The Rush to BC

Picture Reading Strategy and Picture Galleries

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Acknowledgements

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A-00009	A-03038	A-03910	CM/A496
A-00346	A-03067	A-03929	CM/B274
A-00347	A-03075	A-04078	E-01107
A-00353	A-03516	A-04098	F-00482
A-00354	A-03530	A-04100	F-05775
A-00355	A-03551	A-04106	G-00121
A-00447	A-03568	A-04239	G-00786
A-00556	A-03617	A-04313	G-00810
A-00558	A-03618	A-04656	G-04380
A-00625	A-03629	A-09603	H-01492
A-00684	A-03786	AA-00838	H-01493
A-00690	A-03787	B-02713	H-01494
A-00902	A-03849	C-01157	H-03766
A-00903	A-03858	C-03668	PDP-00289
A-00937	A-03872	C-03819	PDP-02252
A-01509	A-03875	C-08273	
A-02997	A-03908	C-09493	

Additional images have been provided courtesy of Libraries and Archives Canada.

Picture Reading Strategy and Picture Galleries

Introduction

This booklet supports *The Rush to BC Teacher's Guide*. It contains images that complement the activities in the teacher's guide and provides picture reading strategy handouts for several of the activities.

Please note that there are no pictures related to Activity 1.

Picture Reading Strategy

The picture reading strategy is intended to help students deepen their comprehension of the images in *Rush to BC*. The handouts all contain a description of how to read a picture. Each sample then illustrates a unique picture and provides information that relates specifically to the activity, which is identified at the top of each handout.

Picture Galleries

The Picture Gallery images support the activities in the teacher's guide. The Picture Gallery images are located on the student section of the website. Teachers could project the images to their class or direct students to view the pictures online. This document contains a compilation of these images for teachers to use as handouts to students if computer resources are not available.

Picture Gallery Extensions

Once students have become competent at reading pictures, have them take their own digital pictures for discussion.
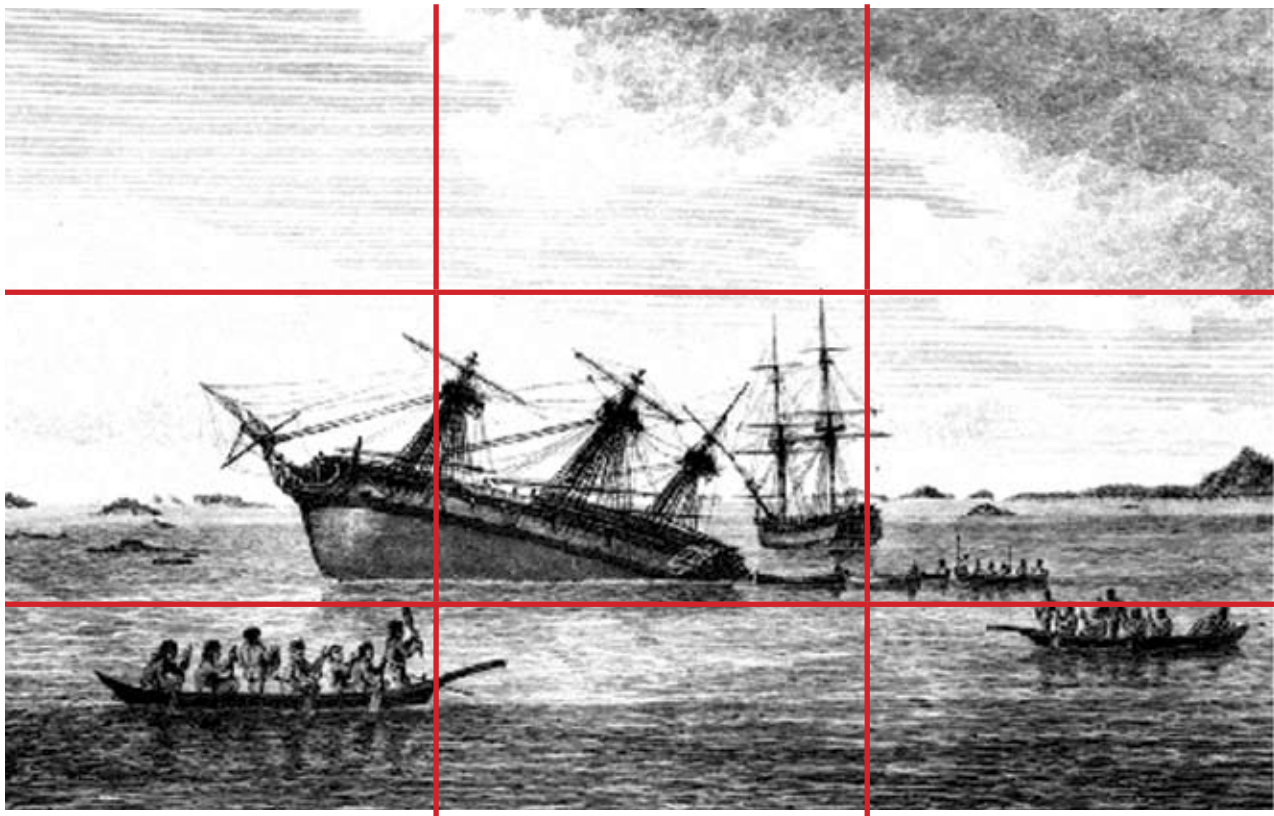
Activity 2 – Picture Reading Strategy

"A picture is worth a thousand words."

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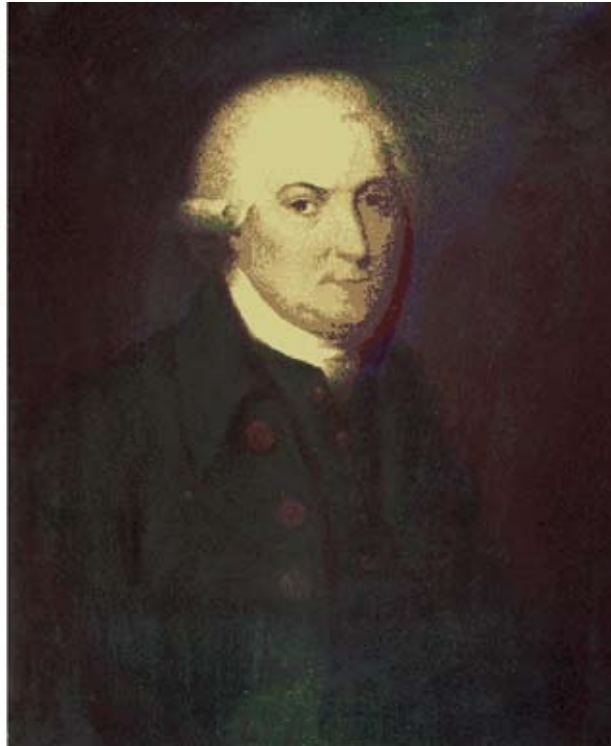
Voyage round the world (vol.1); *The Discovery* on the rocks – Queen Charlotte Sound.   G–04380

This drawing has Vancouver's ship, the *Discovery*, on the rocks in Queen Charlotte Sound as the central theme. As the tide recedes, the ship is in danger of tipping over. The ship on the right is the *Chatham*, the other ship in the expedition to circumnavigate the island called Vancouver's and Quadra's Island. To the right of the *Chatham* are some small rowboats attempting to pull the *Discovery* off the rocks. Small islands and rocks are evident in the right and left middleground on either side of the central part of the picture.

The foreground shows the waters of Queen Charlotte Sound with First Nations men in cedar canoes in the left and right foreground watching the events. The background is taken up by sky and clouds.

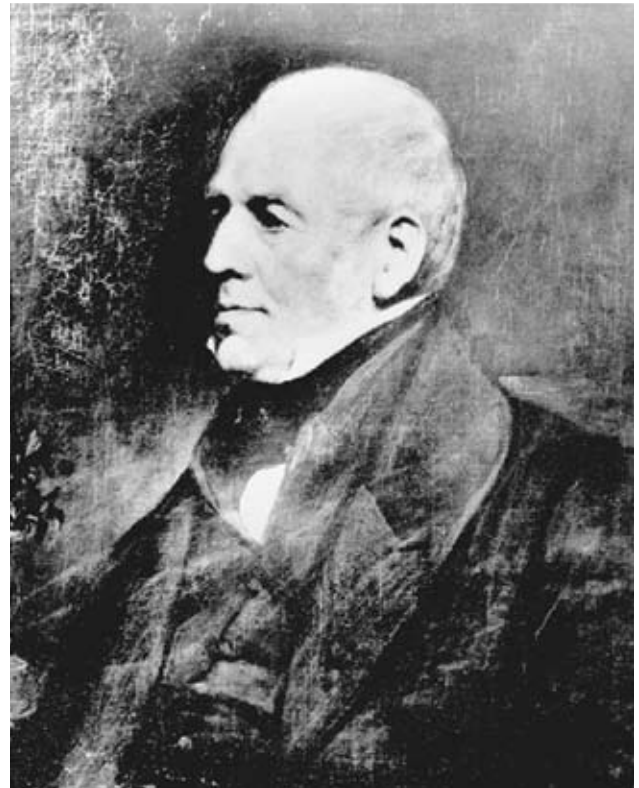# Picture Gallery

Captain George Vancouver   PDP–02252

Captain George Vancouver's ship *H.M.S. Discovery*   PDP–00289

Dr. Archibald Menzies, surgeon 1754 to 1852, on board the *Prince of Wales,* and Captain George Vancouver's ship, the *Discovery.*
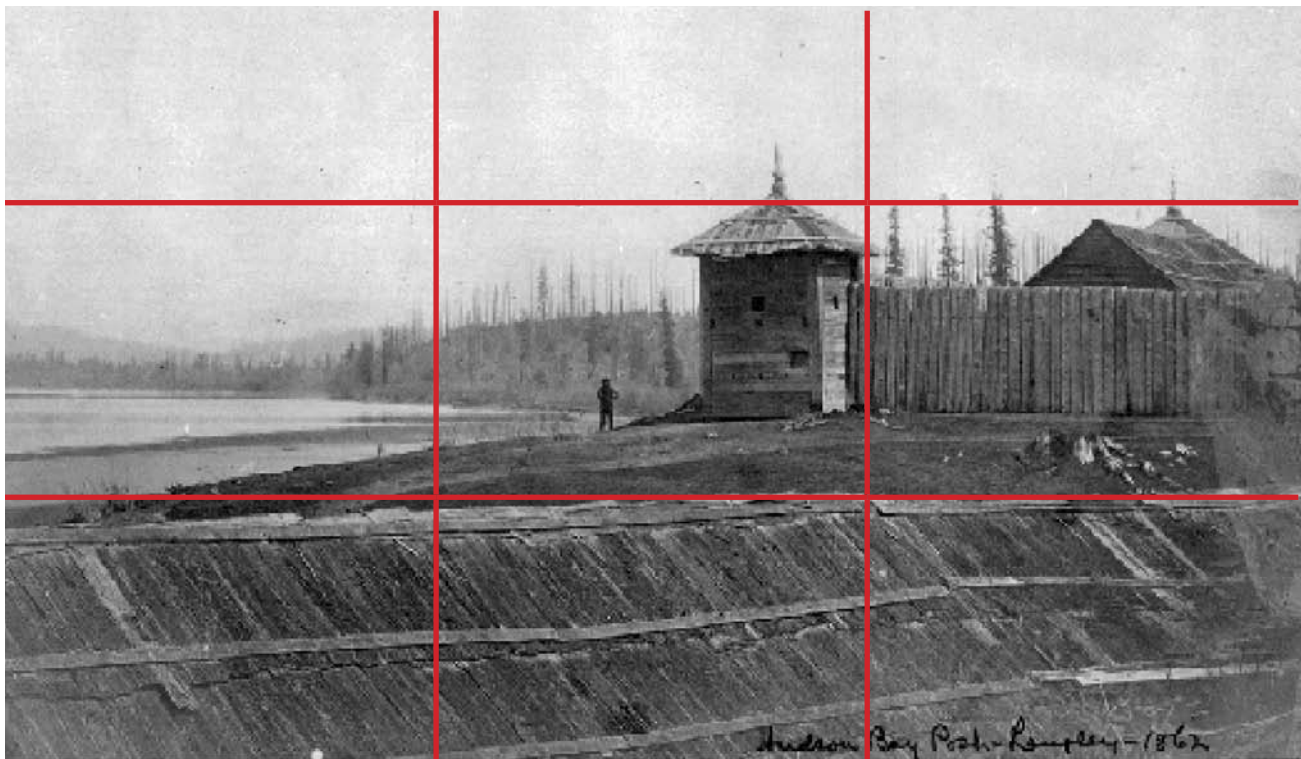A–01509

Activity 3 – Picture Reading Strategy

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Fort Langley

A–04313

The focus of this picture is the bastion of the fort and the man standing beside the bastion to indicate the size of the walls of the fort (sometimes called the palisade or stockade). The walls, made up of small trees, are about 18 feet high. The roof of the trading building or warehouse shows above the walls in the right middle ground. The Fraser River and forests are found in the left middle ground. The foreground appears to have covered by cedar bark, probably to try and prevent it from being washed away by the current of the river. As indicated by the caption in the lower right corner, the picture was taken in 1862, during the gold rush. However, the fort had been there for some time and by 1862 was a place for the miners to buy supplies on their way up the river to the goldfields. The background is clouds and sky.

Fort Langley Building Identification

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Photos by Dale Gregory. Permission for their use granted by Fort Langley National Historic Site.

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Identifying the Interior of Buildings

Interior Set One

Interior Set Two

Interior Set Three

Interior Set Four

Interior Set Five

Interior Set Six

Picture Gallery

Fort McLeod was the first fur fort established in what is now British Columbia, making it the oldest settlement in our province. It was the first fort established by Simon Fraser in the Columbia Territory.

A-04271

Fort Alexandria was located at the most southerly point of Alexander Mackenzie's travels south on the Fraser River and was named for him. This was the place where fur bales were transferred to horses for the long overland trip to the Columbia River.

F–05775

Fort St. James, one of the first forts in New Caledonia, was founded in 1806 by Simon Fraser of the North West Company. It became the administrative capital for the Hudson Bay Company after the two companies merged in 1821 and was the starting point of the brigade trail to take furs to the Columbia River to be shipped to Europe.

A–04239

Fort Kamloops. Four forts were built here between 1812 and 1862 by the Pacific Fur Company, the North West Company and the Hudson Bay Company. The names Fort Thompson and Fort Kamloops were applied to these forts at various times.

A–03629

Fort George. This fort, founded by Simon Fraser in 1807, was located at the confluence (meeting) of the Nechako River and the Fraser River and was named after King George the Third, the reigning monarch in Britain.

A–04078

Osoyoos. This brigade trail was abandoned after the boundary between Canada and the United States was extended west along the 49th parallel to the Pacific Ocean in 1846. The custom house was established when gold miners from Washington started using the trail to get to the goldfields.

A-00625

Fort Langley was a typical fur trade post. As its name suggests, it was built like a small fort. A wall of logs surrounded an inner courtyard where there were rooms for the men, a dining hall, a warehouse, repair shops and a store where trading took place.

Surrounding the fort were fields where the company grew potatoes, grain and other things to eat. The land around Fort Langley turned out to be so fertile that the post was soon growing produce for other posts in the territory. It took a lot of hard work to plant seeds, keep the fields free of weeds, and harvest the crop when it was ready. For this work the company hired Aboriginal people from nearby villages. Today this area of British Columbia is still the centre of farming in the province.

At Fort Langley the traders also obtained salmon from the Aboriginal people. They salted it to keep it from going rotten, then packed it in barrels for shipment to Hawaii where it was sold.

Over the years the buildings at Fort Langley fell into disrepair. Then, during the 1950s, to celebrate British Columbia's 100th birthday, some of the post was rebuilt. Today it is an historic site that people can visit to learn more about life in the early fur trade.   A-04313
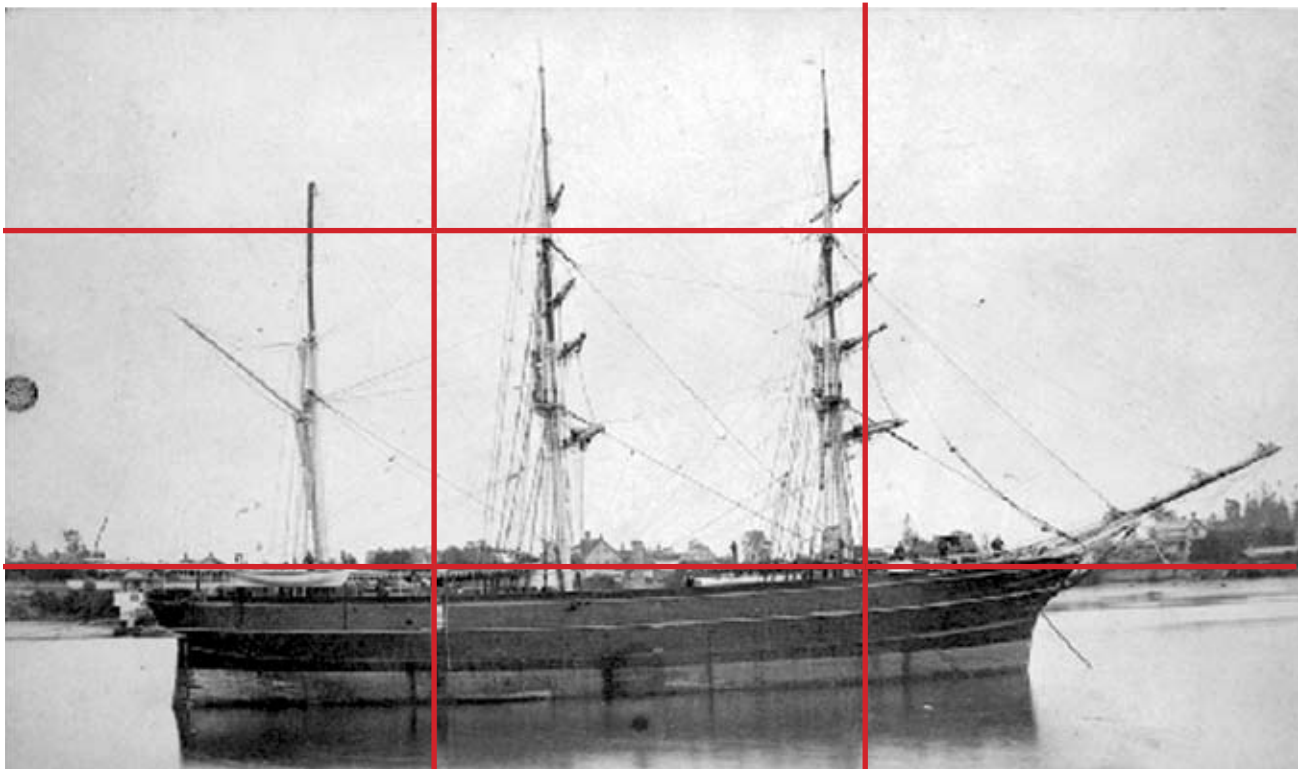Description from *Far West* by Daniel Francis p.45

Activity 4 – Picture Reading Strategy

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The Hudson's Bay Company's Barque *Prince Rupert* in Victoria Harbour.   C–09493

The focus of this picture is the Hudson Bay Company's sailing ship, a barque called the "Prince Rupert." It is an example of the type of ship that brought miners and others coming to British Columbia around the Horn (Cape Horn at the southern tip of South America). This type of ship had three masts and a number of sails on each mast to increase the speed.

It still took from three to six months to make the trip from Europe to the harbour of Fort Victoria, which is in the foreground. The buildings of the area around the fort which show up in the right and left middle ground and beyond the deck of the ship in the centre.

Getting to BC from Europe and America

Barques like the *Prince Rupert* travelled around Cape Horn in South America to Victoria.
C–09493

Clipper ships like the *Melanope* took passengers quickly from Europe to Panama.
F–00482

Ships like the steamer *SS Commodore* travelled from San Francisco to Victoria.
B-02713

Trains carried passengers from New York to St. Louis and from Montreal to St. Paul, Minnesota.
C-08273

A paddlewheeler like the one that travelled from St. Paul, Minnesota to Fort Garry (Winnipeg).   C-03819

Stagecoaches like this one travelled from St. Louis to San Francisco.   A-03075

Red River carts were used to get from Fort Garry to Fort Edmonton.
Library and Archives Canada PA-138573

Horses and mules were used to pack supplies and belongings. Pack Trains were used to get from Fort Edmonton to the Fraser River.   C-01157
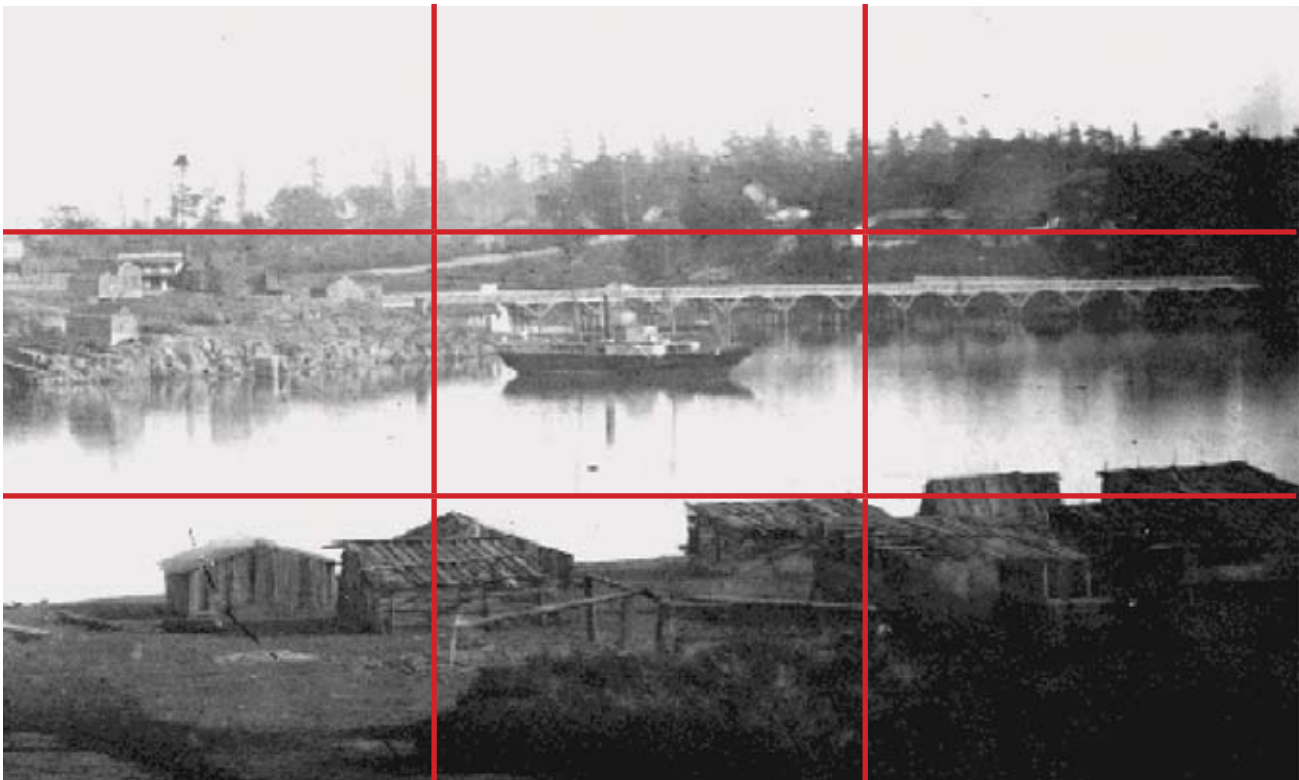
Activity 5 – Picture Reading Strategy

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The *SS Beaver* in Victoria Harbour   C–03668

The focus of this picture, taken in the early 1860s, is the Hudson Bay Company steamer, the *Beaver,* anchored in the main harbour of Victoria. The picture is taken looking south-east, with James Bay behind the steamer and the bridge across the shallow section of James Bay.

The upper part of the right middle ground is the area of what is now Beacon Hill Park and the residential area to the north of it. The left middle ground where the buildings are located is the waterfront area south of Fort Victoria and the area that is now called Bastion Square. The entrance to Victoria Harbour and Laurel Point are to the right of the picture.

The foreground is taken up by the First Nations village of the Songhees, showing the style of their cedar longhouses located on Songhees Point. The background is sky and clouds.

Victoria Before the Miners Arrived (1858-59)

1

Bastion – south-west corner of Fort Street - 1850s   A–00903

4

View from Church Hill of James Bay (looking Southwest) H–01492

2

Fort Victoria from Wharf Street (looking East)   A–04100

5

View from Church Hill Victoria Harbour (looking West)   H–01493

3

Fort Victoria close-up of buildings   A-04098

6

View from Church Hill of Fort Victoria
(looking Northwest)   H–01494

Victoria After the Miners Arrived (1860-61)

1

Fort Victoria – Laurel Point in background (looking West)

A–04106

2

Gaol in Bastion Square near the fort (looking Northeast) H–03766

3

Wharf Street from Fort Street (looking North)   A–03849

4

Wharf Street (looking North)   A–04656

5

Fort Street (looking East)   A–02997

6

Lower Yates Street (looking East)   A–03038

Activity 6 – Picture Reading Strategy

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Evening encampment at Boothroyd's BBQ, on the way to Barkerville.   A–03875

In this picture the dominant part of the picture is the middle ground. The foreground consists of grass and the background is a forested hillside.
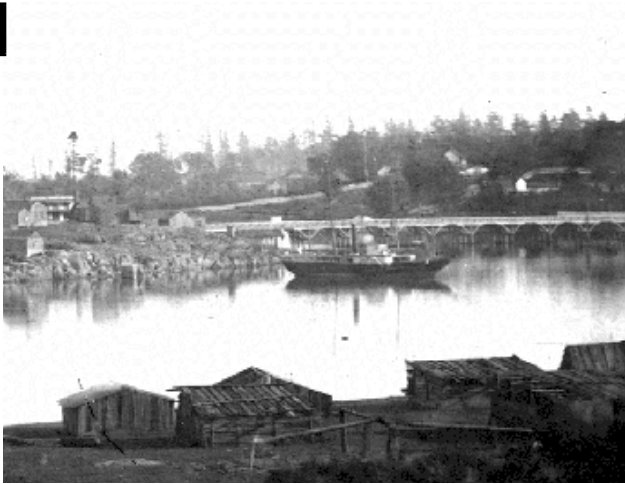
A horse barn is the major feature in the left middle ground. The right middle ground is dominated by a roadhouse for travellers with a six-horse team and a stagecoach in front. A four-horse freight wagon is near the right edge of the picture.

The centre middle ground is taken up by six freight wagons with horses tied to the wheels. It appears that the slower moving freight wagons have stopped for the night, but that the stage coach may carry on. Storage buildings are located behind the freight wagons in the centre of the picture.

Travelling to the Goldfields

Travelling to Yale

1

The *Beaver* in Victoria Harbour   C-03668

2

New Westminster in 1861– passengers had to stay here overnight and transfer to a sternwheeler to travel on the Fraser River. A-01595

3

A sternwheeler on the Fraser River   A-00690

4

Fort Langley   A–04313

5

The *SS Transfer* at Port Douglas, at the head of Harrison Lake   A-00684

6

Tenass Lake – sternwheeler travel on lakes   G-00810

Travelling to Yale

7

Fort Hope   A-03530

8

Yale   A-00902

9

Jerk-line mule team at Yale, loaded with freight   A-03618

On the Cariboo Road to Barkerville

10

Stagecoach from Yale to Soda Creek   A-03067

11

Cariboo Road near Yale   A-00354

12

Miners using a whellbarrow to carry supplies   A-00556

On the Cariboo Road to Barkerville

13

Some miners rode horses to the minefields. Camels were even brought in to ride and use as pack animals.   A-00347

16

Lytton at the junction of the Fraser and Thompson rivers

A-03551

14

Alexandra suspension bridge   A-03929

17

Spence's Bridge on the Thompson River   A-03568

15

17 miles from Yale   A-03872

18

Clinton Hotel roadhouse   A-00346

On the Cariboo Road to Barkerville

19

Soda Creek with Colonial Hotel and *Enterprise* sternwheeler
to take passengers to Quesnel   A-03908

20

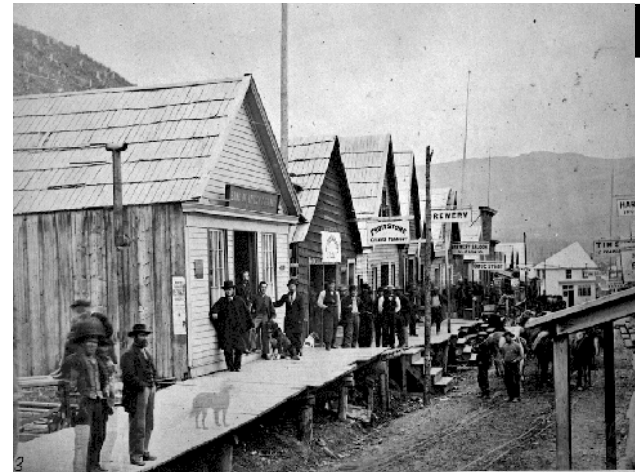Colonial Hotel, Soda Creek   A-03910
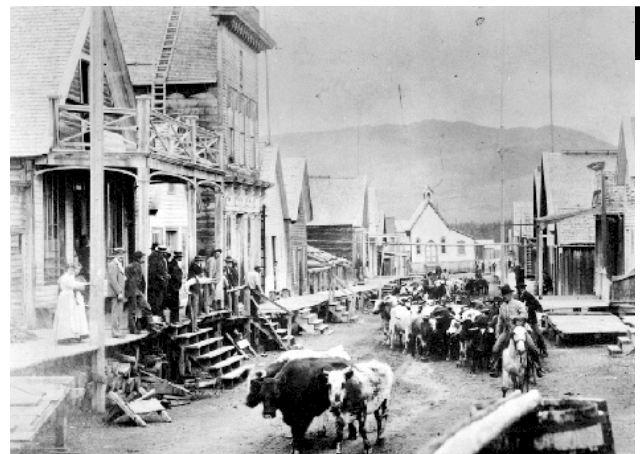

21

Quesnel   A-00447

Barkerville

22

Barkerville before the fire   A-00355

23

Street scene in Barkerville   A-03786

24

Mainstreet, Barkerville. Cattle drive coming through.   A-03787

Placer and Shaft Mining

The goldpan and quicksilver (mercury) were the main tools for panning gold. The quicksilver attracted gold and when heated joined gold flecks together.   G-00121

Horizontal tunnels were possible along the sides of creek bottoms to search for the gold in the gravel.   A-00937

The rocker was an improvement on panning. The material was scooped into the rocker and washed over wooden strips to catch the heavier gold which sank to the bottom.   A-00353

The windlass was used to bring gold-bearing gravel from the bottom of a vertical shaft dug down to bedrock.   A-03858

Placer and Shaft Mining

29

The water wheel was used to bring water or gravel up from shafts dug down to bedrock or to get water to a sluice box to wash the gravel.   A-00558

31

A man from an Interior Salish nation uses a common technique of 'washing' for gold in the river.   AA-00838

30

Water was brought down to the creek bottoms by a system of flumes to wash the gravel banks down to get at the gold. E-01107