

## DIARY OF FREDERICK W. ERRINGTON TO BRITISH COLUMBIA, 1876

Commenced journey February 28, 1876 from  
'The Granges', Glanworth, Ont.

February 29th: We left London yesterday evening at 10 minutes past 6 p.m., and arrived at Chicago at 8:30 a.m. this morning. We kept the same car all the way to Chicago. We have got our baggage rechecked and have started on the Burlington railway at 10 a.m. Weather fine and bright, not a bit of snow after getting well into the State of Illinois.

March 1st: It snowed last night. We are now, at 8 a.m., within 20 miles of Omaha. I had a headache all night. George Shore made some tea this morning and I feel a good deal better now. 3:55 p.m. we have been drafted into other cars. I and Rob Milne and G. Shore have got accommodation in a family car. We are now waiting on the tracks until 4:45, the time appointed for starting. We have got started at 4:50 p.m.

2nd: A beautiful frosty day and we are going through the Great Platte Valley, a magnificent stretch of country. I pulled out my loose tooth and dropped it at Plum Creek Station. We see lots of sod cabins belonging to the settlers, we are taking our tea while crossing the Platte River. North Platte is a nice clean compact little place, the Union Pacific R.R. has an engine depot here.

3rd: Fine day: no snow except small drifts. We have just left Pine Bluffs at 11 a.m. We saw several small droves of antelopes, we just now see a drove of horses about 120 in number. We went through first snow shed, saw prairie dogs. 4 p.m. just arrived at Cheyenne, it is a large place, the Company have workshops here. The Pacific Express from San Francisco has met us

here. A lot of miners for the Black Hills left our train here. After leaving Cheyenne we soon got amongst some of the spurs of the Rocky Mountains. We reached Laramie tonight.

4th: Very fine weather. We saw large droves of antelopes this morning. One drove had at least 60 or 70 in it. We heard the wolves last night. We are now at Fort Steele 11:20 a.m. We arrived at Rawlins at 10 a.m. and have been coaling and watering and changing engines. A very barren country. There is a large iron mine here. 2 p.m. We are in what they call the snow region which will continue until we get near Utah. We have passed the last stream which flows eastward, the next stream we cross will run to the Pacific. There is very little snow at present, the highest cut I have seen was not over 7 or 8 feet high. There is always patches of bare ground to be seen. One of our passenger got left behind day before yesterday, his hat blew off while he was standing, so he jumped off the train as it was going slowly, he thought he could get on again but he missed it, it cost him ten dollars to catch up. 4 p.m. We have just stopped at Red Desert, and it is a desert indeed, although we are on the height of the Rocky Mountains. We see nothing but a great stretch of barren tableland. 6 p.m. Snow storm on the desert, it looks dreary, we have passed Table Rock and Bitter Creek Stations, but I neither saw the Rock or the Creek. I made a mistake — we are at Bitter Creek just now 6:05 p.m.

Sunday, 5th: Fine frosty morning, the snow storm did not last long. We were at Piedmont Station this morning, the snow is deeper but the track is clear. 10 a.m. We are now at Evanston, it is a good-sized place of 2,000 inhabitants. I see charcoal pits and a saw-mill, but I cannot see any timber near. There has not been any timber

of any consequence since we left home. It is a beautiful bright day, the snow I should judge about 1½ feet high. 2:30 p.m. We have just stopped at Echo Station. We see the first Indians – two Indians and a squaw, they have venison with them. The country we have gone through today is much more hilly and broken than any we have seen before. One of the passengers has induced one of the Indians to march through the cars. He wears a red blanket and created quite a sensation. We will be shortly at Weber, I fancy it will be the same that is in the Illustrated News. Just passed the thousand mile tree, that is a thousand miles from Omaha.

6th: 7:15 a.m. Fine frosty morning. We passed the Weber Canyon last night, just before reaching Ogden I saw the very bridge that we have at home in the Illustrated. We got to Ogden about 7 p.m. and changed cars and got off again at 8:30 this morning. We rounded a part of Salt Lake, we are now at Kelton Station on an extensive plain, very barren, not so much snow. 6th: Toano We are stopping here a little while so I will post you this that you may know I am safe so far. I hope you are all well. This is Tillie's birthday, I wish her many happy returns. Oh, what a barren place, for over a thousand miles nothing growing but wild sage. Get some of the girls to copy this in ink if you think it worth while. It looks like a snow storm. Give my respects to all friends. Yours ever Fred. W. Errington. 10 a.m., March 6th, I have just posted my journal home up to this date. I hope they may get it all safe.

7th: Nevada: It is cloudy this morning. Several squaws have come around the cars begging. We came through some deep snow banks last night. This morning there is very little snow to be seen. The country is very much the same, more hilly and the wild sage thicker. Going alongside the

Humbolt River with very high rocky precipices on each side of us. We have got stuck. I fancy they are waiting for another engine. The railroad follows the winding of this river, sometimes just room enough for them between the rocks. 9:10 a.m. We have got off again and are at Palisade Station. Be-o-wa-we 11 a. m. I was mistaken about the name of the station above, the names of stations are not marked on the houses. There is an elderly man, a Swede, left the train here, he told me he owned 4,000 head of cattle. They feed themselves all the year round, in the winter they feed on the wild sage. He keeps about 90 horses also, 16 of them always stabled for the use of the herdsmen, he cuts from three to four hundred tons of hay. The old man is standing at his own door waving his hat to us. He told me that a steer 4 years old weighs about 1400 lbs., and is worth here 45 dollars and at San Francisco 65. There are extensive flats here but I see very little grass, the soil is alkali, this is 550 miles from San Francisco. There is no snow except on the mountains. He also told me there is a man further on who owns 18,000 head, the cattle look poor. More grass here, the ground looks just as if there was frost on it from the alkali. Battle Mountain, 2 p.m., lies in the Humbolt Valley. 4:30, raining. We have been running ever since 10 a.m. up the Humbolt Valley, a very large tract of level land, but not a bit under cultivation; all we see is wild sage, yet they tell me near the river there is a good deal of grass. 5:15 p.m. we have just finished tea, snowing.

8th: Daylight. We were at Brown's Station off Humbolt Lake, the river forms itself into a lake here and finds an outlet underground through the mountains. Nothing to be seen but the everlasting wild sage and hills. The train got stuck on an upgrade so they divided the train and took part of them on to the next station and have come back for us. We went out for a little

walk amongst the sage, saw a rabbit. I have found two things about this route if ever we come in toto, that is, we must not take an immigrant ticket, and the next is that we cannot charter a passenger car. Hot Springs - 8:30 a.m. It has been a cloudy morning. Cars that have met us were covered with snow. I hope we will not get caught in drifts in the Sierra Nevadas. No snow here. 10:15, we just got stuck again. One of the passengers has shot a rabbit with his revolver, he has skinned it and is going to cook it; its ears are about eight inches long, black at the tips. 11:15, got started again. Wadsworth noon. The day has turned out fine but cold; this is a nice little place with workshops for the railway. If we don't get along faster than we have done, we will not be in time for the boat on the 10th. Got underway at 1 p.m. Getting more mountainous. We have nearly half a mile of freight and passenger cars and two locomotives. We are coming down the steep grades at a most fearful rate of speed. 4 p.m. At Reno; a place of 2,000 inhabitants, situated in a valley east of the Nevada Mountains, the first soil fit for cultivation since we left Ogden. One of the passengers has bought a speckled trout about two feet long caught close by the rail track. 5 p.m. We are at the first of the Nevadas. I wish it had been daytime instead of night we were passing them. On the Sierra Nevadas snow is very deep, appears to be two feet on the level, the mountains are covered with pine, almost the first trees I seen since I left home.

9th: Thursday, Truckee: Here we were blocked with snow, we have been here all night within fourteen miles of Summit, the road ahead of us is blocked with snow which they say is far deeper than it is here and it is deeper here than ever I saw it with us and very cold. They have been working the snow plough all night with nine powerful engines behind it; here in the

town they are shovelling day and night giving the men two dollars a day and the same for night. I see they employ Chinese as track men all the way this side of Ogden.

Truckee: Sierra Nevada Mountains, March 9th, 10 p.m. Dear Wife: We are detained here since last night with snow blocks. They are working with snow ploughs and men to clear the track for us; one train is all ready to start as soon as news comes that the track is clear. I am quite tired of sitting in the car, but we are quite well. I am longing to hear how you are getting on. There are several more on the train going to Victoria. I sent you a letter from Omaha, also my notes from Toano. I hope you got them. I shall send my diary from time to time for I think it would be as well to let one of the girls copy them in ink. I hope the boysie is well. Tell Peepie I am ten-thousand feet higher than he is. Love to all the children. Tell Freddie to return the beer barrel to Mr. Turnbull. F.W.E.

10th: Friday. We got started from Truckee yesterday about noon, joined to the express with six locomotives drawing us; we got up to Summit Station about one o'clock. The station is all covered in with snow sheds — we went through thirty miles of snow sheds and were stopped at a station inside the shed because the snow plough was off the track. That was at 3 p.m. We stopped there in the dark until about 9 p.m. The snow on the mountains is deeper than known for years. It snowed for nine days together, they say the snow was eighteen feet deep before that, so you may fancy what it is now; some say a hundred and some 40 feet deep in the valleys. About 5 this morning we were in the Sacramento Valley where everything was green — what a contrast in a few hours. The Sacramento Valley is all flooded, as it snowed in the mountains, it rained in the valley. Arrived at

San Francisco at 10:30 a.m. We hear the Victoria boat leaves at 4 p.m. We went to the International Hotel and had lunch and cleaned up a little, we are now going down to the wharf.

10th: We got underway at 6 p.m. We took tea soon after starting. I made a good tea; after getting out to sea found a pretty good swell on the ocean with a head wind. Do not feel sick. Good many passengers.

11th: Went to bed last night at 9 p.m. Slept well, that was the first bed I have been in since leaving home. I got up this morning at 6:30 and went on deck. Feel a little sick still I was able to eat my breakfast and smoke. The wind has turned to the south east and they have set some sails; we can see the coast. 4 p.m. Getting very stormy, sea high and raining: it got very rough all night.

12th: Sunday. Sea very rough, my head aches, I cannot eat anything.

13th: Sea not quite so rough this morning. 1 p.m. we can see land, we will probably get into Victoria about 1 o'clock in the morning. From the time we started 6:30 on Friday till noon the next day we went 157 miles, the next 24 hours 251, and the next 24 hours 205. The wind is against us now. 7 p.m. we are round Cape Flattery.

14th: We arrived at Esquimalt 3:30 this morning on the *City of Panama*. At Esquimalt they put us on board a small steamer and arrived in Victoria about 6:30 a.m. and proceeded to the Temperance House and have just taken breakfast. Made several calls and took a walk in [the] afternoon. In the evening Mr. Seabrook called on me and asked I [sic] and G. Shore to

spend the evening with him which we accepted. Young Mr. McGregor also called on me. Victoria is a nicer looking place than I expected, the grass is nice and green.

15th: It rained this morning but now, at 8 o'clock, it has cleared off. We spent a pleasant evening with Mr. & Mrs. Seabrook last night. I have heard that Tommy has bought land. Afternoon I walked with a friend up to Beacon Hill, it has a good view of the Sound. I saw broom growing there, the English Ivy and Laurel seem to grow well here. The air is chilly with a wind from the west. I see lots of robins hopping about. Andrew McGregor has called to ask us to spend the evening with him at his boarding house.

16th: A little frost last night. I and G. Shore spent last evening with A. McGregor, he is very kind and very glad to see us, he is going out with us this afternoon. I meet with a good many Canadians here. We had Arthur Shore's son to meet us last night, he is in the express office. They both tell us they can do better here than in Canada, but think it would be too much of an undertaking to bring out a large family like mine. 10:30 a.m. I have just come from visiting the Rev. Simon McGregor, he was very kind to me and has offered to drive me out in the country when I come back from the mainland. I am going there tomorrow. We had a pleasant row in a boat with Andrew McGregor up Victoria Arm, it must be very pretty in the summer time. We saw an Indian canoe intended for the Centennial 8½ x 72 ft.

17th: Left Victoria this morning at 7 a.m. on board the steamer *Enterprise* for New Westminster. The ground was covered with snow this morning and snowing all the way up.

We arrived at New Westminster about 4 p.m. and went to Mrs. Cary's boarding house.

18th: A little frost last night, turned out a fine day. I think I have been introduced to the whole population of New Westminster today, and have seen Mr. Ian Innis and several from the Island where Tommy is. We also visited the jail.

19th: Sunday: Raining. I was to have gone to Sea Island this morning in a canoe with a friend if it had not been wet. He called for me at 7 a.m. but I declined to go. I attended church this morning and again in the evening.

20th: Cloudy, no chance to go down the river to see Tommy. I took a walk this morning to see what they call 'The Camp'. There is a penitentiary building there, they are also building a lunatic asylum. Very dull here.

21st: Fine day, I walked about 3½ miles down the river this morning to see the Rose Hill farm which is for sale, there is a comfortable house on it and a sort of a barn but the land is not worth much, there is 700 acres, the price fifteen hundred dollars. This afternoon I have seen Tommy, he is looking well and has bought land – 200 acres on Sea Island at \$6.00 per acre.

22nd: Rained in the morning. I started with Tommy down the river in a canoe (at 7 a.m.) to where they were loading the scow with timber and rail. About 3:30 p.m. Mr. Ferris and Mr. Robson came along in a boat and took me down to Mr. Boyd's. I called at Mr. Ferris' on Lulu Island. He has a nice place. On these islands the soil is good and they raise good crops, one man told me he sold fifteen hundred dollars worth of oats last year.

23rd: Rained a little in the night, a cold wind from the east. Mr. Smith and I have been

walking about the island this forenoon, pretty wet and much more apple scrub trees than I thought there would be. In the afternoon I and Mr. Smith dug in the garden.

24th; Rained a little again last night, cool morning. I and Mr. Smith dug a little. In the afternoon Tommy took I and Mr. Smith to see his land. It looks very rough, a great deal of apple tree scrub and some spruce and open land mixed up together, it will take a great deal of work to dyke and clear it, but the land is good.

25th: There was a heavy shower last night with wind, turned out a fine day. I and Mr. Smith borrowed a boat of Mr. Boyd's and went down and across the river to visit a Mr. Robson and Murry. While there and at dinner time we saw the eclipse of the sun. It got very dark while at dinner. After dinner we went up the river to see Mr. Brighthouse and look at his farm. He has an extensive place and a barn 56 x 86 x 21 feet, posts and cattle sheds all round it 18 feet wide for his cattle. We, after leaving Mr. Brighthouse, went about a mile up the river to Mr. Ferris's and walked over his farm. He has a nice place, we took tea with young Mr. Ferris who is keeping bachelor's hall, his Father and Mother being in Victoria on a visit. We then rowed back to Mr. Boyd's.

26th: Sunday. There was a hail storm last night. Fine day, cool and very dull, no service in the neighbourhood.

27th: Raining this morning and all day with sleet. I had a headache all day.

28th: Still raining steadily from the east, cleared off towards night.

29th: Fine, breeze from the south west; a very high tide this [morning] came up to dykes, saw them grading and clearing land. I and Mr. Smith were to have gone up to town this morning but we thought it too rough for the canoe.

30th: Fine morning with a slight frost. Tommy rowed I and Mr. Smith up to town last night after six o'clock, arriving here a little before ten, pretty cold coming up the river. I and Mr. Smith are going to walk out to the Innis's today and Tommy is going back to Sea Island. We took our leave of Tommy at the ferry landing in Westminster and rowed across the river and walked (they say 13 miles, but it seemed much further to us) to Mr. Innis's over a graded road through the woods, not a house but one the whole way, till we got near Innis's. Arrived at our destination at about 5:30.

31st: Frost last night, we stopped at the Innis' last night. Saw Mr. W. Innis and his man breaking prairie this morning with three horses, pretty tough work, a great deal of fern, the country looks rough and the prairie wet.

April 1st: Raining this morning, cleared up about 8 a.m. The two Innis's took I and Mr. Smith to look at a farm near them. 300 acres about 30 broken and 12 more prairie to break with 30 head of cattle, he asked \$10,000. We walked to Langley 6 miles past the Hudson Bay lands, 2,000 acres laying to common, good grass. I saw the old Fort at Langley. We hired an Indian to paddle us down the river to Maple Ridge and walked 2½ miles to Mr. Harris's.

2nd: Sunday. Frost last night. Stayed with Mr. Harris all night, he walked a mile and a half with us to Catchie and we hired an Indian to take us down the river past the mouth of the Pitt

River to a road that leads to Westminster. When we got to Coquitlam river we found the bridge gone and no one to take us across and here I am now sitting by the roadside at about 2 p.m. waiting while Mr. Smith has gone in search of someone to take us across. Mr. Smith has come back and says the people at the house are all away. I saw an old squaw planting potatoes and I tried to make her understand what we wanted, she could not speak a word of English. However, I made signs to her and she paddled us across and we got on our way again, on a walk of nine miles to Westminster, arriving there about 5:30 p.m., very tired and hungry having had no dinner.

3rd: Sharp frost with a sprinkling of snow. I went to the Inlet by stage 9 miles, saw no good land in that direction, got back at 4:30 p.m. After getting back received your first letter from home, also a paper from Geo. Weeks.

4th: Fine morning, quite mild and warm. The river very smooth and still. I walked down to the wharf to see a gentleman from the mouth of the Fraser, but he had gone. After dinner I and Mr. Smith walked up to see the Asylum which is building close to the town, then we went to wharf to see the steamer come in. I get plenty of fish, salmon and sturgeon, and there are lots of ducks on the river and marshes, and grouse on the upland. Lots of deer on Sea Island, no wolves or bears that I can hear of.

5th: Fine, but keeps very cool, posted a letter home yesterday. This morning I and Mr. Smith left Westminster at 7 a.m arrived at Victoria 2:30 p.m. There was on board the first lot of cattle from the East Canada region, they were fine large steers but very thin. I saw some of them weighed, they averaged 1120 lbs. each. There

was a large English ship just left the harbour for the Inlet to load with lumber for Australia.

6th: Cloudy and cold north wind. I have a headache this morning. Did not go out in the forenoon. In the afternoon my head being better I and, Mr. Smith took a walk and saw Andrew McGregor and called at Post Office, no letter from home. Mr. Smith posted letters which will go by the same mail as mine posted at Westminster.

7th: Fine day, I saw some furze or whin today in bloom. I and Mr. Smith walked out to see a farm on the Burnside road five miles from town. 365 acres about 150 arable land for which is asked \$12.000. We spent last evening with Mr. Seabrook.

8th: Fine morning, came on to rain about noon. I and Mr. Smith walked out on the Saanich [sic] road about nine miles, there are some pleasant places along the road, we got back to town to tea.

9th: Rained all night, stopped in time to go to church. Attended services twice at the cathedral and went to Iron Church in the evening.

10th: Monday. This has been a nice day, I and Mr. Smith walked to Esquimalt today over a very fine road. I have been writing home today. I got three letters from New Westminster, one from Tommy, Mr. Ignis and Mr. Lang about land.

11th: Frost last night. Started at 7 a.m. on the steamer Maud for Comox. Mr. Smith got off at Salt Spring Island. We got to Nanaimo at dark.

12th: Slight frost, turned out a fine day. We

stayed at Nanaimo last night. We stopped at Baines Sound at 1 p.m. to put on shore a gang of men and machinery for a saw mill, quite a new place 9 miles south of Comox. Arrived Comox about 4 p.m. Met with Mr. Pidcock and Edward Garnett at the wharf.

13th: Fine spring morning. Came up with Mr. Pidcock to his house last night. This morning I went with Mr. Pidcock to get some gearing for his saw mill at a neighbours. Afternoon Edward Garnett went with me over the .... farm that Mr. Smith thought of buying. I it is a good large place, but not at all nicely cleared up and is going to ruin as there is no one living on it and the fences are all down, it would make a good grazing farm. Saw lots of wild geese and ducks.

14th: Fine. This is Good Friday, went with Mr. & Mrs. Pidcock to the little church in the morning, there were scarcely a dozen there, in the afternoon I went fishing with a young man, only caught one salmon trout.

15th: Fine day. I walked up the settlement by myself, called on Mr. & Mrs. Thomas.

16th: Sunday. This is Easter Sunday, rained hard all day, did not go to church.

17th: Cold and showery. I walked up through the settlement.

18th: Frost last night, cold day. I saw swallows on Easter Sunday for the first. Today I walked down to the wharf and had a bath.

19th: Cold night with a shower of hail. I stayed all night at the wharf and dined with Mr. Robb and got back to Mr. Piddock's to tea.

20th: Rained nearly all day. I went to Mr. McKelvies and had dinner.

21st: Mild, cloudy. I and Phil Gopell lunched with Mr. Horn, walked to the wharf and came back to tea.

22nd: Cloudy, I walked to Mr. Horns in morning for something for Mrs. Piddock, did some boring for Mr. Piddock in afternoon.

23rd: Sunday. Rained nearly all day. I dined with Mr. & Mrs. Robb and stayed all night.

24th: Rain commenced about 9 a.m. and kept on all day. I came back to Mr. Piddock's.

25th: Cloudy morning, cleared up about noon and we saw the sun, the first time for a number of days. In the morning I walked back about a mile and a half in the bush to see the mill dam. In the afternoon it rained a little. I went to Mrs. McKelvies for butter.

26th: Fine morning. I helped Mr. Piddock with his heifer, and walked down to the wharf.

27th: Cloudy and cool. I dined and took tea with the Robbs yesterday. We started from Comox this morning at 6 a. m. The day turned. out fine. We arrived at Nanaimo at 3 p.m. Strange to say, on enquiring by mere accident at the Post Office, I got a letter from Rob Milne and a mail newspaper dated 17 March. We are to stop here all night, I went on shore and visited some of the coal mines.

28th: Beautifully fine this morning but clouded up again and began to rain in the evening. Arrived at Victoria 6 p.m.

29th: Rained in the night and this morning. I got a letter and two Heralds. I saw Andrew McGregor this morning, he is going to Cossias.

30th: Sunday. Fine day. I went to church in the morning, took a walk in afternoon on Beacon Hill, and went to the Methodist Chapel in evening with Andrew McGregor. The pear, plum and cherry trees are in blossom. I should say the season was a little more than two weeks earlier than with us in Canada.

May 1st: Fine day, I have had a bad headache all day, took a walk down the wharf in afternoon and to the Parliament House.

2nd: Fine, a few drops of rain, took a walk through the cemetery with Sidney Shore.

3rd: Fine, cool, took a walk with Sidney Shore and had a look at the *Panama* Steamship.

4th: Rained all night and this day. I was to have gone out to Saanich. Met Mr. Smith at the boat in the evening, posted letter to Lizzie.

5th: Fine and cool. I hired a buggy and I and Mr. Slugget drove through Saanich. Saw the steamer *California* start for the mines in evening.

6th: Rained all the afternoon. and Mr. Smith walked out to Beacon Hill in forenoon, very cold. I had a headache.

7th: Fine. I went to the free Episcopal church in the evening.

8th: Fine. I walked to Beacon Hill in morning looking for the steamer to come in which I hoped might bring me a letter. No letter I was oh, so disappointed, as I will have to remain

here until the next steamer before I can start home.

9th: Fine but cool. Walked on the beach. I and Mr. Smith spent last evening at the Seabrooks'. I do not know how to pass the time; the town seems deserted since the miners left. Everything is very dull, no public works going on.

10th: Fine and cool. I wrote and posted a letter home this morning. Went to Parliament buildings in afternoon.

11th: Fine, cool. I and Mr. Smith called on Mr. Carter this morning. The *North Pacific* arrived at 2:30 p.m. with the Canadian mail by which I got my expected letter from home. Just half an hour too late for me to get off by the *Panama*. Mr. Ford called on I and Mr. Smith last night.

12th: Very cold last night, cloudy this morning. I went to the Parliament buildings tonight.

13th: Very cold, slight frost last night. Went to Beacon Hill this afternoon to see the cricket match, the band was playing there, it was very windy and cold.

14th: Sunday. Fine but cold, needed fires in sitting rooms. Went to church in morning and heard Mr. Carnes. Baptist minister preached in evening.

15th: Cold and raining, very disagreeable. The steamer *Dacota* [*Dakota*] arrived last evening from San Francisco and brought up a good many Canadians. Rained a good part of the day.

16th: Finer but cloudy, turned out fine.

17th: Cold, windy. Walked out in the country a little way in morning. Walked round town in

afternoon.

18th: Fine, the nicest day yet. Saw George Shore off on the government steamer *Sir James Douglas* with two survey parties on board. Last evening two steamers started for the mines with passengers and freight. One of them had eighty horses and mules on board. The town is getting de-populated again.

19th: Fine. I posted a letter home yesterday. This has been a fine day, Mr. Smith went to the hospital. I bid him good-bye.

20th: Cloudy and cool. Mr. & Mrs. Seabrook called on me last evening and brought a parcel for me to Canada. Mr. Cowley gave me some shells and seaweed, he also got me some ivy and laurel leaves. After a dinner I walked to Esquimalt and got on board the steamship *Dacota* [*Dakota*] bound for San Francisco at 3 p.m., got underway at 4:30.

21 st: Sunday. Very cold and stormy: very sick headache today. At noon we had made 110 miles from Victoria.

22nd: Finer than yesterday, but the wind dead against us. My head is a little better. Distance run up to noon from yesterday at noon 205 miles. We had a concert in the cabin this evening.

23rd: Rained all night and is raining this morning, very dreary. 1 p.m. distance the last twenty-four hours to noon 207 miles. Very cross sea, wind dead ahead, very cold. Everybody who has an overcoat wearing it.

24th: Very fine morning. We are about 70 miles from San Francisco at 6 a.m. This is the Queen's birthday, distance run the last 24 hours up till

noon, 216 miles. Fine and bright 1 p.m. Just taken a pilot on board, 2:30 p.m. Met the Australian steamer outside Frisco. Arrived at Frisco at 4:10 p.m. A good many ships had their bunting flying in honour of the Queen.

25th: Fine. I had a very restless night; what with fleas and noise I could not sleep. This morning I spent going through the City in street cars, trying all the ticket offices. I finally purchased one third-class and got ready to start, which I did at 4 p.m. I have a comrade as far as Chicago, a young man named McMannus from New Brunswick who is going to the Centennial. We are going up the river in a steam boat.

26th: Fine. We got up to Sacramento in the boat this morning at 6:30 a.m. The land along the river is very low and the dykes washed away in places. We had breakfast at Sacramento and got on board the car at 8 a.m. Got started 9:10 a.m. See lots of oats and barley cut for hay and some fields of barley ripe. 2 p.m. Very warm I had to pull off my coat for the first time on account of the heat, and my thick one at that. At Auburn the country all parched up. 4 p.m. Colfax, 4:15 rounded Cape Horn. Saw a number of water flues, I suppose used for mining. 6:30 p.m. We see snow not far off and the air is getting cool which makes us put on our coats again. At Truckee at midnight.

27th: Fine morning. We got to Reno at sunrise. It was very cold on the mountain last night, we had to make fires in the stove. I think there must be a good deal of snow, but it being night and in the sheds I could not see. Heard the frogs croaking near the Summit. 8 a.m. Wadsworth. 10 a.m. started again. Sundown at Humboldt. There is a nice house and orchard and a field of Alfalfa irrigated. 10:30 p.m. Winemaca.

28th: Sunday. Fine and clear. At Battle mountain at sunrise. It was not so cold last night. I still see snow on the high hills. 6 a.m. Engine broke down. The boys out trying to shoot rabbits with their revolvers. The engine is broken badly and the rail ties broken up. 7 a.m. We got to Beowawe. I wrote a letter home and posted it here. 1 p.m. still at Beowawe and likely to be for some time as the engine has gone on without us. 3:30 p.m. Just got started. It has been blowing and looks like rain. 5 p.m. at Palasades. 6 p.m. Carlin, a nice looking little place on the Humboldt river 298 miles from Ogden. At dusk Moline.

29th: Clear and cold. At Toano at sunrise. Snow on the mountains. 6 a.m. axle on fire, have to stop to let it cool. 8 a.m. at Terrace 123 miles from Ogden. 1 p.m. at Promontory near Salt Lake. We have passed round a good portion of Sallade this forenoon. 2:45 blue creek. Bunch grass growing in this district. 44 miles to Ogden. 5:40 arrived at Ogden. 6:40 p.m. changed cars to the Union Pacific. 7 p.m. got started.

30th: Cloudy. At Evanston near Bear River at daybreak. Banks of snow by the side of the track. Rivers very much swollen. Very cold. I had to get up and make a fire in the middle of the night. The weather right here compares with our Canadian April. There seems to be some grazing land here but the summers must be short. 6 p.m. Piedmont, crowds of emigrants going West every day. A train just now met us, eight cars loaded with men, women and children. 8:30 a.m. We have been running fast this morning and have just switched off at Church Bute to let the express from the East pass us. Saw a drove of horses, must be more than a hundred, being driven West. We are running by the side of Green River. 12 noon, stopped at Green River for dinner. They only charged me twenty cents

for a glass of beer. I saw here two panthers and a wild cat in cages. 1:30 p.m. Rock Springs coal mines here. 2 p.m. snowing, looks like a heavy storm. 6 p.m. another train of nine cars of emigrants have just met us. Still snowing and cold, have kept fire going all day.

31st: Cloudy, it froze hard last night. There were icicles hanging from the cars this morning. We were at Rawlins at 1 this morning and stayed until 3:30 a.m. Passed Fort Steele on Platte River at 5 a.m., we are now on the eastern slope of the Rocky Mountains. 6 a.m. passed over Percy. 8 a.m. we are past the snow now and there is more grass. Passed Conn. 9 a.m. Rock Creek. 1 p.m. Wyoming, there is a farm here a large extent of prairie land fenced and none ploughed. 3 p.m. at Laramie — a good sized town, the first of any size this side of the Rocky Mountains. 7 p.m. Granite canyon. There was a great snow storm here a week ago and a man was frozen to death.

June 1st: Thursday, clear and cool. I don't know exactly where we are this morning, only that we are in Nebraska. I had a bad headache last night. There were eight cars of emigrants met us just now, every train is full of them. 7:30 a.m. We have stopped at Sidney for breakfast. 4 p.m. at Alkali - prairies nice and green, lots of cattle grazing. 7:30 at North Platte, stayed one hour.

2 nd: Fine morning 7 a.m. at Grand Island. Good farming country around here. Corn up about four inches. Boiled eggs at 20cents per dozen salt thrown in and two cakes. Noon, we are shunted of on a switch at Jackson waiting for the fast train from New York to get past us, it is the first fast train to run on this line. It is to run from New York to San Francisco in 88 hours. 12:40 p.m. the fast train passed us at a fearful rate of speed. 1:30 at Columbus. The train has stopped

for dinner. 7:30 at Elke Horne, 29 miles from Omaha.

3 rd: Cold morning. Stayed in Omaha, got started 5:10 a.m. 9:30 p.m. crossing the Mississippi.

4 th: Fine morning, we arrived at Chicago at 7:30 a.m. have to wait till 5:15 p.m. before we can get away. Started from Chicago at 5:25 p.m.

5th: Monday. Fine morning. I arrived in London at 8 a.m. Freddie, Tillie and Lizzie came in to London in carriage and I came home with them. Got home at 5 p.m. and found them all well.

## APPENDIX

### The Toano Route

After the Central Pacific and the Union Pacific were open for transcontinental railroad traffic, May 10, 1869, new stage and freight routes were established to connect southwestern Idaho with the Central Pacific. Four different stations on the railway competed for the Idaho trade. East to west they were Kelton in Utah and Toano, Elko, and Winnemucca in Nevada. Each of these communities was the terminus of a different road to Idaho.

Toano commenced to flourish late in 1870. A division point on the Central Pacific, Toano served Nevada mines as far south as Pioche before undertaking to gain the Idaho trade as well. When Payne's Ferry across Snake River at Thousand Springs began service at the beginning of October, the Toano route gained a good connection to the already established stage road north of Snake River, and freight began to move over the Toano Road in the fall of 1870. F. F. Marx, a Toano freighter who promoted the Toano Road to Idaho, reported that by September of 1871, he had shipped about 45,000 pounds of freight to Boise. At that point, the great Pioche fire disrupted the Idaho traffic from Toano. Rebuilding of Pioche created such heavy freighting demands that the Toano freighters were tied up until 1874 hauling supplies and materials to Pioche. Then F. F. Marx and John W. Moffett decided to start a fast freight line to Boise, with service in six to eight days at the same rate Kelton freighters charged for eighteen-to thirty-day delivery. By supplying a new copper camp on Salmon Falls Creek at Contact, Nevada, with agricultural supplies hauled back from the Boise region, they could freight in both

directions. (Contact was about fifty miles northwest of Toano.) Service, provided by a six-horse team and express wagon with 3,900 pounds on the initial trip, began from Toano April 1, 1874, and reached Boise on April 7. The road from Toano to its connection with the Kelton road north of Payne's Ferry was described as better than the old road over the route of the Oregon Trail (which extended from there on west to Boise). Having demonstrated the feasibility of the route, the new line provided tri-weekly service, with capacity for 40,000 pounds weekly. Thus by the summer of 1874, Toano had entered an effective challenge to Kelton for the Idaho trade. The Toano and Idaho fast freight line proceeded to build new stations along the Toano Road (particularly at Contact) and along the Oregon Trail route in southwestern Idaho during the summer of 1874.

By 1879, construction of the Utah Northern to southeastern Idaho made it possible for that railway to compete for freight in south-central and even in southwestern Idaho. Then by 1882, the Oregon Short Line had progressed far enough west across southern Idaho that further freighting from Kelton or Toano no longer was necessary. Yet some of the ruts of the Toano freight road north through Nevada to Payne's Ferry on Snake River still are visible in places, as are a few traces of the ghost town of Toano.

[Based on information compiled by Victor Goodwin.]

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