This is Barbara Stannard for the Coal Tyee Project II, on May 17, 1983 at Nanaimo Centennial Museum.

LB: Mrs. Stannard is the President of the Board of Directors of the Museum. She is a past president of the Nanaimo Historical Society and she is just finishing up her term as President of the B.C. Historical Society... No?

BS: One more year.

LB: Oh, excuse me. She is half way through her term as President of the B.C. Historical Society. Mrs. Stannard's family, both sides of the family,

BS: That is association.

LB: Mrs. Stannard I think we will try to trace your family's background and coming to Nanaimo starting with the earliest ones we can and working up to the present. So, you had ancestors on the Princess Royal or on the Harpooner?

BS: On the Harpooner, before the Princess Royal.

LB: Before the Princess Royal. Can you tell me who that was.

BS: The Muirs and McGregors. They were related to my mother's family, the Campbells through marriage and there were two of the Campbell brothers that came out just after the Muirs and McGregors and went up to Rupert and then left, or went up to Fort Rupert, then left and went on to Alaska.

LB: They were on the Harpooner?

BS: The Muirs and McGregors were, yes.

LB: Oh, all right. When did the Campbells...

BS: The Campbells came out, and I don't know what boat they came out on, but they came across the United States to San Francisco and then sailed up to Victoria and then took Indian canoe from there to Fort Rupert, where they stayed a short time.

LB: And were they coal miners?

BS: No, they weren't. They were actually adventurers.

LB: And then they married into the Muirs and McGregors?

BS: The Campbell family did, yes.

LB: I see. Now do you have any idea when the Campbells were in Fort Rupert, obviously before 1848?

BS: Yes. Before 1848, now I am a little vague on dates and unfortunately I have no documentation to prove the dates, but I would think it was about 1849.

LB: So they were up there about the same time Robert Dunsmuir was there?

BS: Yes that is correct.

LB: Now do you know when they came to Nanaimo?

BS: The Campbells?

LB: Yes.

BS: Um, they came, the two Campbell brothers that went up to, that was Robert and Charles went up to Alaska and then came back, and wrote their brother George who came out to Nanaimo in the early 1870's.

LB: Now, did the Campbells come from Cape Breton?

BS: Yes, they did.

LB: O.K. So you are placing the three Campbell brothers in Nanaimo sometime in the 1870's?

BS: Yes.

LB: Were they married at that time?

BS: George was.

LB: He brought his family?

BS: He brought his family with him, yes.
LB: Now,... sorry
BS: That's okay, I was going to say, and the other members of the Campbell family, the sisters, Margaret, Barbara, Elizabeth, all followed, the whole family came out and in the mean time my Grandfather, Joshua Martell, came out several times.
LB: Joshua Martell was from Cape Breton as well?
BS: Yes.
LB: You have given me a piece of paper here that says, written on an envelope addressed to Mr. Joshua Martell. There are some notes on the back of the envelope which are not in his hand, perhaps in his wife's hand,
BS: It could be.
LB: Mr. Martell was born in Round Island, Cape Breton, Nova Scotia, April 14, 1843. Now, married to Barbara Campbell Hoy, whose maiden name was Barbara Campbell. Now tell me the story of this romance.
BS: Well my Grandfather fell in love with my Grandmother, Barbara Campbell, and he had the spirit of adventure too, and at 17 he guided one of the early Mormon wagon trains across to Salt Lake City. He rode shotgun. And then he went back to Cape Breton and he fell in love with my grandmother and they were courting and he was going to University to become an engineer. For his summer project he took a second wagon train across to Salt Lake City, came back and took his degree and got a job working on the engineering of the Panama Canal. In the meantime, Grandma had a roving eye apparently, and she married this William Hoy. There are a number of ways that name is spelled. In the family bible it is HOUGH, and then it is spelled HOYE in another document, and then HOY, and I only presume that it is people interpreting it. The HOUGH is the Galicp.
LB: I notice on the envelope it is spelled HOY.
BS: And the other document it is spelled HOYE. It is like so many other words that are interpreted by different people in different ways. When Grandfather heard that his fiancee had married someone else, he stayed down on the Panama Canal until it was almost complete, and unfortunately his day by day diaries from the two trips to Salt Lake City and his work on the Panama Canal have been lost. I did have the joy of reading them earlier, however, just where they are I just don't know. They were in my uncle Martell's keeping and they were lost. I couldn't find them after his death.
LB: His work on the Panama Canal. Was this just preliminary work?
BS: No.
LB: It wasn't actually build till much later.
BS: It was the initial work, yes, preliminary, the first exit and entry and then the surveying in between. He took malaria and he had known Douglas, very well when Douglas came out from Scotland.
LB: This is James Douglas?
BS: Yes, James Douglas.
LB: Fur Trader?
BS: That's right. When he took malaria he came up to Victoria and stayed with Douglas. They felt the climate would be more agreeable to him. Douglas asked him to come to Nanaimo and look over the coal situation to see if it was a viable business for the government to look into. He made several trips through to Nanaimo to look at the coal mining.
LB: At that time, do you know how he would have made those trips? What transporation?
BS: By canoe.
LB: By canoe still?
BS: Yes, by Indian canoe. It was at this time that he met Robert Campbell and he told him that Barbara had been married,widowed and a mother in the interim.
LB: Still in Cape Breton.
BS: Still in Cape Breton. So he proceeded to build a home on the Esplanade. He was at that time working as a mining engineer, it was at the time of the development of Number One. He built quite a large house on the Esplanade and then he wrote a piece of poetry to my Grandmother and she packed up her child and took the first covered wagon west, landed in San Francisco.

LB: I believe you said was out answering him?

BS: That is correct. After she got to San Francisco she sent word by a sailboat up to Victoria to him, to Douglas, and it was passed on to my Grandfather, and he arranged passage for her from San Francisco to Victoria. Then they were married in Douglas' home in Victoria.

LB: This is November 11, 1882.

BS: Yes.

LB: Now, you have the proposal of marriage?

BS: Yes I have.

LB: Can you read it?

BS: I will attempt to read it. It is very, very old and it is in rather deplorable condition.

LB: Beautiful handwriting.

BS: Beautiful handwriting. Almost script.

"I have patiently waited, but wanted in vain for a letter from someone, I will not now name. But while studying this over, before you get through, perhaps you may think I am thinking of you? Well what if I am? Have I not a right to think as I please on this land of light. For someone has promised to me to be true. Perhaps you imagine I am thinking of you? For many long years, am I glimpsing a light, has appeared in my dreams for many a night. To myself I have vowed to ever be true, but I did not say I imagined it of you. Some loves are moments to see to me, for I write in a correspondence with one to unite. If I say she proved false and couldn't be true, would you think for a moment I meant it for you? If the cap does not fit you, just toss it away, and say I'll have nothing to do with it - with this sorry lad. But if you should think you were fitted quite well, just drop a short note to Joshua Martell."

LB: Isn't that lovely. Now he was a very patient man. He was 39 years old when he got married. He waited for her didn't he?

BS: Yes he did.

LB: I notice also here it says that she was born in Sidney, Cape Breton, December 19, 1847, so she was 4 years younger than he was.

BS: Yes.

LB: Now also on this envelope, is written 'our children'. The first child, Charles B. Martell, dead 1883.

BS: He was an infant.

LB: Born dead.

BS: No he wasn't born dead, he lived about 1 year I think, and he caught cold, took pneumonia and died.


BS: It should be spelled M-a-r-t-e-l-l-e. It is on the envelope on the front?

LB: No, it is not on the front either. Whoever addressed it didn't know.

Robert Archibald Martell was born September 19, 1884. It says living, and Meg?

BS: No.

LB: Mes?

BS: Agnes.

LB: Agnes, oh of course, your Mother. Agnes Martell, born March 10, 1868.

BS: Still living.
LB: Still living, yes. So we have the family now, living on the Esplanade.
BS: Yes.
LB: Your grandfather is the Manager of Number 1?
BS: At that time. No, he was an .
LB: Now this is again in the developing stage, because 1883...
BS: Yes, that is correct.
LB: Shall we then go to your father's family, or is it too early to start your father's family?
BS: Oh no.
LB: When were the Freeman’s first heard of in Nanaimo?
BS: My grandfather Freeman came, he was captain of the Glory of the Seas, and he made many trips into Nanaimo from the late 1850's through.
LB: It was to pick up coal was it?
BS: Yes. He made a trip, now I don't know the exact date but it was in the early 1870's.
LB: And before we go any farther, do you know what his first name was?
BS: John.
LB: John.
BS: He took sick and he stayed here in Nanaimo and liked it very much. At the time they were looking for a Harbour Master, so he was made Harbour Master. He had, like all sea men, every second year he went home to Liverpool, and he had married my grandmother as a girl, a very young girl in Manchester, and of course every second year there was another child, and at this particular time there were seven. He wrote to her and asked her to bring the children out to Nanaimo. However, she did not feel this was quite her cup of tea, so he made a further trip home and it was at that time that my father made his event.
LB: And what year was that?
BS: Now father was almost 13 years younger than my mother.
BS: Older.
BS: Older, than my mother, so it would be.
BS: Uh, 78, 75?
BS: It would be about 75. Then he came back again to Nanaimo and made a further trip home and my father's younger brother, John, was born - John was the oldest, now I am getting the other brother mixed, James was born. He came back. Grandmother was by this time was convinced that she probably should come out to Nanaimo, so she packed up her seven children, in the meantime one had passed on, and took ship to Halifax. She landed in Halifax, took ship from Halifax to Montreal and was stranded in Montreal for several months waiting for an immigrant train. The trains were just as far as Calgary at that time. There were many adventures that could be spoken of at this time but it is really a whole, another story.
LB: Well, pieces of information...
BS: Apparently, Grandfather's adventurous blood was very large in his sons, and my father and his oldest brother John, were very adventurous laddies, and caused a lot of trouble on the voyage across, from England to Montreal, including locking their brother into the paint locker on the ship and then letting it be thought that he had fallen overboard. The captain finally took issue and decided that the best thing to do with these boys was to put them to school. The first mate on the ship, his name I believe was Leonard, took them to school for four hours of every day and taught them seamanship and mathematics, which was much to their benefit.
LB: Was your father school age at this point?
BS: Just barely. After they landed in Montreal, they were fascinated by the Coeur de Bois. They decided that they would join the Coeur de Bois group.
LB: The two boys?

BS: The two boys. Grandmother had quite a bit of trouble finding them in Quebec off into the mountains, but finally she caught up with her children, brought them back to Montreal, finally did get a place on a train where she landed in Calgary. From Calgary across to Vancouver had to be completed by stagecoach. I did see in the Heritage Park in Calgary the wagon train, the train car that they travelled in, with all the family's initials, all the children's initials carved into the seats.

LB: This is in the Glenbow Museum.

BS: That is right. Just exactly where my father had told me earlier, they had done it, I looked and found them, my sister and I. Then they took the stagecoach, and after much ado, where the two boys were assigned seats on the top of the stagecoach, they were causing far too much rucus inside. Grandmother landed in Vancouver and there she had to wait for a ship coming to Nanaimo. Again her sons proved to be very, today we would have said horrible little brats,

LB: High spirited, they would have said then.

BS: High spirited, yes. They were excused in those days. They took ship to Nanaimo. By the time they got to Nanaimo, by sailing ship, took a great deal longer than it does today. They put into Nanaimo to find out that there was no wharfage available. All the available wharfage was filled. So the Captain was extremely tired of his passengers by this time. Apparently my father and his brother endeavoured to tell him how to sail his ship.

LB: Well they had had all those courses.

BS: Well, of course. She took a long boat and put them ashore on Protection Island where they were put in the care of Dr. Seiriol William's people, on Protection, and it was very strongly weathered, it was 3 days before my Grandfather could get a boat across to Protection to pick up his family. They were then housed in a house on Fry Street. The boys were put to school in Nanaimo, and of course, the older boy, John, went to work in the mine. Dad was in school. Dad was apparently quite a bright mathematician and Mr. Bowen, took quite a liking to Dad and asked him if he would like to come and learn to be an Engineer.

LB: Mr. Bowen was the manager?

BS: Of the mine at that time.

LB: Now, Mr. Bowen was the manager of Western Fuel, wasn't he? or was that...

BS: I think he was Canadian Colleries and then State. Or was it the other way around? It was the other way around. Western Fuel, yes.

LB: So that is after 1903 then?

BS: And Dad was. Well Mr. Bowen was here and Mr. George, and they took Dad in hand and saw to it that he completed his schooling, became a surveyor and then went to university in the State of Washington, and became a mining engineer.

LB: So it was their influence rather than his father's?

BS: Oh yes. By this time, mother and father had come to a parting of the ways, and mother couldn't stand the autocratic, overbearing, sea captain, and sea captain couldn't stand the autocratic, overbearing lady with whom he only

LB: They had both been used to living apart and getting along with each other.

BS: That is right, and so this apparently was quite customary in the life of sea captains, particularly those in the tea trade. Because they were only home for short periods every second year. So, from there.

LB: Do they both stay in Nanaimo?

BS: No. My Grandfather left. He went to Victoria
BS: He didn't see any of his family for a number of years, until finally Dad decided to look him up. I would be about 2 years old. He took me to visit his father. His father was a very, very old man. He was in the seamen's home in Victoria. My only real memory of my Grandfather is this tiny little, grey haired, grey bearded man with a parrot. Oddly enough, my husband, his father also visited my Grandfather Freeman and his memories of my Grandfather are almost identical to mine. Bill is 6 years older than I so his memories are a little clearer than mine, because at 2 your memory is bit...

LB: Yes, you don't remember too much. When did your Grandfather Freeman die?

BS: He died in 1918.

LB: And, your Grandfather Martell?

BS: He died in 1903 I believe, although I am not absolutely sure.

LB: Did he stay as Manager of Number one until he retired?

BS: No, he didn't. He took, his malaria reoccurred and he wasn't able to go underground. He had to work on the surface. His hobby was horticulture. He and Mr. Bowen had a like interest. Mr. Bowen was a horticulturist. They both had greenhouses and they developed quite a rapport. Now Grandfather, then took over the gardens at the Courthouse after Rattenbury had finished the Courthouse, so that he could be out of doors. During the time that my father was studying to be an engineer, he assisted him in his study. That is how he met my mother first.

LB: I see.

BS: But, they weren't married for sometime afterwards.

LB: When were your parents married?

BS: 1911. By this time, Dad was manager of the Jinglepot mine.

LB: You were telling me before about your parents during the strike, and how this is information that should have been in the first book. I wonder if you just tell me about during the riots and the experiences they had.

BS: Well this has to be from memory of what was told to me. The strike was very frightening and upsetting period in Nanaimo's history. My father was always very labour oriented and he had great sympathy for the labouring working man. His mine was the first, of course as recorded in the other book, to accept the union.

LB: The only one.

BS: The only one actually yes. They had only one frightening experience at Jinglepot itself. They received news that the strikers were coming out to the Jinglepot to wreck it, and my mother, a very strong willed woman, and she said that they were not going to destroy her property and that was that. So she sat with a gun across her knees on the veranda of her home.

LB: She was just a young woman.

BS: She was just a young woman. Dad went to meet the fellows at the gate and they talked and the fellows went back to town. There was never any other demonstration to my knowledge at the Jinglepot. Dad was called in by both the miners and the mine officials to intercede in the talks that went on between the two. I think this is all recorded somewhere else. Where ever there was riot, they called Dad, because he was respected by the miners.

LB: He was certainly at the riot of Number one.

BS: Yes, he was. At the time of the riot at Number one, Mother was visiting her mother on the Esplanade and her curiosity got the better of her so she walked down to the pit head and had to be rather forcibly returned to her mother's home. But she was afraid that my father would get too involved and probably lose his life.
LB: Well, they were throwing rocks and things.

BS: It could have happened. But Dad himself was a very fair minded man, and very strong. He had the ability to see both sides of the question and he also had the ability to be able to talk at any level. I think this is one reason why he was respected by both the Company and the miners.

LB: Your Father's full name, I better get that.

BS: Harry Neville Freeman

LB: Harry?

BS: It was Harry, not Henry.

LB: I have a cousin who was christened Harry. Your mother was Agnes Elizabeth?

BS: Elizabeth Agnes.

LB: Elizabeth Agnes Freeman, Martell Freeman. Now, your father was a development engineer for Vancouver Coalmining and Land Company at Suquash?

BS: That is right.

LB: Was that his first job?

BS: That was his first job as an engineer. Yes, that was his first job, he went up and opened Suquash, that was the first time after the Muirs and McGregor's had left.

LB: Any idea what year that was?

BS: It would be about 1903 or 1904. I'm sorry I am a little vague on these dates, but they were written and all these records were destroyed. Dad found that the rumor put forth by the Muirs and McGregor's that the coal in that area was poor was not so. The coal deposits actually were very rich, but the Indians were very unfriendly. The whole topography of the country was not conducive to coal mining at the time, because of the very, very high tides and the only way to ship coal out at that time was by barge or ship. The tides are like the tides in Prince Rupert. They are extremely high and extremely low. It is very exposed, so they are open to all kinds of storms.

LB: So it was a shipping problem.

BS: It was actually shipping. He did do a fair amount of exploratory work at that time back from the original mine into the arena. Then he came back to take up the exploration developments for the Company at Wakesiah & Reserve. It was then that he was offered the Manager's position at the Jinglepot... Nanaimo Bank. He decided that he would, he was introduced to Mr. VanAldeslovens and Mr. Emoff... Who were representatives of the Nanaimo-Vancouver Coal Company, accepted the position and then started to explore the Jinglepot.

Now, the Jinglepot's correct name is: Wellington Seams, #1, 2, 3, & #4 and there are so many stories of how the Jinglepot got its name. The way the Jinglepot actually was named was, Dad was called to Vancouver to VanAldeslovens office and they were looking for a shipping name for the Vancouver-Nanaimo Coal Company, because it was a large mouthful and a lot to write on a bill of lading. So they turned to Dad and said, "Have you any idea what we could use as a shipping name." He had been very amused by several of the north of England miners who were working for him, and it is a very, very old north of England expression. Aye, there will be a jingle in the pot tonight. It comes from the-- END OF SIDE 1
BS: Now they had, every bride was given a pewter teapot. It was a tradition, and when the husband came home, or the lads that were working in the mine were paid overtime. They were paid of course in hard coin. There was no paper money. They used to come in and say, "Aye, honey, there will be a jingle in the pot tonight," and they would throw the coin into the pewter teapot.

LB: Oh, lovely.

BS: Dad was kind of intrigued by this and he had realized that the Jingle Pot Mine was a very, very rich mine and he said, "Let's call it the Jinglepot."

LB: Oh, very good.

BS: And that is the true story of how the Jinglepot was named, no matter how many other stories you have heard.

LB: Well, it is good to get the true story. We had one of the legends in the book.

BS: Right. Well there are so many people and fellows who worked in the mine and all had a different idea. I have heard stories about rocks being thrown in a bucket, and all sorts of stories, about how it was done, but that is actually the connotation of the name Jinglepot. That is how it began.

LB: Good. That is interesting, because that gives us a nice tie back to the old country as well.

BS: That is right.

LB: So now, while we are on the beginnings of Jinglepot mine, what do you know about the mysterious Mr. Van Aldeslovens?

BS: I know a fair amount as was told to me by my mother and father. They entertained Mr. Van Aldeslovens and Mr. Emoff many, many times and were entertained in turn by them. Mr. Emoff was the secretary. Mr. Van Aldeslovens was the developer. Mr. Emoff was the epitome of the German army officer. The very spit and polish, click the heels, little moustached gentleman. Very military. Van Aldeslovens was very tall and more artistic, more aesthetic, if that term is applicable to a person, very quiet. Very quiet spoken man. Emoff was inclined to be very abrupt.

LB: Was this German money.

BS: All German money, yes. When Van Aldesloven came here, he had some very interesting ideas on developing various properties on Vancouver Island. Apparently he was very interested in the molybdenite deposits at Cameron Lake. Dad did a fair amount of research with him on that. He also started Dad's interest in strip mining, because it was something that was being talked and being done in Germany. They went down to look at the strip mining being done in Utah at that time. Actually the base of strip mining was laid down in British Columbia and Dad wrote, Dad was correspondent for the London Times, for the Vancouver Province, Vancouver Sun, a number of mining periodicals and he wrote quite a lot of articles regarding mining.

LB: On mining. Developments?

BS: Developments, that is correct.

LB: So this was coal strip mining?

BS: This was coal strip mining. When war was declared, Van Aldeslovens and Emoff were called back to Germany. Emoff went, but Van Aldeslovens didn't. He went down to Seattle and he was in Seattle for all the war. I don't know whether he died in Seattle or whether he finally did go back to Germany. I very much doubt it. He seemed to just fade right out of the picture and we left, Dad left the Jinglepot in 1919 and went down to work for Pacific Coast Coal Company in Washington and we did meet Van Aldeslovens there several times.

LB: Oh, you did.
BS: Just exactly what happened to him is still rather a mystery. I don't think anybody really knows.

LB: So he was certainly around after the war?

BS: Oh yes.

LB: So you, your family lived in Washington for a number of years?

BS: For a number of years, Dad was Engineer for the Pacific Coast Coal Company at Newcastle, at Blackdiamond. At about this time, coal began to lose its market. Oil became the fuel. Coal was bulky, coal was dirty, and oil came into its own. Father left the mining company and went to work as Manager of the Pacific Iron Foundry Company, building mining machinery and building stock.

LB: And where was that?

BS: In Renton. He was there for a number of years and then he was asked to come back to Vancouver and take over the management of the Canadian Coal and Ketting Company and it was a company that had two mines in British Columbia, two in Saskatchewan, and two in Nova Scotia. That was what he did up until 1929, until the crash and the secretary/treasurer of the company absconded with $40 million dollars and he is one of Canada's unsolved crimes. The last they heard of him, he was in Mexico.

LB: Living well I suppose.

BS: Oh, I presume. $40 million in those days was a lot of money. It broke the back of the Canadian Coal and Ketting Company and we at that time were in Saskatchewan and Dad came back to Vancouver where he was manager on Balantine Pier for a number of years. Then he came back to Nanaimo and he opened the Neville Prospect, out at Cinnabar, and then he

LB: For Canadian Colleries?

BS: No, for himself.

LB: For himself?

BS: Yes. He opened, the Richardson family owned the property and then he opened the prospect. At that time, World War II was declared and Dad went back with the Royal Engineers and he was the Engineer in charge of building Camp Nanaimo.

LB: He was in his sixties wasn't he?

BS: Oh yes my dear, he was. Then he tore Camp Nanaimo down and then he was asked if he would build the village of Compton. He did that at the damn site.

LB: Compton?

BS: Compton - Campbell River. Then he received a call - would he like to go back to Suquash? They formed a company and Dad went back up to Suquash to open the Suquash for the third time.

LB: Full circle.

BS: Full circle, and of course he was well over seventy at this time. Oh, I didn't mention that he had, in the interim, he had built the breakwater at Nanoose. Then he went up to Suquash and it was there he was brutally injured and it did eventually, and in his death

LB: How did that happen?

BS: He had hired two fellows who said they were engineers, it turned out later they weren't, they were from Germany. They didn't grease the cable that dropped the skip down the shaft.

LB: What is a skip?

BS: A skip is the coffin-like enclosure that the miners ride down a shaft in. If you consider a very astute, you could ride the top of the skip instead of in it. Of course, father stood on top of the skip. He was going to make his inspection
of the work that had gone on the previous day. It was a weekend and the miners had all gone into Alert Bay to spend the weekend. A storm blew up. These two Germans were left there. Dad had them let him down on the skip and the cable broke. Dad fell down 465 feet, down the shaft.

The whole thing shattered at the bottom into the sump. When he came to, he thought he was drowned because his face was in water and the water in a sump is filthy dirty horrible water. He found that he could turn his head and his mouth came out of the water. He was brutally injured. He lay from Saturday till Monday in the sump. His arms were broken, his leg was broken his face was smashed. He lay, and because it was water, he survived. When the miners came back to work on Monday, found these two Germans had left. They saw the broken rope and realized what had happened and they went down for Dad and brought him up. He lay another four days before they could get medical attention for him because of the storm. They finally got him to Alert Bay. In the meantime, we were going frantic because we had a radio telephone and we were accustomed to talking to Dad every day. We were getting no news and we were just sick. So, finally we had a call from the hospital in Alert Bay asking Mother to come, so she went up. She stayed with Dad, they got him patched up enough so that he went back to work. She went with him.

Uh huh. For six months he worked on and then he developed a dreadful cancer on his face that went down into his throat from the injury. He went blind, so they brought him home. That did not finish Father. He went on, learned how to handle himself as a blind person. He could walk the streets of Nanaimo without any mishap. He did carry a white cane, but he learned, his table manners were impeccable. He was really a very remarkable person.

No, he wasn't. He was quite a slight man. He was in his prime when he was about 5'10" and of course his stature shrunk. He was very handsome, extremely handsome, he had black curly hair and his nickname as a child was Kinky. He made a trip to New York one time and he heard a voice yell at him on 5th Avenue, "Hey you Kinky." It was a young fellow who had gone to school with him here in Nanaimo who was captain of a ship that put into New York.

Your father, what age did he live to?

86. The last two years of his life were quite tragic because he developed a tracheal cancer. He had to have a tracheotomy and they said at his age, that he would never to use it, but he did. He did a remarkable amount of work for the blind, being blind. There were a number of things that he was able to teach and he lectured a great deal when he was blind. Another thing he did here in Nanaimo, he taught night school for, oh a number of years, teaching mining. He also coached young engineers. He was very active politically and in both Provincial and Federal and local politics.

For what party?

Conservative. He was the first president of the Parks Board, the first member of the Parks Board here. He opened the Chamber of Mines here, and run that for several years. He was a gyner, he belonged to the Masonic Order, he belonged to the Foresters, to the Eagles, the Elks. He was very active in the Pioneer Society. He was President for their society for many years. That was when it was 300 strong.

You were talking about that before. Was it the first Historical Society, would you say?
BS: Actually yes, it was, and it was through the Pioneer Society that the Historical Society was eventually formed. It seems to be very sad today that there are so few members of the Pioneer Society, which was a real influence in the community and the means of saving a great deal that would have been lost both in buildings and history.

LB: They actually did save.

BS: Oh yes. Dr. Hall, Gabby Hall, he was very influential in the Pioneer Society.

LB: Oh was he.

BS: Nearly all the business people, professional people, were members and took a very active interest.

LB: Now, we get to you. You were the only child?

BS: No, I am not. I have a younger sister.

LB: That's right. May I ask what date you were born?

BS: Yes, you may. March 05, 1916 at the Jinglepot.

LB: At the Jinglepot.

BS: Yes.

LB: Actually, you were born at home.

BS: I was born at home. My mother was put in hospital when she was expecting me and she, and the matron had words, so mother gathered her little self together, and called a carriage and went home to the Jinglepot.

LB: She was a remarkable lady.

BS: Oh yes. I was born at the Jinglepot. I was born in the year of The Big Snow.

LB: The Big Snow?

BS: Yes, March 05, there was a tremendous snow storm. It started on March 04 in the evening and the doctor and nurse were marooned out at the Jinglepot for three days. But you hear people talk about the year of the big snow and that was when it was, March 04, 1916.

LB: Your sister was how much younger than you?

BS: My sister was two years younger than I. She was also born at the Jinglepot.

LB: So you met your Grandfather in 1918, your Grandfather Martell, and then your family went to Washington.

BS: My Grandfather Freeman.

LB: Your Grandfather Freeman, yes.

BS: I never did know my Grandfather Martell.

LB: Right. Then your family went to Washington.

BS: That's right.

LB: Did you do all your schooling there?

BS: Up to Grade 9, then I came up to Vancouver, from Vancouver to Saskatchewan. I completed highschool in Saskatchewan and one year of University. Came back to Nanaimo, only to find out that my certificates were absolutely useless.

LB: Really?

BS: Yes. So I had to go back to high school to get French and Latin. I had to have almost one year, and then I took the advanced University course at the same time. Equal to what first year University in British Columbia is now.

LB: And then you went into Nurse training?

BS: Not until the war. Not until after I was married.

LB: Oh really.
BS: It was in World War II that I went into training.
LB: That must have been a special thing,
BS: Yes it was.
LB: allowed during the war, because when I was in training they wouldn't allow you to marry
BS: That's right. It was during the war and it was the only program that was offered was in V.G.H. under Miss Fairley. I became a graduate nurse, never did write my RN, by that time my husband was taking rather dim view of me working, and I decided that I would raise my family. At that time I had one child.
LB: While you were in training?
BS: Yes. No, before I went in. There were only 2 of us that took this particular course here in Nanaimo. One was Mrs. Ruby Easton, and I was the other. We were to go overseas, but I never did get overseas and neither did my husband. He was really too old at the time, and they didn't want him because he had varicose veins. He was going to the Navy. He had served his term, in the Fisheries Patrol as a young man and a Quartermasters Discharge, but they never did really get around to taking him overseas or into the service. He was low man on the totem pole.
LB: Just as well, when he had a family. Now, do you think we should go and look at some old, old coal artifacts and you could tell me about them.
BS: Certainly. Glad to.
BS: The Candle and Wolf Lamp were all used prior to 1900.
LB: The safety lamp?
BS: Yes. That is a wolf lamp. That is the very first of the safety lamps. Then the head and battery came in after 1900.
LB: Uh huh.
BS: That humidifier, gas meter, were prior to 1900. Powder can - prior to 1900.
LB: Now this humidifier used to check moisture content of the air in the mine. What did the moisture content indicate?
BS: Explosion. Whether there would be a change in atmospheric pressure.
LB: Okay.
BS: These of course are electric chargers for firing. The knee pads, now prior to 1900 the knee pad was something made at home.
LB: This is a tea bucket with a pointed top.
BS: Yes, but it is an early one.
LB: It is a double.
BS: Yes.
LB: Now why do you call it a tea bucket? They only carry tea in it?
BS: No, you see the pourer at the top?
LB: Yes.
BS: They would pour the tea off. To get, this would carry not tea, but soup.
LB: underneath?
BS: In the top.
LB: In the top?
BS: On the top, and then the sandwiches and whatever would be in the bottom.
LB: Oh.
BS: And that goes down in and keeps it hot.
LB: I wonder how well, how hot it kept it?
BS: Not very.

.../13
BS: That type of axe, or pick-axe was a very early tool. Those chain links were very early, those were prior to 1900.

LB: That was for measuring how far along they were under the ground?

BS: Yes, and on the surface. That is called a surveyor's chain.

LB: Just getting back to the lamps for a minute, you told me a story about the wicks for these fish oil lamps.

BS: Yes. Those wicks were made in the, now I am going right back to the beginning,

LB: Okay.

BS: when these fish oil lamps were used.

LB: Would these have been used right at the beginning of mining here?

BS: Oh yes.

LB: So, the candle though, would that have been before the fish oil lamps?

BS: No. At the same time

LB: At the same time.

BS: The candle was put on a post.

LB: Yes.

BS: And the fish oil lamps, one of the tasks of the girls in a family were to weave wicks out of pieces of cotton, pieces of wollen underwear, anything that would absorb oil. They wove father's wicks for his lamp.

LB: Oh, I see. So they would take threads out and weave them together again?

BS: Yes.

LB: Now that wick would maybe be about the size of your thumb?

BS: Yes that is right.

LB: In diameter.

BS: Yes that is right, You can see it there. It would go up through that split and those would hold about 3 ounces of fish oil.

LB: Yes. I wonder how long a wick would last?

BS: It lasted a fairly long time. It would last a shift through usually, because it was very slow burning and of course, gave very poor light too.

LB: Yes. Very dangerous.

BS: Yes. This is the powder can that they would shake the charge of powder out of. This was the oil can that they carried their fish oil in.

LB: Of course. Now, what is this squib can?

BS: That was for carrying the squibs that were the charge, that went on the top of the charge of powder. They were made of paper.

LB: Would they buy those of make them themselves?

BS: No, those were provided by the company. Each man would be issued some.

LB: He would get docked for those on his pay?

BS: Oh yes.

LB: Yes.

BS: That is a very early transit compass.

LB: Which would have been used by a surveyor?

BS: Yes. And the chains by a surveyor, also that pick axe by a surveyor.

LB: Now, I know what a sprag is, but this is a wedge spragger.

BS: Yes. That one is used underground. You can see with the top on it how it was screwed into a container, and screwed into a long holder, wooden holder, and then spragged under the car.

LB: Oh, I see.
BS: So that the miner himself, or the pitboy or skunkyboy didn't have to reach when the car was coming in. He didn't have to reach down to sprag, he would have it on a handle.

LB: What is a moil.

BS: A moil, that is for, it is the same, uses a belaying pin on a ship. It is for prying.

LB: Oh.

BS: And for belaying a car. They would put that down through a piece of metal that is shaped and then belay it.

LB: Oh, I see.

BS: And that is what that is for.

LB: M-O-I-L

BS: Yes.

LB: This is all modern equipment now.

BS: Yes. This is drager, this is the first of the drager. This is all modern up on top. We have the, of course there again you have all more modern tools, after 1900.

LB: What are these two large wooden wheels?

BS: Those are cable wheels. Those are for the cable.

LB: Do you know what mine they are from?

BS: Number one.

LB: From Number one.

BS: This coal is from Number one.

LB: Isn't it marvellous - big chunks.

BS: They were lucky to get this.

LB: Yes. Where did they get it from?

BS: Phil Piper was responsible for getting that. When they were closing Number one. Then we have some more coal that came out of Number eight Extension.

LB: What is this? It looks like a large ..

BS: It is a bucket for measuring coal for weighing.

LB: It is actually for measuring?

BS: Yes.

LB: Where would that have been used?

BS: That is used on the surface at the weigh station.

LB: Is this a fairly early piece?

BS: That is a very early one.

LB: Very early one. I wonder how much coal would that hold?

BS: I would think it would hold about one hundred pounds. No more than that.

LB: It is not a large amount in measure, is it?

BS: No. Now, shall we go into the mine.

LB: Yes.

BS: These are tamping rods, for tamping the shots

LB: The charges.

BS: Yes. This is fairly modern equipment - the drager. These are brattish curtains.

LB: Yes.

BS: You will hear that pronounced a thousand different ways.

LB: Yes, most of the men like to call it brattish.

BS: Well there are a series of lamps from very old, and a couple of wolf lamps.

LB: Would the oldest be here on the left?

BS: Not necessarily, no. Those are inspectors lamps. See they are open and he can tell by the way the flame burns whether there is gas, how much gas. These are all batteries, there again now this shows you wicks, spread wicks.
LB: Yes. Fairly coarse.
BS: Fairly coarse. That is a carbide lamp and that is the little lamp. See that carbide container screws into this.
LB: Yes.
BS: This is one of the old caps, one of the old originals. They are not hard, see it is cotton.
LB: So presumably those were worn right back, these soft caps.
BS: Yes, the soft cap was.
LB: Amazing that someone didn't think of putting a hard hat on.
BS: Well can you imagine the wearing of these soft cotton caps with an open flame. They did.
LB: I know.
BS: They hooked those into them and they had the carbide lamp as an open flame, and yet nobody got burned, or very rarely did you hear of anybody being burned.
LB: Not being burned no, just blown to bits occasionally.
BS: Occasionally That is right. This is really more modern.
LB: Yes. I have a tape of Mr. Karl describing how he built these.
BS: We were lucky that he was here to build it.
LB: Yes.
BS: There is a spragger or a mawl, different kind. A come-a-long.
LB: A little more modern.
BREAK IN TAPE
LB: That is a bucket from Harewood. That is about what, 2 feet high, 2 feet in diameter, and round with a flat bottom. Or is it a round bottom?
BS: It is a rounded bottom.
LB: They were used in about 1875?
BS: Yes.
LB: Does that tramway run for very long?
BS: Not for very long, no. It wasn't viable. They dumped too much coal if they ran it too fast and the buckets were turning over, and they did an awful lot of damage that was never reported.
LB: What was that? There is what looks like a large scoop, pitchfork there?
BS: Yes. That is for shovelling coal. That was used in the mine for shovelling coal and on the tracks.
LB: It doesn't look strong enough.
BS: It doesn't, but it was. Worked with peat, coal, and slag.
LB: The prongs look fairly slender, but they are about 1½ inch apart?
BS: Yes, about 1½ inch apart. The Chinese used that type of shovel on the tracks.
LB: Just to clear the fallen coal?
BS: Yes. The tracks had to be kept clean, and that was one of the main duties of the Chinese. I don't think there is anything else in here that is of particular interest to mining.

END OF TAPE.