounted Police.

Steele was known for his great strength. He was hired to train the men to ride horses on the March West. With the harsh conditions, Steele had to keep them going to get to the next rest stop.

In 1897, Steele was ordered north to become NWMP commander in the Yukon (see p. 41). He also fought in the Boer War and the First World War. In 1919, while in England, he died from the flu. He is buried in St. John's Cemetery in Winnipeg.



Figure 3.7 Sam Steele

British Columbia Joins Canada

"There is no doubt of the richness of the diggings, men being able to make from five to twelve dollars a day easily, and that, too, with the rudest implements," read one California newspaper about the new gold discoveries in British Columbia.

The promise of gold brought many adventurers to the West Coast. In 1849, gold fever had spread among men hoping to strike it rich overnight in the hills near San Francisco. In 1857, word spread of a new discovery on the Fraser River of British Columbia. Many of the gold-hungry men turned their sights northward. They flocked to British Columbia. Often they abandoned their California lives in a matter of hours.

Within months, the orderly little town of Victoria (population 700) was surrounded by a huge ring of grey canvas tents. By the end of the year, 30 000 **prospectors** had made their way through Victoria to stake gold **claims** along the Fraser River.

The governor of Vancouver Island, James Douglas, watched as American gold seekers flooded the area. He became concerned that the United States was about to invade. He was also worried about gold seekers trespassing on Aboriginal land. He worried they would violate First Nations' own rights to the gold there – gold they had been mining for years. The First Nations of British Columbia shared that worry.

To avoid any trouble, Douglas made the miners take out licences. He demanded they follow the law. Judge Matthew Begbie was charged with keeping the peace. The newcomers learned to behave.



Figure 3.8 Sir James Douglas, governor of British Columbia



Figure 3.9 *The New Eldorado – A Complete View of the Newly Discovered Goldfields in BNA with Vancouver Island and the Whole of the Seaboard from Cape Flattery to Prince of Wales Island.* This print, published in 1858 in London, shows the British Columbia goldfields.

Amor de Cosmos (1825–1897)

Among those who joined the Fraser Valley gold rush was a man with an unusual name. In 1852, Bill Smith left his native Nova Scotia for the goldfields of California. There, he found his own kind of gold. It was in the new business of photography. This is how he made his living. He also decided to change his name to Amor de Cosmos (meaning "lover of the universe").



Figure 3.10 Amor de Cosmos

While de Cosmos seemed interested in gold rushes, he did not do any real prospecting. He came to the Fraser Valley because he liked the energy of the gold rush itself. In 1858, he followed his brother to Vancouver Island. There, he started his own newspaper, still published today as the *Victoria Times-Colonist*. As its editor, he was a reformer who wanted change. He spoke out against the government of James Douglas and his upper-class friends. He considered them undemocratic. He became a strong **advocate** for Confederation and Responsible Government in the new province.

De Cosmos became premier of the province between 1872 and 1874. He also became a member of Parliament. He left politics in 1882 after losing his seat in the federal election. As he got older, his **eccentricities**, which included fist-fighting, public temper tantrums, and crying, became more serious. He was labelled "of unsound mind."

The Fraser Valley gold rush did not last much beyond the end of 1857. Many disappointed miners returned home. But others thought that the gold must be coming down the river from somewhere. They pushed farther north in search of its source. In 1861, a miner named Billy Barker found gold in the Cariboo district. This discovery sparked another gold rush. Between 1862 and 1870, more than 10 000

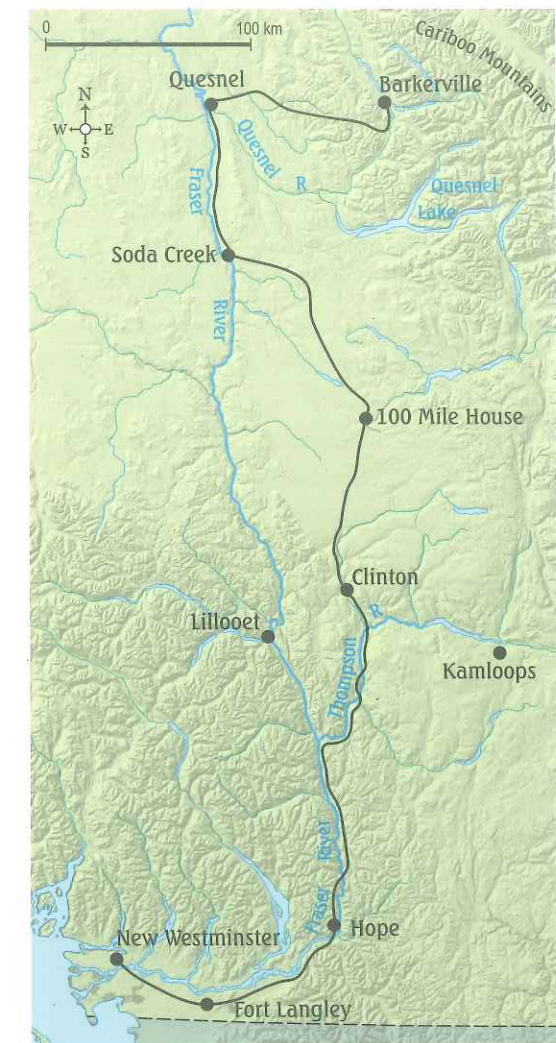


Figure 3.11 *GOLD RUSHES OF THE FRASER VALLEY AND CARIBOO*

fortune seekers went to the goldfields near Barkerville, British Columbia.

The 1858 gold rush brought many Americans to the area. This led the British government to strengthen its power in the region. It proclaimed the mainland the Crown colony of British Columbia. New Westminster was its capital.

Vancouver Island had been its own colony since 1849. The two colonies joined together in 1866. In 1871, the new province of British Columbia joined Confederation, based on the promise of a transcontinental railway joining it to the rest of Canada.

Railway!

The big black locomotive chugged its way westward. The number 374 was painted on its front. A photograph of Queen Victoria hung above it. The train had made its way from Montreal. It travelled over the rugged Canadian Shield, across the flat Prairies, and through the breathtaking mountains of British Columbia. On May 23, 1887, as the train came to a stop, a band struck up the song “See, The Conquering Hero Comes.” The new city of Vancouver was now officially open for business.



Figure 3.12 Locomotive 374 arrives in Vancouver in 1887.

The building of the railway had taken several years, cost millions of dollars, and taken the lives of many people. It had forced Prime Minister Macdonald from power for four years. It took the will of many people to complete the railway. However, when it was finished, the railway helped change the face of Canadian society by bringing new people to Western Canada.

The Pacific Scandal

Hugh Allan was the richest man in Canada in the 1870s. He was an **industrialist** who owned his own steamship line. He heard about plans to build a railway from sea to sea, and made up his mind to be the one to build it. However, Allan

knew that to win the contract, he would need something the other bidders did not have.

Meanwhile, Prime Minister Macdonald was getting ready for his second election in 1872. He was losing support in Ottawa and Quebec. He needed money to pay for his **campaign**.

Macdonald needed money. Allan needed a favour. After Macdonald won the 1872 election, it was learned that he had accepted \$360 000 from Allan to help pay for his election campaign. In return, Allan and his company had been promised the railway contract. There was a huge public outcry. The affair became known as the *Pacific Scandal*. Macdonald and his government resigned in October 1873. Alexander Mackenzie's Liberals became the next government. Allan's company lost the contract.

A new start

Macdonald returned to power in 1878. By then, the Liberal government had completed 4000 kilometres of railway. Macdonald's Conservatives wanted to see it finished. They hired a **syndicate** of Canadian businessmen and European bankers to complete the project. The new firm was called the Canadian Pacific Railway Company. An American railway engineer named William Van Horne (1843–1915) was hired to oversee the construction. Under Van Horne, 19 000 kilometres of new rail line were to be built between Ontario and British Columbia. It was to meet up with another line that was being built from Port Moody on the Pacific Coast to Kamloops in British Columbia's interior.

People came from the United States, Eastern Europe, Scandinavia, Italy, and Germany, eager to work on the railway and start a new life in Canada. Survey crews staked out the route for the new railway. Construction crews followed. The men who built the railway worked long, hard days. They laid track through swamps, across rivers, and over mountains. They used dynamite to build tunnels through rock. They built huge **trestle** bridges to raise the track across deep canyons and raging rivers.



Figure 3.13 Construction crew at Rat Portage (Kenora) building a trestle bridge over muskeg (1881–1882). Trestle bridges were made from braced frameworks of wood. They were designed to go over obstacles, such as swampy land, ravines, and through mountains.

It was very hard to build the rail line from the Pacific Coast to the interior of British Columbia. This was because it passed through mountains and around steep, rocky cliffs. Although that section of the railway was only 615 kilometres long, it took seven years and 15 000 men to build. Close to 9000 of the workers were Chinese.



Figure 3.14 Donald A. Smith drives the last spike of the Canadian Pacific Railway at Craigellachie on November 7, 1885. Peeking out from behind Smith is young Edward Mallandaine. He had run a pony express service to the construction crews. Edward grew up to be an architect and land developer. He was also cofounder of the city of Creston, British Columbia.



Figure 3.15 Chinese railway workers in British Columbia. Sir John A. Macdonald said that “without the great effort of Chinese labourers, the CPR could not have been finished.”

An American contractor was in charge of this section of the line. To save costs, he had the workers use a cheaper but more dangerous explosive than dynamite to blast the rock along the route. More than 700 men, mostly Chinese, died building this dangerous stretch of railway.

On November 7, 1885, company partner Donald A. Smith drove in the last spike of the Canadian Pacific Railway at Craigellachie, British Columbia. The railway from the Atlantic to Pacific was complete.

The Klondike

To Whom It May Concern,

I do, this day, locate and claim, by right of discovery, five hundred feet, running up stream from this notice. Located this 17th day of August, 1896. —G.W. Carmack.

One August day in 1896, George Carmack, his wife Kate, Kate's brother Skookum Jim Mason, and a friend, Tagish Charlie, were looking for gold at a place named Rabbit Creek, Yukon. History is not clear on what exactly happened there. Carmack claimed he saw a huge gold nugget and pulled it from the ground. Jim and Charlie said that Carmack was asleep and that Jim found the nugget while washing

dishes in the creek. Nevertheless, the find was worth about four dollars, and there was promise of more.

There *was* more. Over the next few days, the men made claims along the site. Soon they had many small gold nuggets. The find brought people from all over the continent. Rabbit Creek was renamed Bonanza Creek. About 100 000 prospectors made the dangerous and expensive trip to the Klondike goldfields.

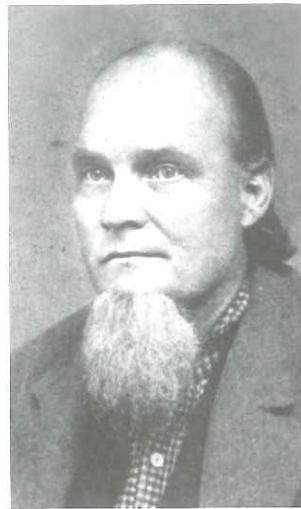


Figure 3.17 George Carmack



Figure 3.16 Two miners and their dog stand beside a gold rocker. The miners poured gravel and water into the top, then rocked the box back and forth. Water and sand washed out, leaving the gold in the bottom. When they had access to a lot of water, miners used a sluice box, like the long trough shown in the background. They shovelled gravel into the trough, which was tilted downward. Then they poured water in to wash away the dirt and gravel. The gold remained in ridges on the bottom. Rockers and sluices were two of the basic tools used in this kind of mining.



Figure 3.18 THE KLONDIKE GOLD REGION

A new city arose where the Klondike and Yukon rivers meet. It was called Dawson City. It soon had a population of 40 000. The North-West



Mounted Police were sent to keep things in order. Sam Steele was in charge of the busy Yukon force. The usual problems, such as gambling and drinking, were allowed, but watched closely.

Many men struck it rich. However, the end of the 19th century was also the end of the Klondike gold rush. In 1899, thousands of the men left the Yukon and headed back south. Within five years, Dawson City's population was down to 5000.

Faith Fenton (1857–1936)

In the 1880s, Faith Fenton was one of Canada's leading female journalists. Although journalists were not always liked, thousands read Fenton's column in Toronto's *Empire* newspaper. She often wrote about famous people whom she met.

During this same period of time, Alice Freeman worked as a schoolteacher. Only Freeman's closest friends knew that she was leading a double life. Alice Freeman, the teacher, was also Faith Fenton, the journalist.

In 1894, a year after her real identity was discovered, Freeman gave up teaching to write full-time. In 1897, Freeman went to the Yukon along the same trails as the prospectors searching for gold. She wrote several stories about the dangerous journey for the *Globe* newspaper.



Figure 3.19 Faith Fenton

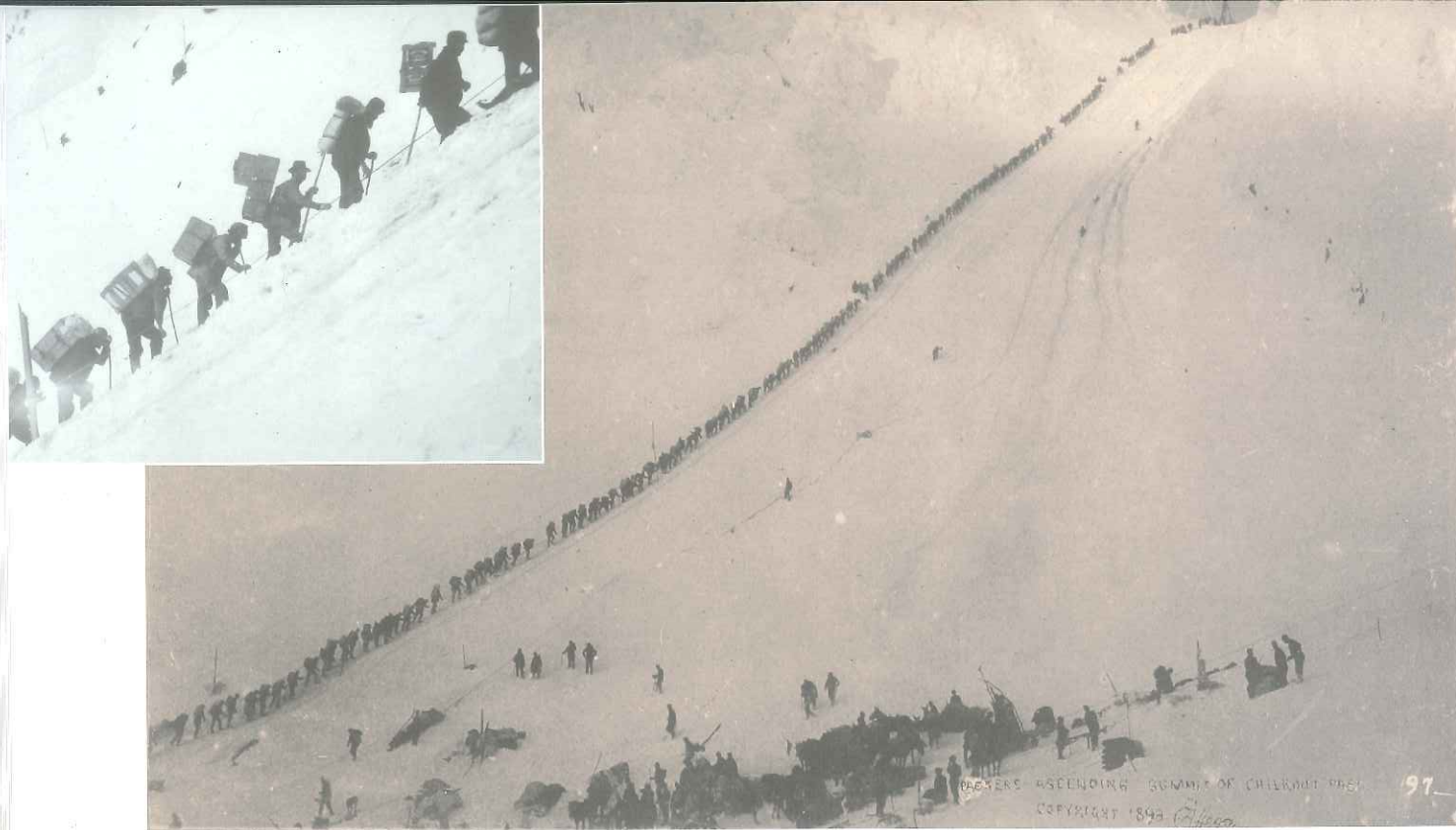


Figure 3.20 Prospectors who came to the Klondike from Skagway, Alaska, had to trek across the Chilkoot Trail to the Yukon. To be allowed into Canada, miners needed to bring a year's supply of food with them. They also needed to bring clothes and other supplies. They would make a series of trips over many months. Once at the top, 939 metres above sea level, they could travel down the other side on toboggan-like pieces of wood. The march continued 24 hours a day. Those who dropped out to rest often had to wait many hours to get back in line.

Robert Service (1874–1958)

Robert Service, more than any other writer of his time, captured the spirit of the Klondike gold rush:

*Men from the sands of the Sunland;
men from the woods of the West;
Men from the farms and the cities,
into the Northland we pressed.
Graybeards and striplings and women,
good men and bad men and bold,
Leaving our homes and our loved ones,
crying exultantly – "Gold!"*

– from *The Trail of Ninety-Eight*

Service was born in England and raised in Scotland. He moved to British Columbia in 1896. He arrived in the Yukon in 1905. It was long after the gold rush had ended. As a bank clerk, he met the prospectors, gamblers, and others who had stayed in the town. He listened to their stories and turned them into poems that became popular around the world.

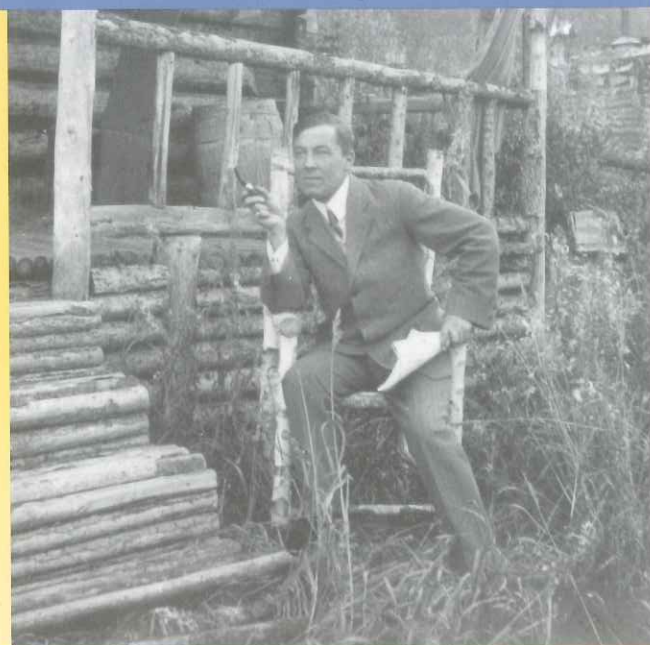


Figure 3.21 Robert Service at his Yukon home

More Provinces and Territories

Prince Edward Island

The leaders of Prince Edward Island had chosen not to join Confederation in 1867. They worried that the small colony's concerns would be ignored in such a large country. They also thought they would have to pay higher taxes. They were happy to remain a colony of Britain.

At first, Prime Minister Macdonald accepted Prince Edward Island's decision. Within a year, however, Macdonald became worried that there was too much trade with the United States. In 1869, he again tried to get the island to join Canada. He offered money, trade, and communication links to the mainland. However, the people still refused.

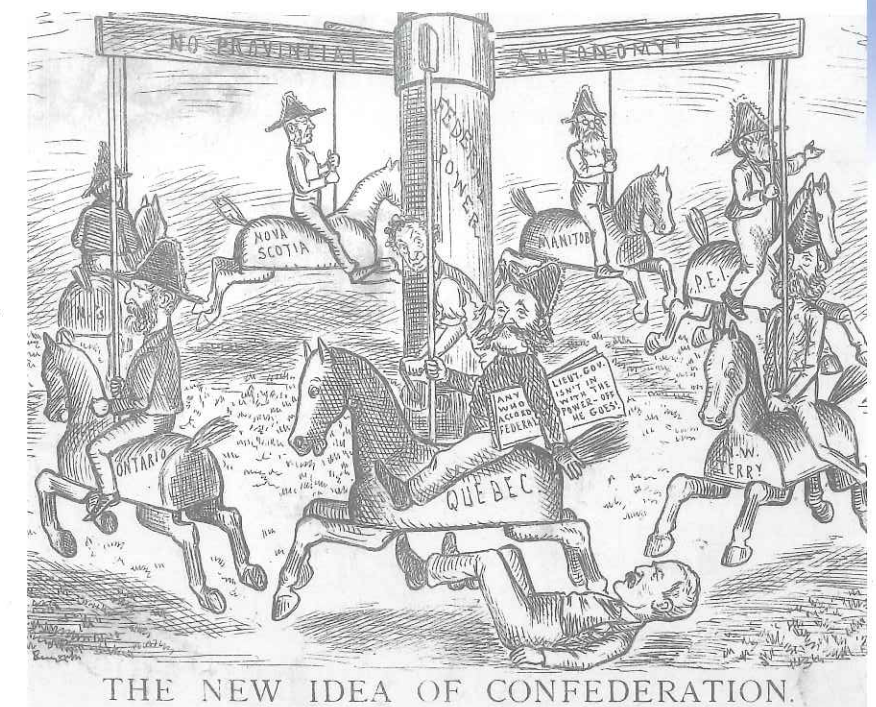


Figure 3.23 This cartoon appeared in August 1879 in *Grip* magazine. What do you think the cartoonist was trying to say?

By 1873, however, the people of Prince Edward Island were tired of railway debts and British landlords who did not live on the island. The



Figure 3.22 Celebrations in Edmonton, as Alberta joins Canada, 1905

island colony decided to join Canada, because it was promised a steamship service to the mainland. It was also promised six representatives in Parliament. As well, each person would receive \$50. On July 1, 1873, Prince Edward Island became Canada's seventh province.

Yukon

At the end of the 19th century, thousands of people travelled to the Yukon in search of gold. In 1898, the Canadian government made the Yukon a separate territory with its own council. That way, it could better control the growth of the area. Dawson City became its capital. In 1952, Yukon's capital moved to Whitehorse.

Alberta and Saskatchewan

The beginning of the 20th century was an exciting time for Canada. The economy was strong. The population was growing. Between 1870 and 1890, many farmers from eastern Canada, then people from Europe, moved to the West (see chapter 5). With the population growing so quickly, the federal government decided to make a province in the North-West Territories. This would allow roads, schools, and other services that the provinces were responsible for to be built. In 1905, the territory was divided into *two* new provinces: Alberta and Saskatchewan. Once again the map of Canada changed.

Newfoundland

Newfoundland had been asked to join the new nation in 1867. Some Newfoundlanders were excited by the idea. Others were not. Roman-Catholics worried they might become victims of anti-Catholic laws. Merchants did not want to pay higher taxes. In the end, the people of Newfoundland decided they wanted to control their own economy. They decided not to join Canada.

From 1916 on, however, Newfoundland had great economic losses. It had huge debts from being part of the First World War. Then, in the 1930s, the price of fish dropped. This sank the colony into an economic **depression**. In the 1940s,



Figure 3.24 Joey Smallwood signs the agreement bringing Newfoundland into Confederation. Newfoundland officially became a province on March 31, 1949.

newly built American and Canadian military bases provided jobs, but the economy still suffered.

In 1946, the government of Newfoundland held a national convention to talk about the colony's future. A journalist named Joseph (Joey) Smallwood was a delegate at the convention. He led the campaign for Confederation. In 1948, the people of Newfoundland voted to join Canada. They won by a very small margin. In 1949, Newfoundland became the tenth province. Joey Smallwood became its first premier. In December 2001, the province's official name became *Newfoundland and Labrador*.

Northwest Territories

As Canada grew in size, the North-West Territories got smaller. Before 1870, it was the name for all the land that lay northwest of central Canada. It belonged to the Hudson's Bay Company. In 1870, the Hudson's Bay Company sold all this land to Canada. Over the years, new provinces and territories were carved out of this huge piece of land. These include Alberta, Saskatchewan, and Yukon Territory. Older provinces – Ontario, Quebec, and Manitoba – expanded their boundaries into the territory. In 1999, the Northwest Territories (its name since 1906) was divided into two parts. The eastern part became Nunavut. The western part is today's Northwest Territories.

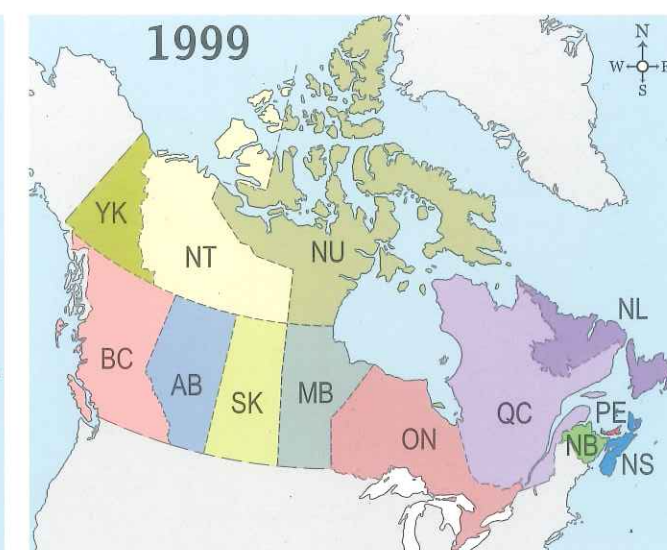
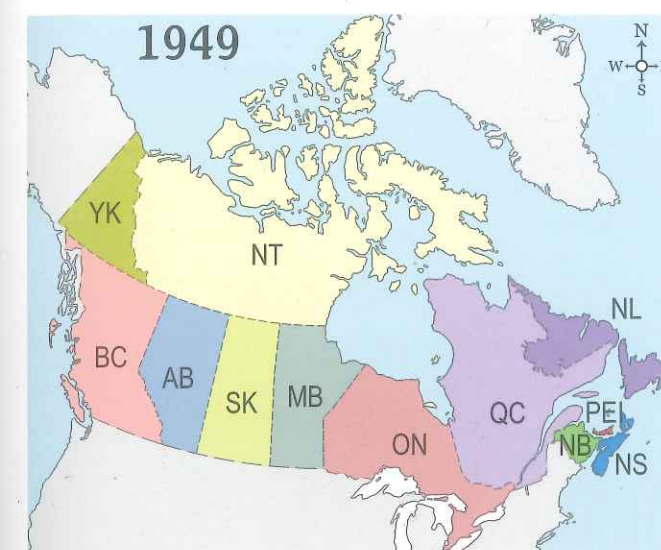
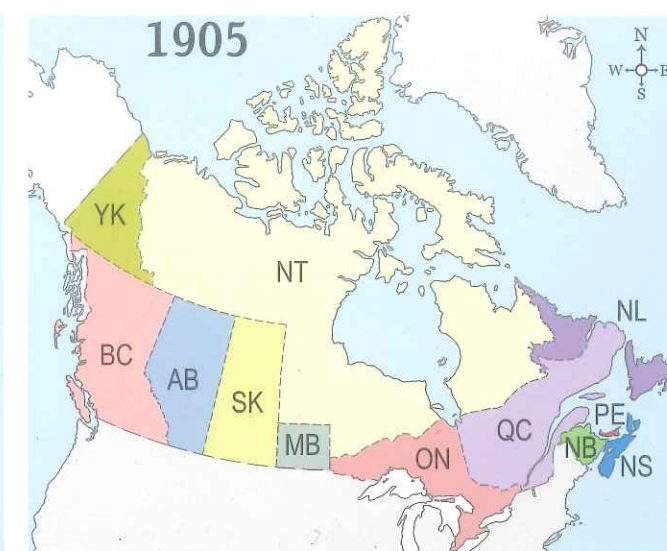
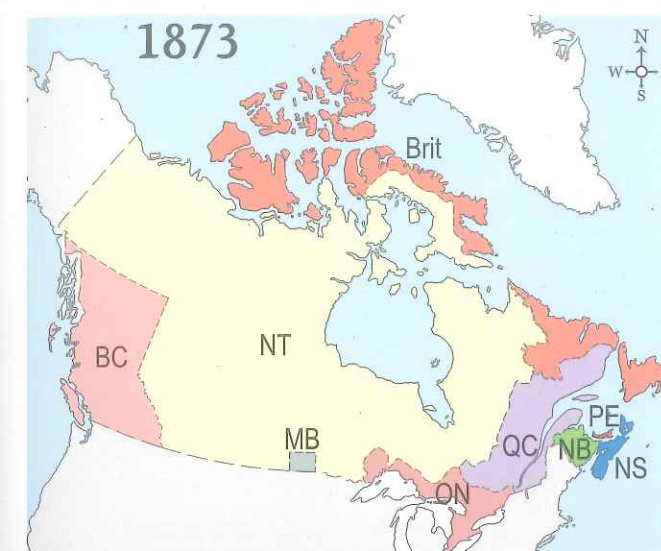


Figure 3.25 CANADA, FROM 1873 TO PRESENT

Nunavut

On April 1, 1999, Nunavut became a new territory of Canadian Confederation, with the capital city of Iqaluit. You will read more about Nunavut on p. 152.

Conclusion

In the years since Frederick Bagley, the trumpeter, walked to the North-West Territories, the land has not changed very much. But its boundaries on the map certainly have.

YU	Yukon Territory	QC	Quebec
NT	Northwest Territories	NB	New Brunswick
BC	British Columbia	NS	Nova Scotia
AB	Alberta	PE	Prince Edward Island
SK	Saskatchewan	NL	Newfoundland and Labrador
MB	Manitoba	NU	Nunavut
ON	Ontario	Brit	British Possessions

0 2000 km

DID YOU KNOW? With the creation of Nunavut, Canada now has a "four corners." Manitoba, Saskatchewan, the Northwest Territories, and Nunavut all meet at 60°00 N, 102°00 W.