The Name Matters – The Truth Matters
The Origins of the Naming of Powell River

Research for the source document for the naming of Powell River (The River) Powell Lake (The Lake)

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By
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Memorial Dedication

I am dedicating the paper in memory of my mother.

Sandra L Tremblay

1942 – 2024

My Mom was an inspiration throughout this research. She often collaborated with me and gave suggestions and directions when I struggled with the disappointment of usually not finding the source I was in search of. She was a great inspiration as she accomplished many great things and was highly respected.

Besides being a great Mother of three children and a wife of William (Bill) Tremblay, Sandra was head of the BC Civil Liberties Society, starting as a Secretary and doing so without taking one class in the legal profession. Highly respected in her role as a Head of the BC Civil Liberties Society, she was often approached for her opinion or to be involved in projects.

She was a City Councillor for the City of Powell River for many years. During and after her tenure there, she was one of many who began the talks in Planning for Prosperity: First Nations, Intergovernmental Cooperations and Treaties, which led to the Tla'amin's Treaty, as well as was part of the Community Accord, and a participant in the 2003 Community to Community Forum.

Sandra never managed to finish with the assistance of either as she became very sick with a debilitating condition that left her unable to walk or stand for most of the remaining part of her life.

Undeterred, Sandra kept involved, and those who knew her connected with her times asked about many things. In her final years, she lived a life her family and friends enjoyed.

Sandra L Tremblay passed away on July 1, 2024

A good friend said

" Sandra accomplished many great things in her life, and most of those will not be known by many but remembered by a few."

Acknowledgment

I originally started this research on a whim, but the research took on a new life.

As this new life developed, as the research progressed, there were discussions with someone on Facebook through Messenger, and for months, this person responded to many messages, which he never had to.

This person was straightforward, sometimes informing that the provided information was incorrect or offering invaluable sources or what-if questions.

He did more than He thought. Between opinions and a sounding board to make sure things appeared as assumed in documents, offered source hunts, and even referenced things that related, his assistance kept the research on the course, and if it veered too far from what the research was trying to locate, he kept the research on track.

For all the reasons above, I wish to acknowledge Graham Welp-Ellis for all the help he gave willingly and for all the advice, good and evil, that was accepted, which helped get this research to its conclusions as they stand, and I express my sincere thank you.

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Preface

Let me introduce myself. My name is Robin Joseph Tremblay, and I was born at the town site in Powell River in 1965 in Powell River's fourth hospital.

These first two lines are a starting point of such conflict between a colonial existence and a First Nation existence that has collided and divided many of those born in Powell River, reside in Powell River, or have deep roots in Powell River simply because of its naming.

So, let us give an updated version of the first two lines. Let me re-introduce myself, my name is Robin Joseph Tremblay, I was born in the town-site in the town of Powell River, in the territory of the Tla'amin Nation, in 1965 in the Powell River's fourth Hospital on the lands of Tiskwat. The two differences are how a name matters, which differs from why one reads this.

I am writing this as I have lived here all my life, all 59 years, born and raised, first generation born, 4th family generation resident. On May 12, 2021, Tla'amin Nation requested the City of Powell River to change its name due to who the City of Powell River is supposedly named after, Dr Israel W Powell.

What I am writing is about something other than Dr. Israel W Powell. It is about the history surrounding Israel Powell and the naming of the river, the lake, and eventually, the town, the municipality, and then the City of Powell River. This research is about how and who of the naming.

Growing up it was taught that Powell River was named after Israel Powell, what was not taught was who game the now or how the name was given.

Reading from The Name Matters[1], a passage says Quote, "72 Cole, Captured Heritage, 82-83. It is likely that, after one of these inspection tours/collecting trips, the Commander of HMS Rocket named Powell River and Powell Lake in Powell's honor. McKelvie, "Lieutenant?Colonel Israel Wood Powell, M.D., C.M," 50" Unquote.

This passage revealed that it needed to be more common knowledge about how Powell River got its name and the research for the source documents began.



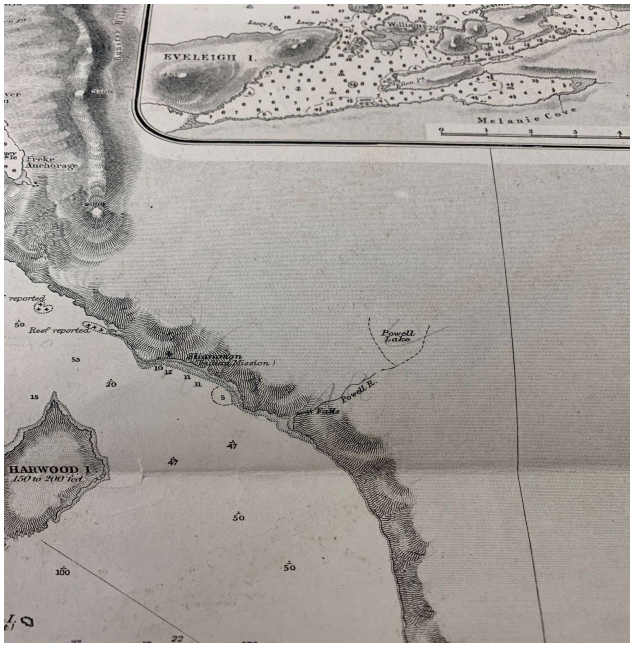
With this in mind, the research's goal was to look for the source document, the one from the HMS Rocket in 1881, from Lieutenant Commander Orlebar. One would think it was easy, but it has not been. Spending 1 year 2 months, hundreds of undocumented hours, hundreds of PDFs, charts, and web pages dedicated to Dr Israel Powell. The research eventually required a new laptop due to the size of PDFs.

The new Windows version is required to view items, as the file sizes are high-speed when downloaded. Over 23,000 individual pages and over 620 files in over 35 folders could be downloaded personally. There were emails to the UK Hydrographical Archives and the UK Navy, paid for copies of HMS Rocket deck logs, and read diaries from passengers on the 1881 passage of the HMS Rocket.

From the Vancouver Archives, UBC Archives, National Archives of Canada, UK Archives, New Zealand Archives, and UVic Archives. Systematically searching hundreds of websites on HMS Rocket, Israel Powell, Lieutenant Commander Orlebar, Captain Nedham, even the obituary of Dr IW Powell, the Powell Family Fond's, personal letters to and from the Powell family members, even his Temple Lodge Grand Master Memorial page.

In all the searches and documents, no important source document mentioned whom Powell River was named. However, in all these documents, there is no mention of Israel Powell anywhere, no acknowledgment of the naming of a river and a lake after him, and Israel Powell himself never acknowledges such an honor.

In all this research, only one mention of the name Powell River contributed to Israel Powell, which appeared in print after 1906. However, Powell Lake and Powell River are mentioned as far back as 1878. What are the original origins of the name? Moreover, why do so many places assume Powell River is named after Israel Powell without any source documents?.



Chapter One – The Beginning of the Search

In search of the source, emails were written to HM Esquilmalt to ask if they knew the source. Replies were to refer to the BC Geographical Names Office, who referred to the Canadian Place Names Office, who referred back to the Geographical Names Office, who referred to an Office that, for all appearances, no longer exists, the Canadian Permanent Committee on Geographical Names in our records.

After a few more inquiries, a reply by email was received with a link to the BC Geographical Place Names website, and the research went there.

After a few more months of retracing and re-grouping, the source is a story, with a few lines, in a book written by Captain Walbran, published in 1906. The Canadian Government and the BC Government got the place name of Powell River based on the information in the book British Columbia Coast Names by Captain John T. Walbran.

Quote”Powell Lake, Sliammon, Malaspina strait After Israel Wood Powell, M.D., Indian commissioner, British Columbia, 1872-1889 Residing in Victoria, 1906. Dr. Powell is a native of eastern Canada, of a United Empire Loyalist family, he arrived in Victoria in 1862. Named by Lieut Commander Vere Bernard Orlebar, H.M. Gun vessel *Rocket,* 1880.” Unquote.

Moreover, here lies the problem: Captain Walbran was a very experienced officer who wrote logs, gave reports to the British Columbia Government, surveyed the coast, and gave place names himself. He was a meticulous person who, when writing the book, wrote the office of the UK Hydrographical office for correct spellings of place names. He corresponded with Thomas Lowe, another highly distinguished man of honor, over book topics but made an error. Israel Powell was not on board the HMS Rocket in 1880, but in 1879 and for a short time in 1882.

In correspondence and personal conversations with one current and one retired Naval Officer, they agreed it would be doubtful and harmful to his reputation to have made a mistake in a year. He would have tried to correct that mistake if he had a source document. On the first page of Captain Walbran's book is a printed list of corrections, which was an addition to the book's binding after the original printing and before publishing.

There were no corrections on the added list from within the book for the supposed incorrect year of 1880. Captain Walbran could have made a mistake of the year if it was from an oral story, one passed down but not written, which brings the question, if the year is wrong, is the person who is supposedly named for Powell River wrong in the oral story?.

Captain Walbran had access to many sources of the time, from the British Columbia Gazette to Despatch Notices, as well as Deck Log books of the HMS Rocket, 1880, 1881, and 1882. If he had referenced these, he would have easily seen that the HMS Rocket in 1880 was near South America at the time, on a despatch from Esquilmalt to Honolulu and back, so if Captain Walbran had a source, it does not appear to be factual source available up to the time of the printing of the book, and he was mistaken.

The primary source Captain Walbran had easy access to was the Superintendent Of Indian Affairs Report of 1880, 1881 and 1882. These reports give the details of Powell's travels and on which vessel and where they went.

If Captain Walbran had researched, he would have seen in 1882 the HMS Rocket anchor at Harwood Island near the river and lake now called Powell, with the appearance that Israel Powell may not or may not have been on board.

During this moment in the research, we read in our local paper, the Peak, about a professor who came and gave a history lesson on Israel Powell. Since his research aligned, an email was sent to Sean Carleton, Ph. D (He/Him), who is the Assistant Professor, Departments of History & Indigenous Studies, Associate Head, Department of Indigenous Studies Visiting Fellow, St John's College at the University of Manitoba in Winnipeg, Manitoba.

In 2023, Sean Carleton lectured at the local University on 1Israel Powell, who he was, and how Powell River received its name. A request email was sent to Sean Carleton asking if he could provide the source documents since he was giving the lecture, assuming an educated historian must have seen them. Sean Carleton's reply was unexpected. Quote: "Thanks for your email. Like you, I have heard the explanation of how Powell was chosen for the city's name but have not located a primary source to confirm - just read the standard accounts." Unquote.

So here was a historian who taught history and had never seen a source document but read standard accounts, thus, these were unconfirmed accounts from a book without source documents. Reaching out to Sean Carleton again, asking where he could suggest looking for the source document, his reply offered an unexpected new source direction.

Quote: "Hi Rob,

Again, thanks for reaching out. Your research here points in promising directions, though I don't have any further leads on this particular subject. Except to say: many colonial re-naming practices are simply established as maps are made, locations surveyed (which Powell was doing/helping with on the HMS Rocket, it would appear), and settlements created, there are few - if any - primary documents describing why certain settlers/traders/officials decided to change the Indigenous name of a place/location/geographic feature into something in English and why they chose that particular replacement.

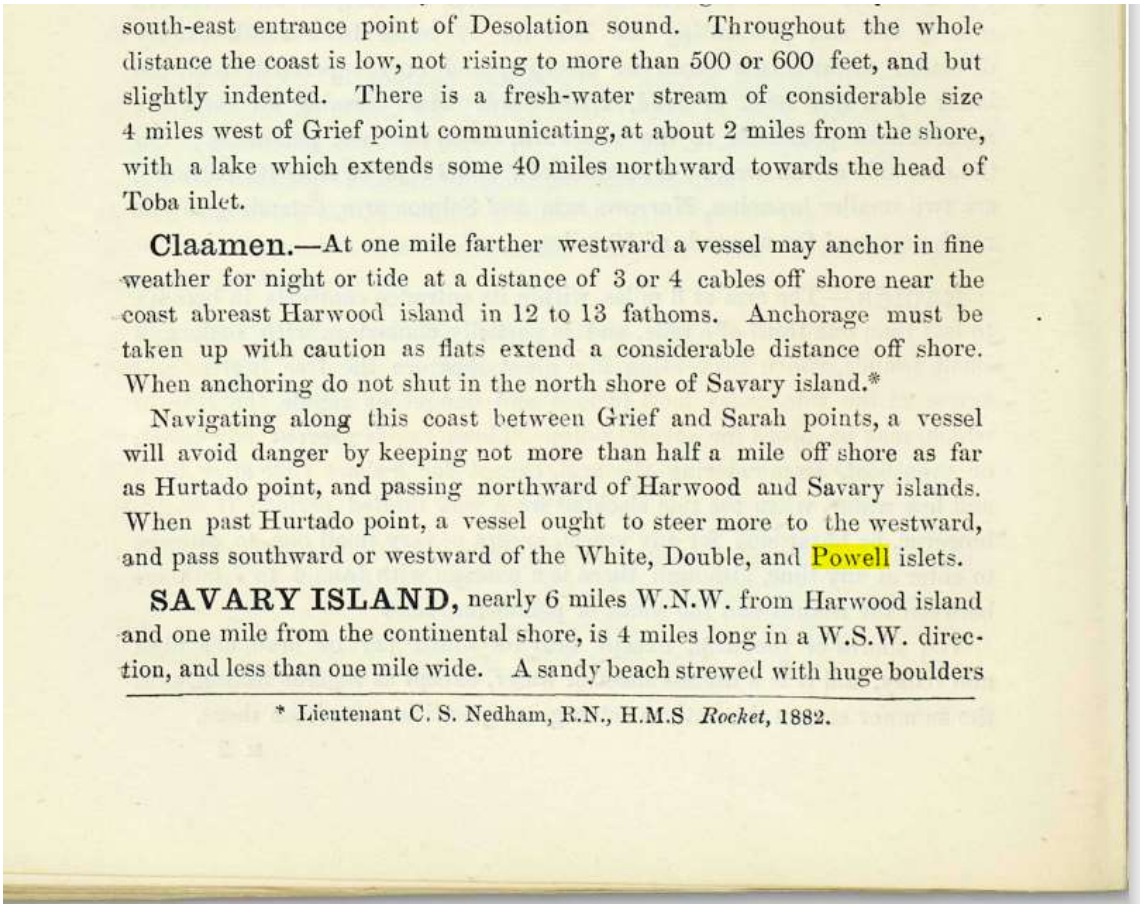
The Remark Books might have the answer or give a clue, they might not. It seems plausible, based on Walbren's account and some of the information you have found. A pattern seems to be emerging. It is quite likely that Walbren heard this account and recorded it, or was familiar with either Powell, Orlebar, or perhaps a crew member from the HMS Rocket which was *his* primary source but was not written down. Walbren's account, then, is the closest source we have at the moment.

All the best,

Sean "Unquote.

At this moment of the research, the source document was not going to be readily available however, it must be somewhere. However, the Canadian Government has made this claim, and Historians have made this claim. Books and Thesis were and still are published by local and non-local organizations, colleges, and universities, to name just a few claim that Powell River was given a place named after Israel Powell, based on a book without factual documents.

One can not fathom that with all these places claiming a naming based on just one book, and they have yet to see the source documentation. In conversations about the possibility that the source document no longer exists, with this consideration taken into account, we were talking about a moment in time when documents were military, and people were in the novelty of writing books, so if it still existed, it is with a government agency somewhere.



south-east entrance point of Desolation sound. Throughout the whole distance the coast is low, not rising to more than 500 or 600 feet, and but slightly indented. There is a fresh-water stream of considerable size 4 miles west of Grief point communicating, at about 2 miles from the shore, with a lake which extends some 40 miles northward towards the head of Toba inlet.

Claamen.—At one mile farther westward a vessel may anchor in fine weather for night or tide at a distance of 3 or 4 cables off shore near the coast abreast Harwood island in 12 to 13 fathoms. Anchorage must be taken up with caution as flats extend a considerable distance off shore. When anchoring do not shut in the north shore of Savary island.*

Navigating along this coast between Grief and Sarah points, a vessel will avoid danger by keeping not more than half a mile off shore as far as Hurtado point, and passing northward of Harwood and Savary islands. When past Hurtado point, a vessel ought to steer more to the westward, and pass southward or westward of the White, Double, and Powell islets.

SAVARY ISLAND, nearly 6 miles W.N.W. from Harwood island and one mile from the continental shore, is 4 miles long in a W.S.W. direction, and less than one mile wide. A sandy beach strewed with huge boulders

* Lieutenant C. S. Nedham, R.N., H.M.S *Rocket*, 1882.

Chapter Two – Attempts to locate the actual source

After months of research, taking notes, and keeping records, and with the correspondence from Sean, a decision was made to take Sean's advice at this time a request for the Individual Remarks Books from the HMS Rocket.

These Remarks were IRB/142/8 HMS/Rocket-1880, IRB/147/15 HMS/Rocket-1881, IRB/151/11/HMS/Rocket-1882, and IRB/156/2/HMS/Rocket-1883. When the Remarks book IRB/147/15 HMS Rocket 1881 was received and researched, it contained nothing regarding the naming.

Considering Sean Carleton's reply and decided that he was correct, the UK Hydrographical Archives contacted again and asked for information on the HMS Rocket.

Quote: "Dear Rob

I have undertaken the research required and will send you the images from IRB/147/15 HMS Rocket 1881 by WeTransfer. In addition, I have checked the historical series of Admiralty chart 580 N.W point of Texada Island & Johnstone Strait for evidence of Powell Lake. The chart was published in 1862, however, the first appearance of the lake (albeit just a tiny part) is on our archive version OCB 580-B11a, corrected in 1900. I have attached a low-resolution image of the whole chart and the extract depicting the lake. In addition, I checked the Pilot Books for British Columbia and examined NP 25- 1888 but could find no mention of the lake. NP 25-1905 does include a small reference to Powell River but not the lake (see attached). I noted that the interleaved page in NP25-1905 mentioned a file reference which by chance still exists so I've also attached scans accordingly.

The transfer images should be with you shortly and I've included IRB/142/8 HMS Rocket 1880 just in case there is anything of interest recorded.

Kind regards

Ann-Marie Fitzsimmons" Unqoute.

An email from the UK Archives contained a picture of the map used by the HMS Rocket, with a correction to the map in 1900. At this moment in the research on Feb 2024, this map of 1900 is the earliest mention of an actual connection to Powell River, the lake, the river, and the falls, but this is 19 years after the supposed naming. The research started looking for other admiralty charts and located a series of these charts totaling 7. The first is from 1962, and the last is from 1911.

On one chart dated January 1900, there is no Powell River or Lake, however, on December 1900, there is a Powell River and a Powell Lake. These UK Charts were the first confirmation and the earliest factual date of the river and the lake to bear the name Powell. On the right, across the bottom, Edward Powell etched it in the UK. Edward Powell was a name that, during the research, was seen before.

Retracing the book's notes by Captain Walbran, the exact nearby locations are place names after Edward Powell. Who was Edward Powell? Edward Powell was the Chief Chart Master for the UK Hydrographical Office and was the person who created the etches for the printing of nearly all the Royal Navy Charts used by the HMS Rocket.

Edward Powell placed names in a few locations in BC, from 1862 to 1877, his etched Charts were used not only on the HMS Rocket but also on the HMS Boxer and the HMS Daring.

Edward point, Skeena river. After Edward J. Powell, chief draughtsman, Hydrographic Department, Admiralty, 1860-1870, &co.

Powell Point, about four miles northeast of Edward Point, is also named after the subject of this note and named by Commander Hanmer, H.M.S. *Daring,* 1877.

See Daring point, Hanmer point, and Skeena river.

Edward point, Cameleon harbour. *See* Hardinge Island.

Powell Point, Skeena River. After Edward J. Powell, chief draughtsman, Hydrographic Department, Admiralty, for many years,1860-1878, et seq. Named by Commander John G. J. Hanmer, H.M.S. *Daring,* 1877.

The HMS Daring was a new vessel's name. Prior documents mentioned the HMS Boxer, and that was before 1881. The information for the Boxer indicates that it also did not sail past the river, which was later named Powell. The HMS Daring was a new vessel. Locating some documents in the National Library of New Zealand, a request was sent by email to Alexander Turnbull at the Library National Library of New Zealand and requested Hanmer, John Graham Job, 1836-1919: Letter Book HMS 'President' and HMS 'Daring.'

With another inquiry with the UK Hydrographic Archives office, the research received a reply that provided insight into a research direction.

Qoute”Tēnā koe Robin,

Thank you for your inquiry.

According to our catalog, this is the only item we hold that has been tagged to those two vessels. Unfortunately, it does not cover 1877:

'The first section comprises letters from 1873-1874 to various recipients, including the Secretary of the Admiralty. The first entry is dated September 1, 1873, and records the fact that Hanmer has taken command of the HMS 'President' at West India Docks. The final entry in the first section is dated September 26, 1874. The correspondence records activities aboard HMS 'President' relating to the crew, supplies for the ship, financial matters, crew awards, and promotions.

The second section records the official correspondence from HMS 'Daring' under the command of Hanmer dated from the period November 1 1874 to April 27 1883. Includes commentary on a voyage in the Pacific Ocean by HMS 'Daring' as part of Britain's Pacific Station responsibilities.'

All I can suggest is trying the National Archives Admiralty records in Kew, or perhaps Archives New Zealand, which holds some papers for the ships stationed in the Pacific Ocean.

I hope this information is of assistance, and all the best for your research.

Ngā mihi,

Jared Davidson" Unquote.

After receiving this email and still awaiting replies that may hold the answers, there was an inconsistency and the information was requested again from Jared Davidson.

Qoute” Kia ora Robin,

My apologies - for some reason I read your initial request as after the year 1887. 1877 is indeed covered in this item. I've requested this item now and will check for the 1877 content. If the item isn't too long then I am happy to photograph it for you. However, larger items will need to be treated as a copying request, which costs $1 per page. More information about copying prices can be found here: https://natlib.govt.nz/researchers/making-copies/copying-prices.

I'll be in touch as soon as I have further information for you, and all the best.

Ngā mihi,

Jared Davidson

Research Librarian, Manuscripts" Unquote.

Upon the reply from Jared Davidson, the email contained the requested information, and the PDF contained the letter book of Hamner of the HMS Daring in 1877.

Having read the sailing letter book of the HMS Daring in 1877, it anchored in Gillies Bay, and upon leaving Gillies Bay, sailing right past the river later named Powell River, it followed the route of Vancouver in search of a port for the CPR, it took note of rivers for freshwater sources, of inlets, bays, updated charts and used the chart etched by Edward Powell, and on this despatch gave many place names in honor of Edward Powell,

The reply letter from the UK Hydrographical Archive office noted that Naval Charts are marine charts and not land charts. Marine Charts will give names of places for navigational purposes, such as points, mountains, islands, islets, inlets, passages, and names of places. However, unless a vessel can sail up one, it only mentions rivers if they are 'navigable,' as only navigable waterways appeared on the chart up to 1899. The navigational charts have notations or symbols indicating freshwater sources.

In 1900, rivers and lakes began to appear on charts, and in 1900, the UK Hydrographical Office made corrections to the Chart etched by Edward Powell, that correction added Powell Falls, Powell River, and Powell Lake. Powell Falls as a place name has never appeared in any article, website, or biography of Dr Israel Powell. However, Powell Falls and Powell Lake on a chart in 1900, etched by Edward Powell, used by the HMS Daring, whose Captain gave place names after the maps etcher.

Having read a copy of a notebook of a passenger on the HMS Rocket in 1881, who documents their passage but has no references to sailing past the river later named Powell, the HMS Rocket did make a short stay at Comox before returning to Esquimalt.

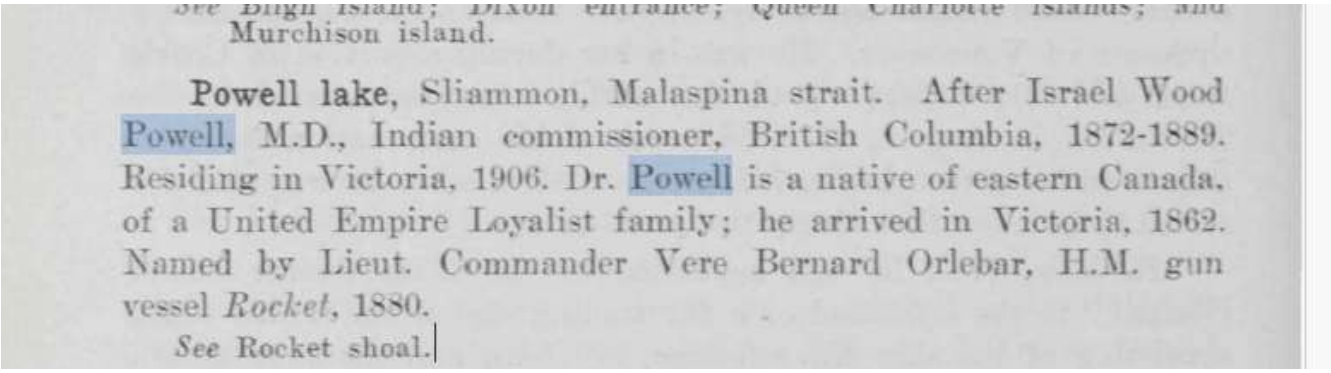
After going back over the research of the deck book of the HMS Rocket, which explains nearly the exact details as the passenger notebook, both show that it never sails close to the river, later named Powell.

Various log books of the HMS Rocket and HMS Daring, as well as maps and charts, document that the waters near the river, later named Powell, are highly hazardous to sailing vessels, with many submerged land masses, and would have been unsafe to sail past unless requisited.

Source documents show that in 1878, the reservation of the Sliammon was visible on charts for surveying, and it would have been improbable that if the HMS Rocket in 1881 were in the vicinity, the Superintendent of Indian Affairs, Dr. Israel Powell would not have anchored and set foot on land. In 1878, Dr Israel Powell, on the HMS Boxer, anchored and inspected the unsurveyed reservation of Refuge Cove of the Hesquiaht Nation, not 22 nautical miles from Sliammon.

In 1879, the HMS Rocket was despatch to take Dr Israel Powell up the west coast of Vancouver Island onward to the Skeena River. On the HMS Rocket's return south, it traveled down past the Queen Charlotte Islands on the East Coast of Vancouver Island and back to Esquimalt without traveling the West Coast of the Mainland once it reached Vancouver Island.

It was this research's understanding as of July 23, 2024, source documents available imply that Dr Israel Powell never once attended the Sliammon Nation, its reserve, or the river and lake supposedly named after him, while he sailed right past here while on a despatch to attend all reserves in 1880.



See Bligh island; Dixon entrance; Queen Charlotte islands; and Murchison island.

Powell lake, Sliammon, Malaspina strait. After Israel Wood Powell, M.D., Indian commissioner, British Columbia, 1872-1889. Residing in Victoria, 1906. Dr. Powell is a native of eastern Canada, of a United Empire Loyalist family; he arrived in Victoria, 1862. Named by Lieut. Commander Vere Bernard Orlebar, H.M. gun vessel *Rocket*, 1880.

See Rocket shoal.

Chapter Three – Captain Walbran and the Powell Connections

Before the complete publishing of the book, Captain Walbran corresponded, according to the UBC Archives, with Robert Lowe for corrections to the book. There are over 15 place names named Powell on the coast of British Columbia, the book written by Captain Walbran only names some of them, in fact, it names very few. Many of Powell's Place Names are from early dates and very distinguished people, and many of the place names in the book show that Captain Walbran only sometimes had a document source.

The BC Royal Museum has Dr Israel Powell's Diaries, which reside in the Powell Fonds. In Israel Powell's handwriting and his Diaries, he neither acknowledges nor mentions an honored naming of a river or a lake after his legacy.

In 1898, one lot of land had an application for on Powell Lake, and there was also an active mine by the Powell Lake Mining Company. However, there is no documentation or references to Israel Powell. As they are, the documents do show how early the area has references as Powell Lake.

The documents showed that file 2/17/9034/98 had land purchased at Powell Lake in 1898. In 1899, a lot was purchased at Powell River, listed as 2/31/8459/99 Lot 1901, Powell River, New Westminister District. In 1900, a power company canceled its land application and was listed as File 2/39/1526/00 Industrial Power Co. Cancels application for land at Powell River.

By 1906, the site of the future bill of the Powell River Company was underway, and in 1913, Lot 450 was regranted and was listed as File 1/4/135/78 Lot 450, Group 1, New Westminister District {R.P. Rithet purchase, Powell River Co. Crown grant re-issue} 1878, 1913

With new documentation and information, the research took a different approach and looked for Land and Timber grants and rights to find new directions. GATOR.gov is a good resource, and it is accurate and open source, this allowed researchers to look for Grants and Timber claims at https://a100.gov.bc.ca/.../gator$querylist.search_sp_by...

If one looks hard enough and learns to use it, it is a treasure trove of information, and Lot 450 has a long history of ownership. In July of 1878, a surveyor for the Dominion was requisite to survey Lot 450, R.C. Cridge, and on August 10. 1878, he registered his survey of Lot 450, which became part of the Dominion Land's Map. So, any maps before August 10, 1878, would only show Lot 450.

Between August 10, 1878, and October 23, 1878, the Dominion ran ads in the Newspapers proclaiming Lot 450, and anyone claiming Lot 450 was to contact the Dominion Land Office.

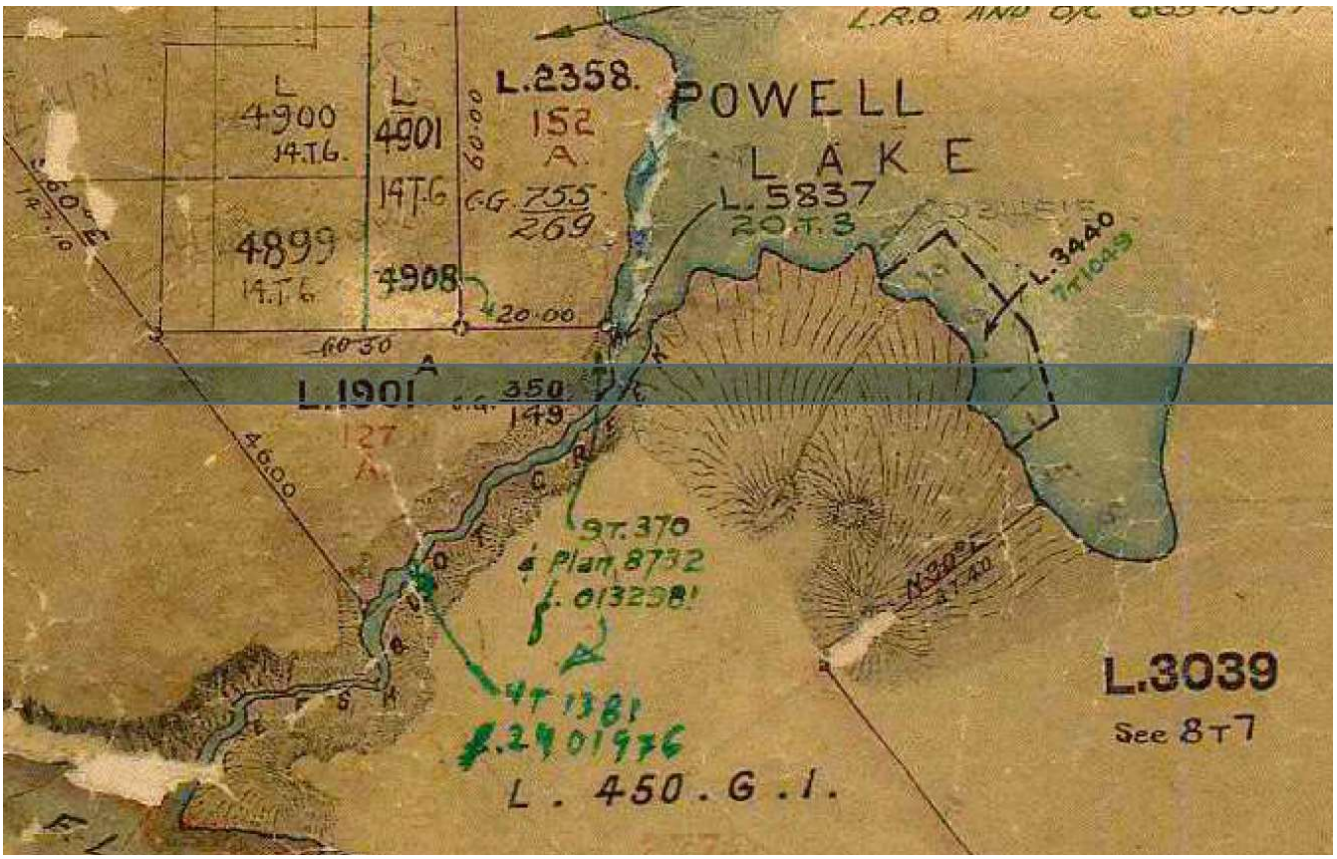
On October 24, 1878, R.P. Rithet applied for Lot 450 and received approval of the application. Any maps after October 25, 1878, will say Rithet and Lot 450.
The question is what this has to do with the naming and how it applies to Israel Powell or the naming of the lake or the river. The story is that it was named after Israel Powell in 1880, maybe 1881, or maybe 1882, although no documents support that story.

The research can not conclude that it was named after Israel Powell in all the journals and documents. However, documents pointed to another Powell in 1877, Edward Powell, and collaborating documents this interesting part by the maps and the dates.

While researching Land Titles, a survey map from 1878, from the Dominion of Canada, with an original entry of August 10, 1878, with the original outlines drawn in for Lot 450, in 1878, was obtained.

This map coincides with R.C. Cridge's sketch map with the name of the river Tesqhout Creek. The sketch map of R.C. Cridge cuts off the Lake naming, but the Dominion Master Map does not, and it names it Powell Lake in 1878, 1 year after the HMS Daring came through and 2 to 4 years before the story.

It does not call Lot 450, Rithet Lot 450 as it is after the Rithet application, and it did not change the river's name to Powell because it was not called Powell River until 1906. If looking for tangible documents, this survey map of Lot 450 clearly shows Powell Lake many years before the supposed naming after Israel Powell.



Chapter 4 - Gilbert Malcom Sproat

Commission Reports of Gilbert Malcolm Sproat were introduced during this research since there was a relevant connection to Israel Powell, Rithet, Lot 450, and the Tla'amin's claims to tiskwat.

The notes, letters, and documents show how Israel Powell thought this area was irrelevant, how Israel Powell was not interested in this area, and his ignorance of his position as the Provincial Indian Superintendant.

Qoute
“Gilbert Malcolm Sproat (1834-1913) was one of British Columbia’s first post-confederation Indian reserve commissioners. He served two years as the joint commissioner to the Joint Indian Reserve Commission (1876-1878) and then two more years as the sole commissioner of a reconstituted commission (1878-1880). In these capacities, Sproat left thousands of handwritten pages analyzing his decisions allotting Indian reserves and providing his thoughts more generally about Indigenous peoples and their relationship to the new settler society” Unquote. See Notation 1

In reading the several hundred-page reports per year, Sproat, Powell, Mohun, and not by direct name Rithet all come into a picture, as documented mostly by Sproat himself, on how this area now known as Qathet was visited and viewed.

These notations are taken from several sections of the Indian Commission Reports from 1876 to 1891, both Federal and Provincial. There are Federal Files and Provincial Files, and even though they are the same Indian Commission Yearly Filing, they do not contain the same information but are close to the same.

Before 1871, the Dominion Government and the Colony of Vancouver Island were attempting to settle First Nation land claims. The Douglas Treaties were the very first attempt to map out the lands.

In 1877, Sproat was hired by the Dominion to discuss and lay out Reserves, and the Dominion primarily paid his surveyors. He was constantly frustrated that his work was being undermined as the Province consistently ignored his letters and refused to honor the joint agreement. Powell would not respond in any matters or recognize its responsibility to First Nation land issues. Powell, however, would hire British Military vessels to go to reserves and buy or trade for First Nation items, while Sproat would hire smaller schooners more suitable for coastal visits.

In the area of Sliammon for the most part Sproat did not seem to look down on the First Nations here, he respected their abilities of trying to be self sufficient and they want to become loggers. Powell had no interest in the area and made only notations that others should attend the area over disputes between Sliammon and Holmalco. After Powell ignored the Dominion and refused to do The Coast Surveys, Sproat was despatched to hear the dispute.

Of the three visited here by Sproat, where, the first time in 1877 was a quick tour, and this is when he took a chart and hand drew in the reserves, mentioned Harwood and other areas occupied by Sliammon, and plotted the current lands as a shared winter village, but not once is there a mention of a village at Tiskwat, however a specific area up Okeover, Sliammon's Winter Village and Harwood comes up each time.

The Dominion constantly requested Israel Powell to survey and visit the coast. However, he ignored the request and visited areas not required, took photographers, and went on personal purchasing sprees of First Nation Artifacts, using Provincial Indian Commission money to hire British War Vessels.

Sproat mentions a few times that he did not think reserves should be whole islands or where suitable lumber mills could be located at the mouths of rivers. On his first trip in 1877, he noted that Harwood had five persons on it however, in 1878 on his return to survey, he noted that Harwood had many families residing there.

Sproat, in 1878, notes that the main village of Sliammon appears to have been deliberately built where it is now, and Sproat laid out the reserve where there was a notable occupation and, subsequently, the village on Harwood. Sproat notes that Sliammon waited 20 years for the Dominion and the Province to survey and assign the reserve. If this was accurate, then it is plausible Sliammon abandoned tiskwat for a favorable settlement that earlier Dominion visits indicated would be their lands.

During a visit, Sproat notes that it appeared that Sliammon was at tishoshem. There were no notes that Sliammon moved from tiskwat to tishoshem. This visit by Sproat was to settle concerns that Sliammon raised about the neighboring property taking their logs, which they worried might damage their farmlands.

Sliammon does not argue that Lot 450 was theirs, or did Sliammon claim Lot 450 was their land to log, or that Sliammon had a village at tiskwat or on Lot 450. Sproat does not mention the river, the lake, or any geographical feature named Powell.

The Dominion had only powers of land over assigning reserves, in this instance, it was Sproat. Sproat could only dispute lands that the Province gave to Settlers IF it encroached on Reserve Lands or lands about to be negotiated and mentioned as Villages. There appears to be no dispute that Lot 450 was part of a former Village site or the mentioned Reserve portion.

As there appear to be no notes of a dispute at tiskwat, Sproat made no dispute about the possibility of an Indian village at tiskwat, except for expressing that he was disappointed that the Province gave the Timber rights away before the establishment of the Reserve negotiations.

Sproat disliked Powell but did not mention any interference from Powell here, where he could have. Powell, as a Provincial Indian Commissioner, had no say in Reserve allocation as that was 100% a Dominion responsibility, which is more than likely why he would ignore Dominion requests.

Powell also would not pay the Provincial shared responsibility for surveys, ie Mr Green, Mr Mohun now submitted inaccurate or incomplete unfinished surveys in Provincial agreed areas, thus leading to Mohun being fired. Cridge did not survey the Sliammon reserve, but the Land and Works hired him to survey Lot 450 in 1878. However, Cridge billed Sproat. 1877 Sproat came through, roughing in the Sliammon's reserves, holding off Harwood to any land decisions.

In 1878, he came to Sliammon as there was a dispute between Sliammon and Holmalco over timber (no known dispute over timber on Lot 450), and in 1879, Sproat returned to survey Sliammon reserves, which Mr Jemmet did.

Lot 450 was surveyed in May of 1878, it is said it was done for Rithet, and that Powell behind the scenes did it. Sproat, however, firmly believed that no lands should be part of a reserve where favorable lumber mill sites could be. 1877, Sproat came through and assigned the Reserves.

Sproat used to work for Rithet many years prior, and Rithet loathed Powell, whom he considered lower in the class of people. Timber Rights for Lot 450 were applied for in August of 1878 by Rithet, not immediately after it was initially surveyed, leaving it open for anyone to apply for its Timber Rights.

There have been numerous ads, for months, in the Gazette that should anyone have a dispute prior to the granting of these Timber Rights, they can apply to Land and Works. There is no record of anyone including Sliammon dispute the Timber Rights, and other instances First Nations have disputed Timber Rights, many by the Sechelt First Nations

In 1888, O'Reilly was tasked with confirming the reserves surveyed. He attended this area, made no subsequent changes, and was approved, and O'Reilly makes no mention of any village at tiskwat. O'Reilly signs his paperwork and sends it all to the Provincial Government. He sets the reserves throughout most of the Province.

Throughout Sproat's tenure as the Dominion Indian Commissioner, in none of his incoming or outgoing correspondence, there was no mention of the lake, river, or this area being referred to as Powell.

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Notation 1 - Pike, Sarah P. - Gilbert Malcolm Sproat, British Columbia Indian reserve commissioner (1876-1880), and the "humanitarian civilizing" of indigenous peoples

In the scope of history, Israel Powell, so involved in the Province, appeared not to acknowledge from 1899 to 1912 that an entire Paper Mill, supposedly named after him, even existed. Israel Powell passed away in 1912, six years after the book was published, 32 years after an honor was bestowed on him, an honor he never once acknowledged. The only source of this supposed acknowledgment is from 7 lines in a book about how the river and the lake received its name, statements that appear to be the incorrect year of 1880.

Chapter Five – The HMS Rocket Source Documents

On June 13, 2024, one of the final documents from the UK Royal Navy Archives was received, and it became an essential part of the research. The Journal of C S Nedham Acting Navigation Sub-Lieutenant for the HMS Cossack HMS Rocket HMS Heroine from September 1870 to April 1886. The critical pieces of information were within these pages, which were only three pages long.

In June 1882, Captain Nedham, HMS Rocket Journal from the UK Royal Navy, was the navigation officer under Lieutenant Commander Orlebar. Captain Nedham was responsible for correcting charts and new place names, charting courses, and writing crucial daily information about the vessel's activities.

There were two significant bits of information on just one of the 88 pages. The Journal had some excellent information dating back to earlier years, but then there was this one important section, and the very first thing I noticed was that the year was not 1880 or 1881 but 1882.

From the reading of Captain Nedham's 1882 Journal, in June of 1882, was that during the voyage according to Captain Nedham Journal, Superintendent of Indian Affairs, Dr. Israel Powell, appears to have left the HMS Rocket on the 10th, in Burrard and was not on board the HMS Rocket for the duration of this despatch.

On June 14, the HMS Rocket anchored off Harwood Island, and a Party of Officers came ashore. " a steep trail of 2 miles leads to a lake of nearly 40 miles in length (from which this stream runs) to the north and reaches to within about 5 to 10 miles of the tip of Toba Inlet, by a family Indians report(?) a party of officers caught a magnificent lot of trout at this lake.

While deciphering Captain Needham's handwritten Journal, a surprise arrived in the email. On July 1, 2024, a surprise email from the UK Hydrographic Archives Office, the HMS Rocket 1882 Remarks Book of Lieutenant Commander Orlebar himself.

This Remarks Book of Lieutenant Commander Orlebar is the remarks book used on the same voyage as the Journal of Captain Nedham, the Navigation Officer. Even though the year is incorrect from Captain Walbran's book of 1906, it may be the voyage referencing the HMS Rocket as it passed by the ' River ' and the ' Lake," supposedly named after Israel Powell.

In the remarks book of Captain Nedham on the first page, it says, Quote" ---- Vancouver Pilot – Burrard Inlet Departure B: Claamen: Toba Inlet: Arran rapids: Alert B: Hushartic Victoria HM Docking" Unquote.

On the same page, after the Remarks Book of Captain Nedham was forwarded to the UK Hydrographic Office, there were added remarks showing that it was read and any remarks, place names, and geographical features were noted. as Quote" Rupert - Consulted for New Edition of Vancouver Fort Pier - T.co. L 8/1/85.

What is exceptionally notably important is Pages 5 and 6 of this Remarks Book is the following entry.

Quote" June 14 (1882) (noted not in the Journal From Page 5) "On the 14th proceeded after the coaling to the Head of Bute Inlet, anchoring off the Village in Trail Bay and Claamen another Village situated in the slight blight in the Coast of the Mainland, bearing N 48 L from the north end of Harwood Island.

Anchorage off Village in Trail Bay may be had abreast of Bluff in the N.W. corner of Bay in about 15. Fms but is much exposed during winter months (bottom corner of the page) the (From Page 6)Rupert & down the West Coast of Vancouver Island. The inhabitants of the latter village are a portion of the Sechelt tribe of Indians, who are under the care of the Roman Catholic Mission, their Chapel is from the prominent features in the fronting along the coast. At Claamen, the anchorage must be taken up with great care, the flats running off a great distance. Vessels should not anchor in less than 13 or 15. lpies. And not that in the North end of Savery Island with the extreme Bight

At a **stream** of about 2 miles to the southward of Claamen 1 bearing from the north end of Harwood Island? ekr? 3/4 h, a short trail of 2 miles leads to a **lake** of nearly 40 miles in length (**from which this stream runs}** to the Northward I reaches to within about 5 or 10 miles of the Head of Toba Inlet (by Indian ?re front) a party of officers caught a magnificent lot of trout by at this **lake**, during our stay." Unquote.

It is important to note that this Remark Book is in Lieutenant Commander Orlebar's handwriting, it is his words, and there are no additions and no corrections, and Lieutenant Commander Orlebar, just as in the Journal of Captain Nedham both call it **a stream and a lake.**

The other important information is that they did not sail by, they do not call it a river, and the lake is two miles from the ocean. Neither Captain Nedham's Journal nor the Remarks Book of the HMS Rocket in 1882 by Lieutenant Commander Orlebar names the lake nor mentions the river as Powell.

In sharing this information and reading it with three people, there was a common consensus that there could be only two versions of how these journals read. Version One was that If Israel Powell was not on board the HMS Rocket, it factually anchored off Harwood, and Navy Officers came ashore and went up ' a creek and onto a lake.' First, there is no mention that the HMS Rocket came here from 1879 to 1881, although in the Dominion of Canada Annual Report of the Department of Indian Affairs for the Year Enid 31st of December 1882, there is an entry.

The Report read on Page 250 in the PDF of the same year the entry *INDIAN OFFICE, VICTORIA, November 22, 1882.*

NEW WESTMINSTER.

This summer there have been more Indians in this town and vicinity than there have been for many years. I am glad, notwithstanding, that cases of drunkenness are not one-half what they were last year or any year for the last seven years, other crimes are unknown of the Indians of my Agency within the last twelve months. Burrard Inlet Mission Indians are the best and the cleanest I have in my Agency, they are very industrious, they have very good houses and are kept clean and tidy, and most of them are well furnished. Outside their houses are also kept very clean. They do not cultivate any of the mission grounds.

Their main reserve is at How Sound. Their chief occupation is fishing and working at the lumber mills. They are very anxious to make money. One of these bands, last fishing season, after the sockeye run of salmon was over, contracted with Mr. English to catch at the second run and sell to him salmon at seven cents each. His wife pulled the boat, he cast the net.

He made, in fourteen days, $280. In two weeks after, his wife and another Indian woman pulled their boat from Burrard Inlet to New Westminster, 22 miles, with a lot of fresh herring, they went around town and sold them at 25 cents a bucket, and made $2 each. I mention this to inform you how anxious the Indians are to make a living. There are many instances of like perseverance I could mention. The women are, with few exceptions, always ready and willing to help their husbands. The other Indians at False Creek, Seymore Creek, and Capatano Creek, are all doing well, improving gradually.

I must thank you for the opportunity you have given me to visit the various bands of Indians up as far as Bute Inlet, in Her Majesty's ship "Rocket," and in company with yourself. It will be a very great benefit to me in future in the performance of my duty in all parts of my Agency. It took me seven days to come from where I parted with you to Burrard Inlet. I stopped at several Indian villages on my way down. There were very few of the Indians at home, they were all down at the fisheries. I have seen them here since I came back, they are all at work, and, I am happy to say, that they are behaving themselves well. The only trouble the Indians had this summer was, their being compelled by the cannery companies to work on Sundays. All the Indians, without exception, feel much dissatisfied about it.

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There are not a few who say they never will come to work at the fisheries again on that account. The Indians of Clahoose, Shammon, Sechelt, and Waddington Harbour, have planted all along the coast patches of potatoes, some of which look very well. On Harwood Island, there are five families of the Shammon Band settled. They have fine places, and have done considerable clearing. Each family has got cattle - 16 head in all. It is the only good spot for settlement I have seen in that part. The Indians, all up that part of the country, make their living by hunting and dogfish oil, and others by getting out logs for the Burrard Inlet saw mills.

Although they came to the fisheries this summer, they did not like canning. They say they were induced by some white man who went up to their places and told them they would be paid $3 a day at the fisheries. They do not like to expose their young men and women to the temptations of city life. They are most excellent Indians. I am of opinion that they are the only Indians of my Agency who are increasing in population.

It is not an uncommon thing to find 7, 8, and as high as 10 children in one family. They are all, without exception, from Burrard Inlet to Waddington Harbour, Roman Catholics. Had it not been for the high water in the Fraser River this year, and the destruction of the crops, as above stated, I would be able to report very decided progress made by the Indians of my Agency.

I am happy to say that the conviction of Ling Sing, for keeping young Indian women at his place in this city for the purpose of prostitution, had the effect of breaking all such places here. I have vaccinated 917 Indians since April 14, with the best results. The work of the missionaries amongst the Indians is already well known to you. Their work and sacrifices are great. They are not deterred by bad weather from visiting and trying to better the condition of the Indians.

I regret that a great many Indians are sick this season, their chief complaint appears to be consumption and spitting blood. Your liberal supply of medicines furnished this spring has been in good demand and has relieved many. Your supply of seeds has been received by them thankfully. The value of fish taken by the Indians, as stated in the tabular statement herewith furnished, is only the value of the fish taken for their own use, it has no reference to the fish they take for the canneries.

At the fisheries this season there were 1,300 Indian men employed, the average wages are $1.75 per day. The season for summer fishing is about 9O days. Besides, there are at the canneries 400 Indian women engaged cleaning and canning salmon, who receive $1 per day. At the two saw mills, Burrard Inlet, there is paid for Indian labor $18,000 a year. Mr. Onderdonk pays this year for Indian labor at least $40,000.

I have the honor to be, Sir,
Your obedient servant,
P. McTIERNAN,
Indian Agent.

*In this section of the Report, P McTiernan writes, "***I must thank you for the opportunity you have given me to visit the various bands of Indians up as far as Bute Inlet, in Her Majesty's ship "Rocket," and in company with yourself"** it appears that Israel Powell is onboard the HMS Rocket. Then he writes just two lines later**, " It took me seven days to come from where I parted with you to Burrard Inlet**." giving the possible impression that Isreal Powell left the HMS Rocket in Burrard Inlet just as it says in the HMS Rocket Journal.

As the Report continues, he writes, "I stopped at several Indian villages on my way down. There were very few of the Indians at home, they were all down at the fisheries. I have seen them here since I came back, they are all at work, and, I am happy to say, that they are behaving themselves well. The only trouble the Indians had this summer was, their being compelled by the cannery companies to work on Sundays. All the Indians, without exception, feel much dissatisfied about it.

There are not a few who say they never will come to work at the fisheries again on that account. The Indians of Clahoose, **Shammon,** Sechelt, and Waddington Harbour, have planted all along the coast patches of potatoes, some of which look very well.

On Harwood Island, there are five families of the Shammon Band settled. They have fine places, and have done". This part of the Report aligns with the Journal of the HMS Rocket, anchoring at Harwood, possibly without/or without Israel Powell onboard but with P. McTIERNAN as the acting Indian Agent.

Throughout the whole written Report of P. McTIERNAN, Israel Powell is not mentioned as attending Sliammon. It is contradictory to other documents recently reviewed. P. McTIERNAN never mentions the river or the lake as Powell Lake or Powell River. There is no recognition of the honor of a geographical place named after his superior.

Version One aligns with the known history of Israel Powell never visiting this area, and the understanding of Tla'amin's oral history is that he has yet to visit their village.

There was also an agreement for an alternate version, the second version, considered in June of 1882, was that during the voyage, according to Captain Nedham and Lieutenant Commander Orlebar. On June 10, 1882, the HMS Rocket departed with The Superintendent of Indian Affairs, Dr Israel Powell, in Burrard and was boarded the HMS Rocket for this despatch.

On June 14, the HMS Rocket anchored off Harwood Island, and a Party of Officers came ashore. " a steep trail of 2 miles leads to a lake of nearly 40 miles in length (from which this stream runs) to the north and reaches to within about 5 to 10 miles of the tip of Toba Inlet, by a family Indians report(?) a party of officers caught a magnificent lot of trout this lake.

In Version Two, just like Version One, is that the HMS Rocket left Burrard Inlet with Israel Powell on board, arrived with him, anchored at Harwood, and then he came ashore and factually visited the area and factually visited Tla'amin's village.

Version Two does not align with any known history, both with documentation or with Tla'amin's Oral History, so there are two main outtakes.

Throughout this Journal, Captain Nedham and the Remarks Book of Lieutenant Commander Orlebar writes in corrections for various places to be added to the Chart. As both Captain Nedham and Lieutenant Commander Orlebar wrote in their Remarks Books, the section when anchored at Harwood Island, when the HMS Rocket crew came ashore,

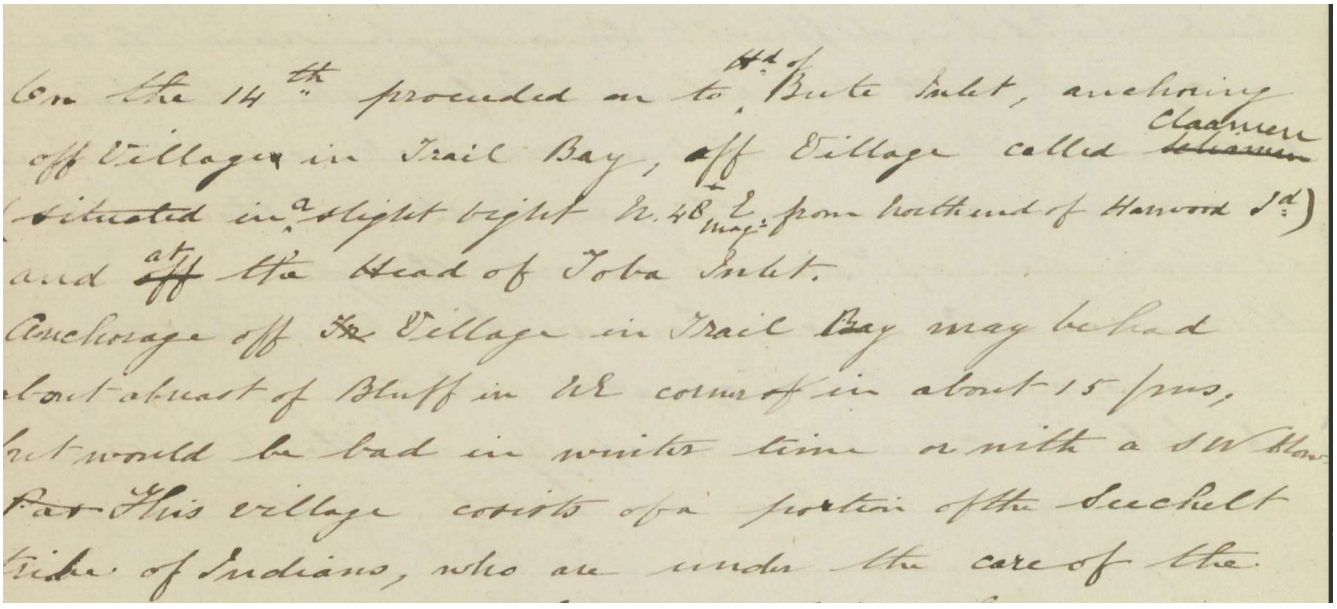
Both Remarks Books call it 'the lake' and 'the stream' and do not call either Powell. Lieutenant Commander Orlebar's Journal gives the appearance that Israel Powell left the vessel 4 days before sailing past this area. The story is 'that as in 1880, or possibly 1881, the HMS Rocket sailed past they saw the river and the lake, Captain Orlebar turn to Israel Powell and said to his distinguished guest we will name it in honor of you'.

If Powell had not been on board, at best, that story would be a falsehood, a made-up event. Neither Captain Nedham nor Lieutenant Commander Orlebar makes any notes on naming the 'stream' or the 'lake' but refers to them as they are, a stream and a lake. ' One would think that if 'the stream' and 'the lake' were given a Place Name, In either Remarks Books of Captain Nedham or Lieutenant Commander Orlebar, one would assume it would most certainly mentioned by name or identity if Israel Powell, who by the story was an important person, was on the vessel, so without that fact, one has to assume he was not, or he was not an important person, or that there was no Place Name given if he was.

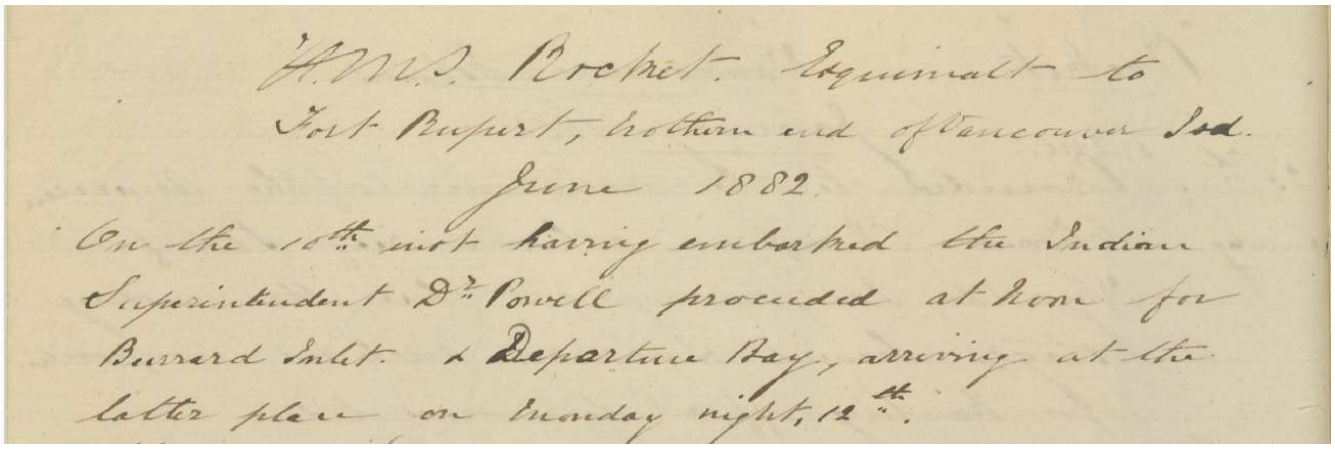
The Journals of Orlebar and Nedham do say that the officers of the HMS Rocket were at the 'Claamen' village at the head of Toba, and there is a mention that the HMS Rocket anchored west of the 'Claamen' village off the North End of Harwood., however, it does not mention Israel Powell.

On July 1, 2024, an extremely relevant and vital Remarks Book by Captain Orlebar arrived in the email. These Remarks Books are from January 1, 1880, to December 31, 1880, and show that the HMS Rocket voyaged to Honolulu, Gabriola Island, Bella Bella, Mclaughlin Bay, Plummer Ba sailed down Johnstone Straits to Seymour Passage and Departure Bay. In this Remarks Book, neither Lieutenant Commander Orlebar nor Captain Nedham mentions Israel Powell or voyaging near Malaspina Straight.

As these notes completed for the research on July 2, 2024, there has not located a single source entry or single source document that even remotely confirms that Lieutenant Commander Orlebar on the HMS Rocket in 1880, 1881, or 1882, named a river, and a lake after a passenger, any passenger at all.



On the 14th proceeded on to Hkt Bute Inlet, anchoring off Village in Trail Bay, off Village called Claahmen situated in a slight bight N. 48 E mag. from bothend of Hanson Id.) and at off the Head of Toba Inlet.
Anchorage off the Village in Trail Bay may be had about abeast of Bluff in 8 fm comm off in about 15 fms, but would be bad in winter time or with a SW blow. This village consists of a portion of the Seechelt tribe of Indians, who are under the care of the



H.M.S. Rocket. Esquimalt to
Fort Rupert, Broken and of Vancouver Isd.
June 1882
On the 10th inst having embarked the Indian
Superintendent Dr Powell proceeded at once for
Burrard Inlet & Departure Bay, arriving at the
latter place on Monday night, 12th.

Chapter Six – The Possibility of a Mistaken Naming

For nearly thirty years, no Admiralty survey vessel was stationed on the BC coast for any significant period. After BC entered the Confederation in 1871, Canada was pressed to assume responsibility for coastal surveying. However, the Admiralty agreed to conduct surveys on an as-needed basis, with the understanding that the Canadian government would bear half the costs. Between 1871 and 1881, the Admiralty, therefore, responded to Canadian requests for reconnaissance surveys of potential sites for the Canadian Pacific Railway terminus.

The HMS Boxer was used for investigations in the Gardner Canal area, and in 1877, Commander John Hanmer made a sketch survey of the Skeena River entrance from the HMS Daring. The despatch of the HMS Daring is an accountable fact in history, but how does it play in the naming of Powell River?.

In 1877, under the Command of Captain Hamner, the Canadian Government despatched the HMS Daring to search for a terminus to the west coast for the CPR. If one is aware of the Texada scandal and the purchase of the land Lot 450 by Rithet and Company in 1878, then one is aware of that part of history.

According to the Deck Log Book of Captain Hanmer, the HMS Daring followed the route taken by Captain Vancouver and, in 1877, started their Surveying of the Coast of British Columbia. The Chart used by Captain Hanmer of the HMS Daring was first etched in 1862 by Edward Davies and Edward J Powell of Davies and Powell Co., who, under contract with the UK Government to etch Charts, which, depending on the sources, certain Place Names were added as Corrections, this including Powell Islets, which sits off the coast of Bliss Landing.

Now, Powell Islets has a history of misidentification. Powell Islands adopted March 31, 1924, as listed in the 1924 Gazetteer and labeled on Reference Map 2d "Powell Lake." Feature type change to Powell Islets December 31, 1945, as labeled on Reference Map 2D "Powell Lake" (1923) and charts 580 and 3591. This misidentification adds to the Surveying and additions of Place Names by the HMS Daring in 1877. With this misidentification, one must pay attention to Chart 580, first etched in 1862 and corrected nine events until December 1900.

In November 1877, the HMS Daring was at anchor in Gillies Bay off the coast of Texada Island, which, from Charts, is considered a Safe Anchor Harbour. After raising anchor, they joined the Captain Vancouver route path and started surveying off the coast, which joins in at Malaspina Straight.

The notations on charts are notable for navigatable waters. Charting the oceans for safe passage was the highest concern, and charts were considered a security concern as wars in the oceans were still happening. Fresh water sources were kept confidential when making the charts and were limited to the admiralty charts of the UK Navy.

On this despatch of the HMS Daring, joining the path of Captain Vancouver at the north point of Texada Island, it sailed past the freshwater source now known as Powell River and continued up the coast of BC.

As it sailed and added new survey information, it also gave place names, and as it was standard practice to give place names of well-known individuals, or members of the Crew, or a Crew Members family, the HMS Daring gave a few place names attributed to Edward J Powell and other members of the Crew including its Captain.

Some notable place names were Edward Point near Bella Coola and Powell Point N.W. Side of Gilford Island, N. of Echo Bay, Hanmer Island W. of N. end of Kennedy Island, Arthur Passage, Hanmer Point On East shore of Skeena River, opposite De Horsey Island, and Hanmer Rocks In Brown Passage, S. of Melville Island.

The original chart used by Captain Hanmer was Chart 580 on the HMS Daring, and all navigational surveys, geographical points, and place names were submitted to HM Esquilmalt upon their return in 1877. Many corrections were made to the original chart from 1877 until January 1900. In December of 1900, a correction to the original chart, Chart 580, was etched by Edward J Powell. In contrast, Place Names explicitly named after him already existed, and a freshwater source, Powell River, Powell Lake, was added, which shows a settlement, the falls, the river, and the lake.

According to the United States Hydrographic Office of Manuscript Charts in the National Archives between 1838-1908, compiled by William J Heynen and printed by The National Archives and Records Service General Services Administration in Washington in 1978, this booklet Special Lists 43, a significant entry.

On the PDF Page 72 but Page 60 of the actual Manuscript, entry 542 Published a chart of the waters between Vancouver Island and the Mainland from Cortes Island south to Bowan Island (H.O. Chart No 1455 dated 1901), annotated with corrections to the Hydrography, including the additions to Powell River and Lake. One inch to Two nautical miles. Source: D.G.S. Quadra (Filed as 3121.49. #1).

This entry is interesting because it is an entry by a Captain and his Sub-Lieutenant naming a geographical feature. The person entering the place name is Captain Walbren, the book's author, giving the who/where/how of the naming of Powell River and Powell Lake. In 1900, there were already corrections made on Chart 580, which Captain Walbren used during his despatch, so there was no technical reason why Captain Walbren would make a survey correction on a chart that was already in existence more than a minimum a year prior.

There are also many Newspaper articles and mentions as far back as 1890 of the lake, mine grants were approved, land grants existed on Powell Lake, and a settlement existed long before 1901. Captain Walbren corrected a chart that had already existed in 1900. Between 1901 and 1904, Captain Walbren made as many inquiries for corrections to place names until his book went to the publisher in 1905 and published in 1906.

It becomes apparent with the 1882 Journal of Captain Nedham and the Remarks Book of Lieutenant Commander Orlebar, and the Superintendent Of Indian Reports of 1882 that Captain Walbran not only is incorrect of a year but of many other inconsistencies that truly question any accuracy of his claims on the naming.

Chapter 7 --The ADM53 Log Books of the HMS Daring and HMS Rocket

Researching the 5 log books from the UK Archives, overall, there was very little new information that the previous research did not cover, but the information was significant because it confirmed the previous research to be accurate. It added some very significant information. Due to the different journals of different vessels, the research will be in each ADM53 Journal. Here is the breakdown of some of the relevant new information.

ADM53-11039 HMS Daring from April 6, 1876, to November 16, 1877.

Commander John G.J Hamner commanded the vessel. In previous research, the HMS Daring was anchored at Gillies Bay and then passed through this area following the route of Captain Vancouver. The HMS Daring was out to survey a route for a potential port for the CPR.

In ADM53-11039-0335 to ADM53-11039-0336, On August 25, 1877, the HMS Daring left Nanaimo and was "requisite" to Texada Island at Gillies Bay and anchors in Gillies Bay at Shelter Point and on August 26, 1877 leaves to travel the Johnstone Straight as "requisite."

From ADM53-11039-0361 to ADM53-11039-0363 October 1 to October 3, 1877, the HMS Daring was "requisite" to travel through the Johnstone Straight. The HMS Daring passage was from Chatham Point, traveling to Gillies Bay on October 2, 1877.

The significant information here is that it was a requirement for the HMS Daring to come to this area, not once but twice. The HMS Daring explored and surveyed a route for the CPR, and it was known at the time that a potential route was from the Mainland to Texada and across Texada to Vancouver Island. Gillies Bay was a known safe harbour listed on Edward Powell's Chart.

The fact that the HMS Daring was requisite to this area meant that this area was of keen interest to the surveying of the CPR and that the HMS Daring would have sent parties to shore, on Texada and the Mainland across from Texada, at a potential port. On the Mainland across from Texada, the only potential port would have been at the mouth of what is now 'Powell River" or Stillwater.

Only a short time after the HMS Daring sailed through here surveying, Rithet applied for a potential port for lumber mills in 1878. It would be hard to argue that the stream and the river were not known and that the crew of the HMS Daring would not have discovered the lake if it was searching for a potential port. If the crew of the HMS Daring had come ashore looking for a port, the geographical features of the river and the lake would have a geographical name if one was not known. These two logs are dated from 1876 to 1879, and there is no factual mention of the river, the lake, or Powell.

ADM53-11823 HMS Rocket July 26, 1878, to May 6, 1880

In this particular log, it is interesting to note that Lieutenant Commander Orlebar in 1878 was not the Commander of the HMS Rocket, the Captain was Lieutenant Commander C.B. Harris, and C.S. Nedham was the Navigation Officer.

On January 3, 1879, S.S. Alaska arrived at Esquimalt (ADM53-11823-0087). The entry is that Lieutenant Commander Orlebar superseded C.R. Harris, making Lieutenant Commander Orlebar commander of the HMS Rocket.

The significant mention is on **February 28, 1879, HMS Rocket Note: Wm Powell returned from Hospital (ADM53-11823-0115)**. During the initial research, there were no indications that there would have been a crew member on the HMS Rocket with the last name Powell.

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On February 28, 1879, a crew member of the HMS Rocket, William Powell Able Seaman, was mentioned three times as being on the HMS Rocket. The significant information is that new geographical names are added to charts when UK vessels survey or "Requirements" are added to certain areas. The practice of naming geographical features and places is usually named after crew members, crew members' families, or influential people from their country, and here we have crew members on board the HMS rocket.

On July 1, 1879, HMS Rocket left Wellington Bay to Fort Rupert (ADM53-11823-0190) and boarded Dr. Powell, Indian Commissioner, and Mr. Anderson for a Photograph and Passage. The 1879 voyage is well-documented and is mentioned in many documents. The HMS Rocket did not sail near this area, and the ADM53-118223 confirms that the HMS Rocket traveled up the west side of Vancouver Island and then down the east side of Vancouver Island without traveling near the mainland.

The other notable part of these log books is that from July 26, 1879, to June 9, 1882, there is no mention of Israel Powell, nor was he on board the HMS Rocket at any moment. The story is that in 1880, or could have been 1881 while traveling on the HMS Rocket as it passed through here, Lieutenant Commander Orlebar gave the place name to Israel Powell, his distinguished guest. These log books confirm 100% that the HMS Rocket never sailed here in 1880 or 1881, nor was Israel Powell on board.

On December 16, 1881, there is an entry in the Journal that the HMS Rocket left Victoria for Esquimalt (ADM53-11825-0013), Received Wm (William) Powell Neil McGowen from the Hospital, and on June 8, 1882, HMS Rocket discharged W. Powell to the yard and returned (ADM53-11825-0105)

Suppose the story is that in 1880 or 1881, Lieutenant Commander Orlebar gave a Geographic Place name. It is documented that Place Names were given to the names of Crew Members, Crew Member Families, or Important People. In that case, the Place Name of Powell Lake and Powell River was potentially given in recognition of William Powell, a Crew Member of the HMS Rocket between 1880 and 1882.

On June 10, 1882, HMS Rocket leaves Esquilmalt to Burrard Inlet (ADM53-11825-0106) the HMS Rocket embarked with Lt-Col Powell Indian Sup and L. Sproat and proceeded under steam, as Requisite for Haro Straight, in its voyage, it passed B.P. Rithet passed as it arrived at Passage Island and stopped and came in to anchor at Moody-Ville.

Researching the last of the 5 log books of the HMS Daring and the HMS Rocket, all 1487 pages, there is no mention of the Powell River (the river). In the research document, the Remarks Books gives the appearance that Israel Powell and Sproat got on the HMS Rocket, and it appears as if they got back off in Burrard Inlet. One of the log books of Lieutenant Commander Orlebar does not indicate that he may or may not have been on the HMS Rocket when it visited the area in 1882.

On June 15, 1882, as mentioned in previous research, the HMS Rocket anchored off Harwood. There is a boat launched, and the crew travels up a creek to a lake, where they fish and then return to the HMS Rocket, this we know as a fact with supporting documents.

In the logbook, there is a simple entry.

June 11, 1882, HMS Rocket leaves Wellington Wharf Departure Bay to Trail Island (ADM53- 11825-0110) and Bay at Sliammon Village.

June 12, 1882, HMS Rocket leaves Burrard Inlet to Departure Bay (ADM53-11825-0108)

June 13, 1882, HMS Rocket leaves Departure Bay Wharf to Saint Wellington Wharf (ADM53-11825-0109)

June 15, 1882 – HMS Rocket at Anchor Harwood at Sliammon Village (ADM53-11825-0111)

June 16, 1882 – HMS Rocket leaves Sliammon to Toba Inlet (ADM53-11825-0112)

June 28, 1882, HMS Rocket leaves Bare Point Village to Helsemust. Village (ADM53-11925-0125)

In the log book of Lieutenant Hamner, the Navigation's Officer for the HMS Rocket, he notes that on June 28, 1882, in the Clayoqout Sound Quote," Whaler is away with the Indian Superintendent to visit villages" Unquote. This one entry proves history is wrong.

If Israel Powell was on board June 10, 1882, and June 28, 1882, then it stands to reason he was also on board the HMS Rocket June 15, 1882, with Sproat when it anchored at Harwood. As the HMS Rocket was requisite to take Israel Powell to various Indian reserves, anchored at Harwood Island, and a boat goes to shore, Israel Powell and Sproat were probably at Sliammon on June 15, 1882, and proves that Israel Powell visited Sliammon.

In all the given images of the notes in all journals, one will notice bearings and anchor bearings. In looking at all the bearings given by the HMS Rocket from 1877 to 1882, there has yet to be a bearing with the name Powell.

If Lieutenant Commander Orlebar had given a place name in honor of his distinguished guest Israel Powell, neither Lieutenant Commander Orlebar nor Lieutenant Hanmer mentions it once, not even when he was here. On June 15, 1882, Sliammon First Nations had both the Federal and Provincial Indian Agents in attendance at their village simultaneously, yet History and Oral History say otherwise.

The information within the 5 ADM53 Log Books of the HMS Daring and the HMS Rocket confirms the accuracy of the previous research. The new information researched to 2024 brings to light historical documentation not read in over 125 years. These documents show that the HMS Daring was 'Requisites" to survey and explore Texada and the Johnstone straight not once but twice, one traveling up north and once returning south, both times leaving a straight route.

The HMS Rocket had a crew member named Powell. William Powell was a crew member, while Lieutenant Commander Orlebar commanded the HMS Rocket. William Powell was on board when Israel Powell was in 1879 and 1882.

While the HMS Rocket had anchored at Harwood Island to visit Sliammon, Israel Powell, and Sproat were both on board, and it is assumed since it was a voyage to visit Indian Reserves and that both the Federal Indian Agent and the Provincial Indian Agent were present, they both visited Sliammon, which contradicts written and oral history.

No documentation within these 5 log books shows that Powell River was named after Israel Powell. Documentation shows that the HMS Daring was a "requisite" to survey this area twice. There is documentation that there was a crew member aboard the HMS Rocket from 1879 to 1882 named William Powell, Able Sea Man.

So who was William Powell Able-Seaman? Was he a relative of Edward Powell?. If William Powell was a relative of Edward Powell then it would be understandable that a Place Name such as Powell Point, Edward Point and Powell Lake would be given. Since it was a UK Navy tradition to give Geographical Place names after crew members, or crew members family, or a distinguished person of a crew members family. There is currently no documentation of who William Powell was, only documentation that he was a crew member of the HMS Rocket around the years of the supposed naming.

Chapter 8 – The Conclusions

In the research I have done of over 610 individual documents, from journals, maps, diaries, government correspondence, IW Powell correspondence, books, letters to current historians, correspondence with Archives from the UK, New Zealand, UBC, Uvic, Government of Canada, BC Archives, Correspondence with BC Historical Place Names, BC Geographical Office and including log books from the HMS Rocket, despatch for the HMS Rocket, Lieutenant Commander Orlebar correspondence, among the most high profile information, there is not a shred of evidence that Lieutenant Commander Orlebar gave the place name of Powell River.

The information comes from one book, written in 1905 and printed in 1906 by Captain Walbren, with five lines making this claim, and not one source document to back up this claim. The Canadian Government's websites, Provincial Government websites, Canadian and United States Universities, and books written after Captain Walbren's book use Captain Walbrens book as the naming source. There is zero proof that it is true.

On November 23, 2024, documents were recently located that potentially showed that the river, the falls, and the lake were named after Edward Powell by the Captain of the HMS Daring in 1877. However, source documentation still needs to be provided.

Throughout the research, documentation has been discovered that potentially shows that Powell River was potentially named after William Powell, a crew member on the HMS Rocket, or after a family member of William Powell.

Now, who exactly was Edward J Powell? From www.photohistory-sussex.co.uk/marshgallery.htm and taking only a part of this which talks more about his daughter. Elenor Osborn Powell, Daughter of Edward James Powell, Chief Cartographer for the Admiralty

Eleanor Osborn Powell was born in Clapham, Surrey, in 1877, the daughter of Clara Osborn and Edward James Powell, Chief Draughtsman to the British Admiralty. **Edward James Powell** (born c1827, London, Middlesex) joined the Admiralty's Hydrographic Office as a draughtsman in 1852. By 1865, he had succeeded Captain Richard Hoskyn as Chief Draughtsman at the Admiralty's Hydrographic Office. Edward J. Powell was the Chief Draughtsman at the Hydrographic Office in Whitehall until 1892, drawing many vital maps and charts from surveys carried out by the Royal Navy. Hundreds of maps and charts covering the Pacific Ocean and the seas around North America, Australia, and New Zealand carry the credit "*Drawn by Edward J. Powell of the Hydrographic Office*."

In 1876, **Edward James Powell** married **Clara Osborn** (born 1848, Bognor, Sussex), the daughter of **Eliza** and **William Arthur Osborn** of South Bersted. **Eleanor Osborn Powell**, the couple's first child, was born in Clapham, Surrey, during the 4th Quarter of 1877. A second daughter, Alice Blanche Powell, was born in Clapham in 1880 but died before her first birthday. Eleanor's family was reasonably affluent (In 1891, Edward J. Powell was receiving '500 per annum as Chief Draughtsman to the Admiralty).

In 1881, Eleanor's father employed two domestic servants, a cook and a nursemaid, at their house in Clapham. Mary Irish Daniels, Eleanor's great-granddaughter, reports that Eleanor dressed herself when she was fourteen. **Eleanor Osborn Powell** married **Albert George Wadham** (1878, Newport, Isle of Wight) at South Stoneham, near Southampton in 1903.

The Name does matter, it is something most agree with, but after all this research, it becomes a question of who the lake, the river, and eventually the City of Powell River were named after. Was it Israel Powell, Edward Powell, or William Powell? Was another individual named Powell?.

This research started after reading The Name Matters - Know History and Sean Carleton's claim of Tla'amin Place Names & Sovereignty on that website. Neither of us has seen the source document, so we all have gone by the standard narrative.

The facts offered in this document question Captain Walbran's opinion of how it was named and dispute its origins. If the origins of the naming are factually wrong, then it stands that potentially everything that follows afterward.

The conclusions this research has reached are founded on indisputable facts, and with these facts now readily available, the City of Powell River should question the origins of how the river and the lake received its name, seek out the truth, and correct it.

If the Canadian and Provincial Government and the City of Powell River also conclude that no factual documentation confirms it was not named after Israel Powell, it should be corrected.

Historians who openly admitted to following the known narrative without questioning the facts should now question that narrative and search out if it is factually correct, and if they discover it is not, they should also correct the narrative.

Know history, who authored a document, with the claiming of the naming, should follow in the same footsteps and ensure what it publishes is, in fact, accurate.

Suppose there is a common belief among all that the possibility that Powell River was not named after Israel Powell, but maybe not after Edward Powell or William Powell either, but after another individual with the surname Powell. In that case, the correct terminology is not that ' it was named ' but should be ' it appears to be named ' after someone named Powell, with unknown origins and without a person attached to it.

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The author of this research offers to anyone or any organization to take the information provided, do their research, and come to a conclusion of their own.

The author has concluded that it is not named after Israel Powell.

Robin J Tremblay

43 44 Noon. Water remg 3 3/4 Fms.

Recd Beef 40 lbs.
Vegetables 23 —"—.
Bread. 36 —"—.

42 45 Blacksmith ascn forenoon.
Wm Powell, AB. returned from
Hospital (in attendance on Thos Vaughan, Ship
also W. H. Still L. S. of "Osprey".

35 42

Recd Beef 40 lbs.
Vegetables. 23 —"—.
Bread. 36 —"—.

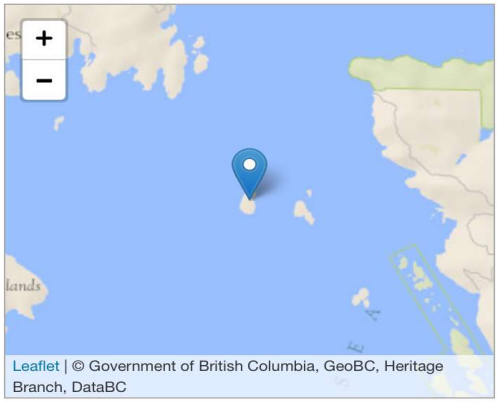
42 45 Blacksmith ascn forenoon.
Wm Powell, AB. returned from
Hospital (in attendance on Thos Vaughan, Ship
also W. H. Still L. S. of "Osprey".

35 42

A. Smith, AB; & Ord. Seaman AB
(in attendance on Thos Vaughan, Ship

3 42 returned from Hospital.

NTS Map: 92K/2



Origin Notes and History:

Powell Islands adopted 31 March 1924 as listed in 1924 Gazetteer and as labeled on Reference Map 2d "Powell Lake." Feature type change to Powell Islets 31 December 1945 as labeled on Reference Map 2D "Powell Lake" (1923) and charts 580 and 3591. Origin/significance not recorded.

Source: BC place name cards & correspondence, and/or research by BC Chief Geographer & Geographical Names Office staff.

H.M.S. Rocket, Friday 16th day of June 1876.

From Aleiman Village To Head of Poba Inlet, or as

Initials of Officer of the Watch	Hours	Knots	Tenths	Standard Compass Courses.	Leeway	Wind. Direction.	Wind. Force.	Weather.	Deviation of Stand. Comp.	Height of Bar.	Height of Ther.	Temperature of the Sea.	REMARKS.
													A.M.
	1												
	2			At									2-30 Lighted fires.
	3			Anchor.									
	4					South	1	Fine		30.00	62	61	4-20 Weighed & proceeded.
	5	4		As log'd.									
	6	5		up									
	7	6		Coast line									
	8	5		Sand.				Fine					
	9	5		"		—	3	—		30.10	65	60	9-10 Steered by Division.
	10	5	2										Read prayers.
	11	5	2	Poba.									Spread out Rocking gear.
													Steered at Gunboat quarter.
													Boarder 2nd Cutter gunner at
													Divisional drill.
				Inlet.									Rocking hammock clews.
Noon	5	2								30.10	65	60	

Course.	Distance made good.	Distance through the water.	Latitude.	Longitude.	Variation allowed.	Bearing and Distance	Rs. on Sick List.
Course. By log	miles.	miles.	D. R.	D. R.		from Point at S 50 W	
Current.	56	49	Obs.	Chro.	2	from Waterfall S 80 E	—
						from Salmon Bay pt. S 85 W.	

P.M.

Initials of Officer of the Watch	Hours	Knots	Tenths	Standard Compass Courses.	Leeway	Wind. Direction.	Wind. Force.	Weather.	Deviation of Stand. Comp.	Height of Bar.	Height of Ther.	Temperature of the Sea.	REMARKS.
	1	5	0	As log'd.									
	2	4	0										2-0 Stopped & Came to off
	3												at Head of Poba Inlet in 20 fms
	4			At		South	1	Fine		30.06	67	58	with 1 Cable, moored to 42 fms.
	5												Banked fires.
	6			Anchor									Employed as requisite.
	7												Deviation by Sun, 2 W. 1 Pt.
	8												Landscape Bearings
	9												Point on 11th shm. S 21 W.
	10												" " 8th " S 16 E.
	11												Stream 11th " N 70 W
													Moored at quarter.
Mid.										30.02	56	49	

Boat Away 9.3 12 June

Signals, &c.

Coals expended during the 24 hours. For Engines 5 Tons. 13 Cwt. For Ship - 2 - For Distilling - -

H.M.S. Boxer, Saturday 18th day of June 1887.

From Haslar, To Burnt Island, or At

Initials of Officer of the Watch	Hours	Knots	Tenths	Standard Compass Courses	Larboard Pts	Wind. Direction	Wind. Force	Weather	Deviation of Standard Compass	Height of Barometer	Height of Thermometer	Temperature of the Sea	REMARKS.
													A.M.
	1												
	2												
	3												Draught of Water { Aft 8.11 in. Fwd 7.9
	4			Alongside		NW	2	Lc.		30.02	53	58	
	5												
	6			Dockyard									
	7												9 A.M. Mustered by Divisional Officers.
	8			Pier		S	1	— —		30.06	62	58	9-10. Lighted fires.
	9												Discharged Wm Russell Stoker 2 to Hospital Haslar
	10												Rec'd from Hospital J. Yates O.S. Rec'd Wales 3 June
	11												Inebriated Lt-Col. Powell Invalided
	Noon.					S	2	—		30.10	58	58	Light Airs Variable Cast off and from Moored under Steam

Course. / Current.	Distance made good. miles.	Distance through the water. miles.	Latitude. D. R. Obs.	Longitude. D. R. Obs.	Variation allowed.	Water evaporated in 24 hours. Daily Expenditure. Remaining on board.	True Bearing and Distance.	No. as sick List.

													P.M.
	1	6	0	Os		SE	3 to 4	Lc.					Employed as requisite.
	2	6	0	Requisite									1.15 Let Fore Topsail fall
	3	6	0	up									
	4	6	0	Hands		— —	-	— —		30.06	58	58	4-4 Shortened a foul hawse
	5	6	0										Mustered at quarters.
	6	6	0	Portsea Pier		S Dist							5-15 Sh. R. P. Nibbs joined
	7	6	8	to Mill									8 P.M. { Portsea pier 58° 48' South. Light Ship 58 E. about 9 Cables Length Distant
	8	6	0			— —	-	— —		30.04	57	58	9-15 Increased to 130 Revs.
	9	6	0										
	10	6	5										
	11	6	5										11-5 Stopped & Came to off Broody ville with Steam for 12 hrs, owed to Coal rung 66 to June
	Mid.	1	5	At Anchor Moored S to E.		— —	-	— —		30.05	55	58	

Banked fires.

Signals, &c.

Coals expended during last 24 hours. For Engines 1 Tons 3 Cwt. For Ship - 2 - For Heeling - - -

H.M.S. Rocket, Wednesday 25th day of June 1873.

From Base point Village, To Helsemaat Bay, or At Clayquot Sound.

Hours	Knots	Tenths	Standard Compass Courses.	Leeway Pts	Wind. Direction.	Wind. Force.	Weather.	Deviation of Standard Compass.	Height of Barometer. Inches.	Height of Barometer. Tenths.	Temperature of the Air	REMARKS.
												A.M.
1												Draught of water. Fwd 7' 10" Aft 8' 4"
2			At									
3												4.45 Drew pins forward.
4			Anchor.		NW	2	oc.		30	53	60	5-15. Weighed & proceeded.
5			Astg to the Head of Clayquot Channel.									5.30 Stopped & Came to off Helsemaat Village, Both Channel in 8 fms, anchd in 6 fms. Banked fires.
6	7											
7	6											
8	1	5	"		Calm	0	—		30	55	62	8 Mustered by Divisions. Read prayers.
9			At									8 Cleaning Dingy & as requisite.
10												
11			Anchor.									Whale away with Indian Captain landed to visiting Village.
Noon.					SE	2	oc.		30	57	66	

Course.	Distance made good.	Distance through the water	Latitude.	Longitude.	Variation allowed.	Bearing and Distance.	No. of Hut Tent
Astg to Current.	miles.	miles.	D. R.	D. R.	—	Anchorage Head of Clayquot Bearing and Distance.	
1 Knot Adv.	11	14	Obs.	Obs.		Mt Pt Inspiration Chank N 19 E	
						S pt of Stubbs Ind. S 28 E	2
						S pt of Island S 79 E	
						Rock E 14 E	

P.M.

Examined the Magazine & Shell room, Small Arm Carriages & Slides, in good condition.

Examined Tackles &c.

Employed as in forenoon.

4.30. Mustered at quarters.

Hoisted out Dingy

Hours	Knots	Tenths	Standard Compass Courses.	Leeway Pts	Wind. Direction.	Wind. Force.	Weather.	Deviation of Standard Compass.	Height of Barometer. Inches.	Height of Barometer. Tenths.	Temperature of the Air	REMARKS.
1												
2												
3												
4					S	1	b.c.		30	15	54	
5												
6			— " —									
7												
8					— —	—	— —		30	14	54	
9												
10												
11												
Midt					Calm	0	fog		30	14	54	Coal Away 59 tons.

Signals, &c.

Casks expended during the 24 hours: For Engines 2 Tons 3 Cwt. For Ship " 1 " For Distilling " "

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Sliammon life, Sliammon lands

Authors Dorothy I D KennedyRandy BouchardRandy BouchardKarl H Siegler

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M A C M I L L A N B L O E D E L P A R K S S E T T L E M E N T A G R E E M E N T D E C I S I O N R E P O R T S U B M I T T E D A U G U S T 6 T H , 1 9 9 9 by Mr. David Perry

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Masculinity and Colonialism in Coast Salish Loggers' Identity University of Saskatchewan Saskatoon By Colin Murray Osmond Defended July 8, 2016 © Copyright Colin Murray Osmond, 2016. All rights reserved.

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Powell River Land Map 92F_NE_DATE_NO DATE

Powell River Land Map 92K_NE_DATE_1918

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Image cdm.macmillan.1-0350671full powell lake 1900

Ledger Image Lot 450 May 6 1981 – all plans combined

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Image Powell River Camp 1898Fishing Expedition (listed incorrectly BC Archives) IMG_5300 IMG_5301

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New Westminster District Survey L-1901 Industrial Power application Powell River (river) mistaken to be powell river but is Salmon Arm

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Screenshot BC Geographical Names - Powell Anchorage

Screenshot BC Geographical Names - Powell Point

Screenshot BC Geographical Names - Mount Powell

Screenshot BC Geographical Names - Powell Islets (Mistaken as Powell Lake – Updated)

Screenshot BC Geographical Names - Powell Islands – updated as Powell Islets (see correction mistake as Powell Lake correction mistake as Powell Islet?)

Screenshot BC Geographical Names - Powell River (river)

BC Geographical Names – direct source Powell Hill

BC Geographical Names – direct source – Powell Lake

BC Geographical Names – direct source – Powell River (City)

NOTATION – BC Geographical Names refer to Captain Walbran Book BC Names 1906 which has errors

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Screenshot Adams Powell Timber Company books.google.ca Newspaper clipping bio Corporate Adams Powell Timber Company

Screenshot Adams Powell Timber Company Survey Images Land on Powell Lake 1905 wwww.gov.bc.ca L2281 Survey IMG_5249

Screenshot Adams Powell Timber Company Survey Images Land on Powell Lake 1905 wwww.gov.bc.ca L2281 Survey IMG_5253 closer image of IMG_5249

Screenshot Adams Powell Timber Company Survey Images Land on Powell Lake 1905 wwww.gov.bc.ca and google earth IMG_5254 and IMG_5293

UK Royal Navy - RNM 1982/21 Object category: documents Object name: log book Title: Log of Sub Lieutenant Charles S Nedham

Contact and conflict : Indian-European relations in British Columbia, 1774-1890 by Fisher Robin

Captured heritage : the scramble for Northwest Coast artifacts by Cole, Douglas, 1938

US Hydrographical Office Manuscripts Charts - Walbren CGS Quadra 1901 Powell Lake

Mention

Email Conversation with Michael Layland - Author The Land of Hearts Delight

Book The Land of Hearts Delight

special-1.0065914 Papers relative to the affairs of British Columbia. Copies of Despatches from the Secretary of State for the Colonies to the Governor of British Columbia, Anderson Maps no Powell

The Provinces of British Columbia & Vancouver Island from original documents John Arrowsmith 1859

The National Archives' reference ADM 196/39/189 Page (92) 948 Career – Charles Sewel Nedham

GR 494 British Columbia Provincial Secretary Records relating to Indian Affairs 1876-1878 McKinkley

Listing of Admiralty Chart Series held in the UKHO Archive “Old Copy Bundle” Series, 1800-2016

SOURCE DATA DIAGRAMS AND THEIR USE ON BRITISH ADMIRALTY CHARTS by F.A. PIELOU

CM/ES1 British Admiralty Charts List 1848-1955

Library of California Holdings Book Catalogue of Admiralty Charts Plans and Sailing Directions 1898 corrected to December 31 1897 by Darlings and Sons

Chart 5011 October 2008 Symbols and Abbreviations used on Admiralty Charts

Listing of Admiralty Chart Series held in the UKHO Archive “Old Copy Bundle” Series, 1800-2016

MAPS LISTED WITH YEARS

1864 Canada and United States Period (dated) Publication: Journal of the Royal Geographical Society Color: Hand Color Dr. D.C. Forbes, R.N.", Murray, J. - does not show river or lake

Weekly Dispatch Atlas Drawn and Engraved by Edward Weller Lithog

Duke Street Bloomsbury British Columbia (New Caledona) 1884 – does not show river or lake 157-118A Map

1849 - North America West Coast Vancouver Island and the Gulf of Georgia J & C Walker Sculpt Chart 1917 – Shows mouth of river – not named (Powell)

1908 Canada Department of Mines Geological Survey Branch – Illustrate O.E. Leroy (1906) Map 997 – shows Powell River – Powell Lake 997-00-1906

1838 – Map of the United States Territory of Oregon – Compiled by W J Stone No River or Lake – Vancouver Island is called Wakish Nation

1897 Correction -1894 Rand, McNally & Co New Business Atlas Map of British Columbia Map 201 – Shows Powell Lake

1887 Geological and Natural History Survey of Canada by Alfred RC Sekwyn Chart 821 Account No 2447 Shows Powell Lake but is an unknown year correction after original print

1884 Map of The Province of British Columbia drawn by Edward Mohun C.E. Engraved by J Barchelonew Map 9032 – Shows Powell Lake

1846 Druck u, Verlag von C . Flemming in Glogan – Das Oregon – Gebiet – Shows mouth of river un-name

1872 Estimated British North America Sheet III Pacific Coast Published A. Fullarton Co, Ref P838 M&B p182 Tooley Australia 659 (1872) NMM 521 Image no 3007039 – shows river no name

Public Archives Canada Map Image – Indian Affairs RG 10 Volume 3700 file 1650 pt 2 – does not show river or lake factual year unknown

Image of Sketch to accompany M Sproat Memorandum February 18 1880
does not show Malaspina Straight

HMS Discovery Chart of North America – does not show river or lake

1871 Map of British Columbia – Hon J W Trutch with Post office correction additions – year unknown – does not show Powell River or Powell Lake

1868 US Coast survey North Coast of America Sheet No 1 Cape Flattery to Dixon Entrance Map No 20 does not show river or lake

Unconfirmed Year No. 1906 British Columbia New Westminster District Lot 450 Group 1 Black and White Survey

1844 Sheet No 1 Chart of the Pacific Ocean US Department of Commerce National Oceanic and Atmospheric Administration National Ocean Survey
Engraved by Sherman and Smith NY No 16 USC and G Survey Library Archives

1798 Chart of part of NW America tracks His Majesty s sloop Discovery and Armed Tender Chathan Published May1 1798 by J Edwards Pall Mall and G Robinson Paternoster Ken Chart No 1 shows river

1925 corrected 1910 North America West Coast British Columbia Straight of Georgia Sisters Island to Discovery Passage Surveyed Lieutenant JD Nares HSM Egeria 1910 Comm MH Smyth RN HMS Egeria 1898 with portions 1859 to 1864 Etched by Edward Powell 1910 38 01 25 30 Engraved by Malby and Sons Chart 580 Corrections January 27 1925 Captain HP Douglas – Important Information – Shows Logging Camp Logging Road 2 Black buoys Bells Powell River Powell Lake Powell Hill

1952 corrections 1930 Correction 1913 North America West Coast Plans in British Columbia surveyed Lieutenant Commander JD Nares HM Surveying Ship Egeria 19130 engraved 1913 Chart 585 NEW Edition 1930 1952

1906 Map of the Southwestern Part of British Columbia by the Superintendent of BC

1884 Map of the Province of British Columbia drawn by Edward Mohin Distribution Dawson Brothers Photo Lith by A Horn and Company Engraved and printed by J Bartholow Edinburgh

1853 Map of Vancouver Island and Adjacent Coast by J Arrowsmith London April 11 1853 shows river

1848 Chart 1373 925 Vancouver Island no details but shows mouth of river

1848 Hand drawn chart 925 1374 Vancouver Island showing a path if a vessel unknown – does show mouth of river

1854 corrections to 1793 surveys of Captain Vancouver 1792 Captain Galiano Captain Valdez 1847 Captain H Hewlett etched by JC C Walker Sculpt Chart 1917

1848 Map of Vancouver's Island by Jam rd Wyld Geographer to the Queen HRH Prince Albert Chart 1479 does not show river or lake

1844 Print Copy Map of Duflot de Mofras West Coast of British Columbia
Print Photo Harrison and Son Photo Lith 1750 1173 174 F O 108 does not show river or lake

1791 Spanish Chart FO925_1650 Carta que conprehende Captain Navio Chart No 5

1923 Map No 51 Plan Showing locations of water power Hydro Electric Surveys drawn by City Engineers Office Vancouver BC Polyclinic Projection

2023 Screenshot of Sketch Map Lot 450 from 1878 Teshqout Creek – source possible Tla'amin Nation

Map of North America Sketch Map of part of the British Possessions to the west of the rocky mountains Topographical Printed by the War Department
under direction of Captain Elphinstone H James Superintendent Possible Map No 1381 Year Unknown

1860 Chart Straight of Georgia Fraser River to NEP of Texada 1930 Corrections British Admiralty Chart No 579 Engraved by Davies and Powell Surveyed by Captain Richards

Chart No 2 Carta Esferica De North America y otros Buques de S M year unknown

1894 Rand McNally Map screenshot showing Powell Lake from geographicus.com Screenshot No 1

1894 Rand McNally Map screenshot showing Powell Lake from geographicus.com Screenshot No 2

2024 Screenshot Plan of the Sliam-mon Indian Reserves surveyed and drawn by E.M. Skinner 1888 1889 signed by P O Reilly approved April 28 1891 by FG Vernon Coast Land District

2024 Screenshot Hand-coloured British Hydrographic Map of Sliammon and Rithet Screenshot 1 vault library Uvic.ca

2024 Screenshot Hand-coloured British Hydrographic Map of Sliammon and Rithet Screenshot 2 vault library Uvic.ca

1901 Census Map of Electoral District of Comox Atlan

Map 18 British Columbia show Powell River 1900 corrections of 1865 Vancouver Islands and Adjacent Shores of British Columbia Chart 1901 Engraved by Davies and Powell surveyed by Captain GH Richards1859 1865 Powell Lake added 1900

1860 Sketch of the country between Jervis Inlet and Port Pemberton of British Columbia by Lieut Mayne rendered coastline HMS Plumper Chart No 8

Corrections Dec 1900 to Chart 580 Origins 1860 Captain Richards Etched by Edward Powell Powell Lake added Dec 1900 Picture supplied by the UK Hydrographic Archives May 2024 mentions trail to Klahoose or Toba Claamen?

extract from OCB 580-B11a 1900 powell lake Corrections Dec 1900 to Chart 580 Origins 1860 Captain Richards Etched by Edward Powell Powell Lake added Dec 1900 Picture supple by the UK Hydrographic Archives

1867 Bancrofts Map of the Pacific States published by HH Bancroft compiled by WM Henry Knight

1879 Map from unknown book of the Pacific Northwest

1889 Atlas Rand McNally Book Page 15 British Columbia no river or lake

1865 Notations MPG 649 print with ship route James Churchill Map 278 Shows entire Lake and River 278 122b4_65

UKHO-1825-Archives-Catalogue

UKHO-1839-Archives-Catalogue

UKHO-1849-Archives-Catalogue

UKHO-1860-Archives-Catalogue

UKHO-1870-Archives-Catalogue

UKHO-1880-Archives-Catalogue

UKHO-1890-Archives-Catalogue

1841 Chart No 135 Columbia River reduced from survey made by US Ex Ex Charles Wilkes by Gen E Sherman assisted by OJ Stuart

IMPORTANT CHART SERIES

SERIES – Charts File 1 Chart 580 Etched by Edward Powell - Captain Richards 1862 – 1922 corrections

SERIES – Charts File 2 Chart 580 Etched by Edward Powell - Captain Richards 1862 – 1900 corrections with powell lake

SERIES – Charts File 3 Chart 580 Etched by Edward Powell - Captain Richards 1862 – 1900 corrections with ORIGINAL powell lake

SERIES – Charts File 4 Chart 580 Etched by Edward Powell - Captain Richards 1862 – 1900 corrections with powell different corrections

SERIES – Charts File 5 Chart 580 Etched by Edward Powell - Captain Richards 1862 – 1900 NO POWELL Corrections Jan 1900

SERIES – Charts File 6 Chart 580 Etched by Edward Powell - Captain Richards 1862 – 1900 NO POWELL Unedited Correction Jan 1900 Has **Sliammon**

SERIES – Charts File 7 Chart 580 Etched by Edward Powell - Captain Richards 1862 – 1911 Corrections final 1911 Powell

SERIES – Charts File 9 Chart 580 Etched by Edward Powell - Captain Richards 1862 – 1893 No Powell

SERIES – Charts Information Richards – 1862 – 1922

New Additions June 23 2024 forward

1878 1879 Census - (Indian Reserve Commission) - Indians inhabiting portion of New Westminster, Yale and Coast Districts (Indian Reserve Commission copy)

AC Anderson papers Correspondence inward from JG Swan

Alex Caulfield Anderson 1877 with a Indian Commissioner

bcsessional-1.0060437 RETURN To an Address of the Legislative Assembly for copies of all correspondence, Orders in Council, 1877nHMS Rocket

bcsessional-1.0060734 BRITISH COLUMBIA. PAPERS CONNECTED WITH THE INDIAN LAND QUESTION 1850-1875

bcsessional-1.0061366 HMS Rocket Spring 1877

bcsessional-1.0063713 (1) BRITISH COLUMBIA. CROWN LAND SURVEYS FOR THE YEAR ENDING 31ST DECEMBER, 1894

cdm.dbc.1-0345686.0003full 1888 British daily Columbia newspaper

Library of UBC - The year book of British Columbia compendium 1897 Lowther B J & Laing M. 1968 A bibliography of British Columbia Laying the foundations

Metlakahtla and the North Pacific Mission of the Church Missionary Society. With a map 1880 Rocket Powell

Thomas Lowe - Masons - Israel Powell signature

The British Columbia pilot, including the coast of British Columbia from Juan de Fuca Strait to Portland Canal together with Vancouver and Queen Charlotte Islands
The British Columbia gazette Published by authority Vol XXII

Powell Lake Survey 1894 page 2 Crown Land Surveys Book

Powell Lake 1894 Page 1 Crown Land Surveys Book

BC Archives PR-1052 ms-0559-3-1 File MS-0559.3.1 - History of the Northwest Coast, the Public Archives of B.C. typewritten transcription, 1972, and copy

Metlakatlah inquiry 1884 report of the Commissioners together with the evidence 1875 Powell and HMS Rocket

Memoirs of Hydrography by Commander LS Dawson RN 1888

The British Columbia Gazette November 10 1898 No 45

The British Columbia Gazette November 24 1892 No 46

The British Columbia Gazette April 2 1896 No 14

The British Columbia Gazette July 15 1886 Powell Lake

The British Columbia Gazette October 23 2899 No 41

The British Columbia Gazette August 25 1892

UVic The British Columbia Gazette Nov 20 1890 No 47

The British Columbia Gazette May 12 1877 No 19

The British Columbia Gazette October 27 1887 No 42

The British Columbia Gazette January 2 1875 Rithet

The British Columbia Gazette October 19 1878 No 42 Contains Lot 450

The British Columbia Gazette November 23 1899 No 47

UBC Archives James D Churchill File 292 Colonial Correspondence

UK Hydrographical Archives IRB 151-11 HMS Rocket – Remarks Book Lieutenant Commander Orlebar 1882

UK Hydrographical Archives IRB 141-8 HMS Rocket – Remarks Book Lieutenant Commander Orlebar 1880

ADM53 Log Books – HMS Daring 1876 – 1880 and HMS Rocket 1877 – 1883