The Thirteenth Report

of the

OKANAGAN HISTORICAL SOCIETY

1949

Founded September 4, 1925

Mark Gibson

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Editor

DR. MARGARET A. ORMSBY

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THE OKANAGAN HISTORICAL SOCIETY

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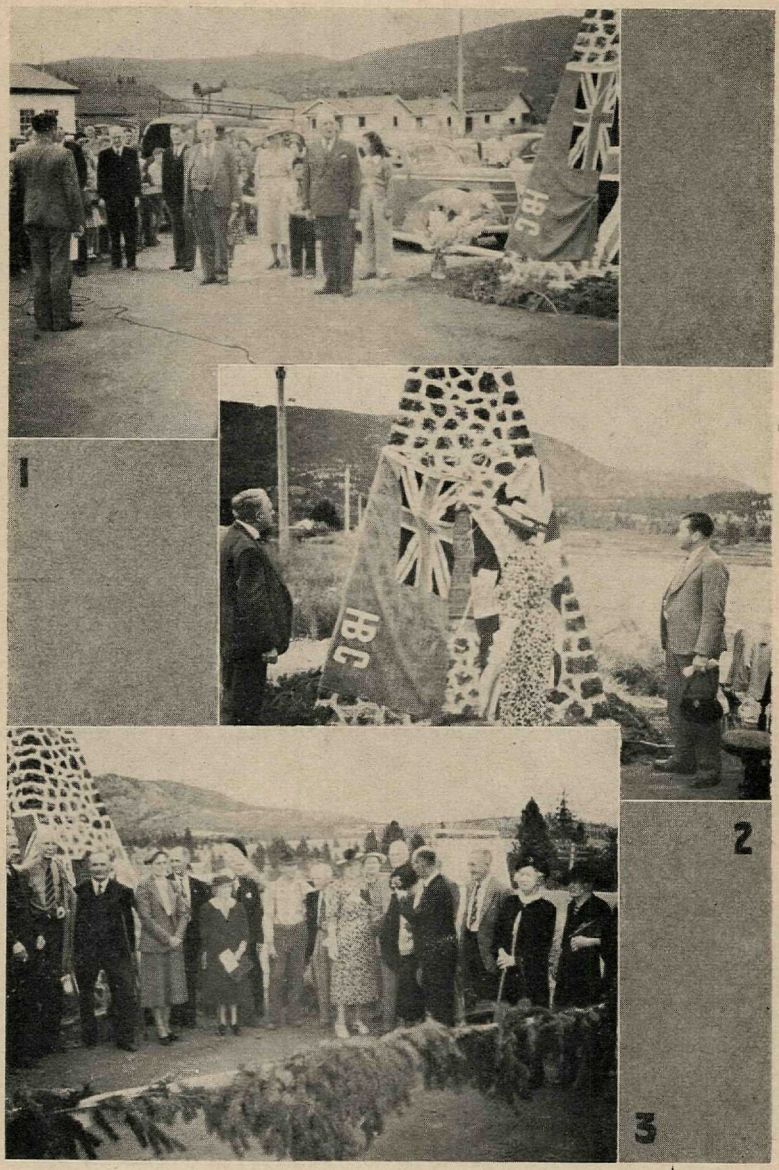
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Foreword

The Thirteenth *Report* of the Okanagan Historical Society is published in the twenty-fifth year of the Society's life. Since 1925 when the Society was founded at Vernon by the late Mr. Leonard Norris, it has worked for the preservation and conservation of material related to the historical development of the area loosely termed "the Okanagan Valley." For its purposes, the Society regards "all that portion of British Columbia which is drained by the Okanagan, Similkameen and Spallumcheen Rivers and their tributaries" as included in the territory in which it functions. Membership in the Society is open to anyone interested in the study of local history, and more particularly to any person having an interest in the Okanagan Valley, and has never been limited to residents of the Valley or to its pioneer settlers. The membership list reveals the appeal that the *Reports* have for persons outside the Valley, and show that a number of public and university libraries, historical societies, school libraries and museums subscribe to the publications.

Progress has been made with a number of projects during the past year. On August 24, 1949, the cairn erected by the Historic Sites and Monuments Board to mark the Hudson's Bay Brigade Trail through the Okanagan Valley was unveiled at Westbank. The erection of the cairn is in itself recognition of the work of the

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◊ *Scenes at the Unveiling of the Westbank Cairn, August 24, 1949.*

1. Participants in the Ceremony.—From left to right: Mr. M. L. Riley, Westbank, Chairman; Mr. J. B. Knowles, President, Okanagan Historical Society; Mayor W. B. Hughes-Games, Kelowna; Hon. W. A. C. Bennett, M.L.A., South Okanagan; Dr. W. N. Sage, Western Representative, Historic Sites and Monuments Board; Mrs. David Gellaty; Dr. Margaret A. Ormsby, President, British Columbia Historical Association; and Mr. F. M. Buckland. 2. The unveiling of the Cairn by Mrs. David Gellatly, of Westbank. 3. Okanagan Pioneers at the Ceremony.

Society, for it was in its *Reports* that it was first pointed out that the route was of national significance. The plaque on the cairn is inscribed as follows: "Okanagan Brigade Trail. A link in the fur-trading route from New Caledonia (North Central British Columbia), to the Columbia River.

"First explored by the Astorians in 1811, the Trail was used by the North-West Company and from 1821 by the Hudson's Bay Company. The fur brigades from Caledonia journeyed overland by this route from Kamloops to Fort Okanagan until 1848.

"The gold-seekers of 1858, coming through the Okanagan, followed the old trail, which also in the early 1860's became a second route to Cariboo."

The Westbank ceremony was well attended by members of the Society. Mr. M. L. Riley, president of the Westbank Board of Trade, acted as chairman, and the speakers included Dr. W. N. Sage, western representative of the Historic Sites and Monuments Board, who dealt with the work of the Board; Dr. Margaret A. Ormsby, whose address is included in this issue; Mr. J. B. Knowles, president of the Okanagan Historical Society, who spoke of the Society's work; Mr. F. M. Buckland, who had been instrumental in obtaining the erection of the cairn and who explained why the spot at the foot of Boucherie Mountain in the centre of McDonald Plains had been chosen; Hon. W. A. C. Bennett, M.L.A. for South Okanagan, and Mrs. David Gellatly, author of *A Bit of Okanagan History*, who unveiled the cairn, and accepted it into the care of the Westbank Women's Institute. Mickey Derrickson, a descendant of Louis Pion, who packed and interpreted for the North-West Company and the Hudson's Bay Company, was also present.

Evidence of the growing interest in the Valley's history is found in the formation of the Oliver-Osoyoos Branch of the Society during the past year. In addition, steps, long contemplated, are now leading to the formation of museums in Vernon, Kelowna and Penticton. The establishment of at least one historical and natural history museum in the Valley has been desired ever since the Society was founded, and it already has a number of photographs in its col-

lection which could be deposited in a central museum. Much of value, however, is still in private hands, and the Society hopes that individuals having photographs of interest and other historical material will inform the officers so that they may be deposited as part of a permanent collection as soon as an adequate fire-proof building is provided for storage and exhibition.

The appearance of an annual report at this time is largely due to the responsibility assumed by officers of local branches to collect the information available in their sections. The work of the Penticton Branch under the leadership of Captain Weeks is particularly commended. Members of the Penticton Branch have not only volunteered to write articles, but have cheerfully agreed to revision, pruning, and other somewhat arbitrary acts on the part of the editor. There has been a much greater sense of co-operative effort in the preparation of this *Report* than in the case of its predecessors.

This volume contains a number of sketches of the lives of pioneer settlers. It was felt that information of this sort should be collected while it was still available so that we might have a permanent record of their achievements. Later reports, it is hoped, will deal more fully with the institutions they set up. There is still much work to be done before the history of the economic and social development of this section of Canada is available.

From the files of the Society, two articles have been taken for publication at this time. The article on Luc Girouard was written by the late Mr. Leonard Norris, the founder and moving spirit in the Society. Mr. F. W. Laing, who died recently, was not only a well-known local historian, but also a supporter of the Society's activities, and a former resident of the Okanagan Valley. The article which appears in this issue was written while he was Secretary of the British Columbia Fairs Association. It should also be noted that two contributors to this volume have an unusually long association with the Valley. Mrs. William Brent is the daughter of Colonel Houghton, the original settler in the Vernon district, and Mrs. R. B. White is the daughter of Judge J. C. Haynes, who was appointed Customs Officer at Osoyoos in 1861.

The following are the publications of the Okanagan Historical Society:

First Report	1926
Second Report	1927
Third Report	1929
Fourth Report	1930
Fifth Report	1931
Sixth Report	1935
Seventh Report	1937
Eighth Report	1939
Ninth Report	1941
Tenth Report	1943
Eleventh Report	1945
Twelfth Report	1948

The Editor

The Origin of Okanagan Lake*

S. J. Schofield, F.R.S.C.

General Description

Okanagan valley is situated in southern British Columbia in West Longitude 119 degrees 30 minutes, where it crosses the international boundary at the 49th parallel of latitude. The drainage is southwards and flows into the Columbia River at approximately 48 degrees of latitude. The valley is occupied by several lakes, the largest being Okanagan Lake which is 65 miles long and 3 miles wide. The lakes are at an elevation of 1,130 feet above sea level. The valley is U-shaped.

Rising 900 feet above the lake is a series of terraces cut in the White Silts of Pleistocene age. The valley walls continue to rise to a height of 3,000 feet above the lake and are composed of rocks consisting of mica schists intruded by granitic sheets and tongues, limestones and interbedded volcanic rocks for the most part.

At this elevation the plateau is reached which consists of a series of low rolling hills into which the Okanagan and other valleys have been cut. Some bluffs appear in the landscape where horizontal lava flows make their appearance. The plateau is part of the Interior Plateau of Dawson and is really an uplifted peneplain which has an elevation averaging 4,500 feet above sea level with monadnocks rising 1,000 to 2,000 feet above the plateau. The plateau is covered with trees of small size.

The origin of Okanagan valley may be briefly summarized as follows:

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* Reprinted, through the kindness of the late Dr. Schofield and of the Secretary-Treasurer of the Society, from *The Transactions of the Royal Society of Canada*, Section IV, 1943, 89-92.

Recent	*formation of the lakes* erosion and deposition in the form of fans which blocked Okanagan River; erosion by river to *form terraces;* uplift
Pleistocene	deposition of the white silts depression deposition of glacial drift. *modification of the valley*
Upper Tertiary	erosion
Upper Eocene	sedimentation and interbedded volcanism
Lower Eocene	erosion, *formation of Okanagan valley*
Close of Cretaceous	uplift of peneplain and igneous intrusion
Cretaceous	erosion to peneplanation, *formation of the upland*
Upper Jurassic	mountain building, igneous intrusion
Pre-Upper Jurassic	sedimentation and volcanism.

Pre-Jurassic Geology

Beltian. Rocks[1] probably of late Precambrian age are exposed along the east side of Okanagan Lake. They are intruded by numerous sill-like injections of Jurassic granite and can be examined in the rock cuts along the Kettle Valley Railway which ascends the eastern steep mountain side by a series of switch backs. The lithology consists of mica schist, quartzites, and some crystalline limestone. The alterations of the normal sediments to these rocks is believed to be due to the injection of the granite.

Carboniferous. Fossils of Carboniferous age occur in the limestones of this series of rocks which may be correlated with the Cache Creek group of Dawson. Besides the limestone, quartzites, slates, volcanic breccia, tuffs and conglomerate are intruded by granite though not to the same extent as to those belonging to the Beltian.

[1] Cairnes, C. E. (1931): Geol. Surv. Can., Summ. Rept., p. 66a

Triassic-Jurassic. Triassic-Jurassic rocks may be present but no fossils of these ages have been found in the Okanagan valley.

Upper Jurassic Orogenic Movements

Mountain-building processes folded the pre-Jurassic rocks, causing them to have a north-west strike with dips at various angles.

Upper Jurassic Igneous Intrusion

Intrusive into the pre-Jurassic rocks are intrusives varying in composition from true granite to quartz diorites.

Cretaceous Peneplanation

The mountains built in the upper Jurassic were subject to the processes of erosion throughout the whole of the Cretaceous. No rocks of Cretaceous age occur in the Okanagan area. Erosion finally reached old age or peneplanation by the end of the Cretaceous period. Products of this erosion are found in the region to the west of the valley in the Cretaceous conglomerates, sandstones, and shales. No limestones are present in these lower Cretaceous rocks.

Close of the Cretaceous

The close of the Cretaceous was marked by the Laramide revolution which affected the whole of the Canadian cordillera. The geosynclines of Cretaceous rocks were folded and faulted while the peneplains were vertically uplifted. Accompanying this mountain building and uplift were numerous igneous intrusions mostly more syenitic than those accompanying the Jurasside revolution. These intrusions were mainly located where the folded Cretaceous rocks occur.

Lower Eocene Erosion

Formation of Okanagan valley. The Laramide revolution produced a new cycle of erosion which carved out most of the major valleys of British Columbia. There is no fossiliferous evidence that lower Eocene rocks were deposited in southern British Columbia.

The rocks of the upper Eocene occur in the Okanagan valley bottom.

Upper Eocene

The upper Eocene is marked by sedimentation and volcanism which took place both in the valley and on the plateau. The sediments consist of massive conglomerates, sandstones, and shale, while the volcanics consist of basalt. This proves that the Okanagan valley was first carved out of the peneplain in lower Eocene time. This is substantiated by Uglow,[2] who describes upper Eocene sediments and volcanics occurring in the North Thompson valley carved out of a Cretaceous peneplain. Miocene sediments, mainly silt and clays, occur in the Rocky Mountain trench[3] near Cranbrook, thus proving that the Rocky Mountain trench was eroded before the Miocene. Daly describes upper Eocene sediments in the Flathead valley. These show that most of the valleys in British Columbia were eroded in lower Eocene times.

Upper Tertiary

The Miocene was marked by the outpouring of vast floods of basalt over the interior plateau, some of which may be present on the plateau above Okanagan Lake. Erosion took place in upper Tertiary, though not to any extent, as the upper Tertiary sediments are frequently preserved in the valley bottoms.

Pleistocene

Glacial. The Pleistocene was marked by glaciation which smoothed off the plateau by erosion and by the deposition of glacial drift and made the Okanagan valley U-shaped.

White Silt Formation. Concerning these silts Dawson[4,5] says:

"In regions characterized by them, which are in almost all cases at a less elevation than 2500 feet, these white silts very often rest

2 Uglow, W. L. (1921): Geol. Surv. Can., Summ. Rept., part A, p. 89
3 Berry, E. W. (1937): Trans. Roy. Soc. Can., sec. 4, p. 76
4 Dawson, G. M. (1891): Trans. Roy. Soc. Can., sec. 4, p. 44
5 Flint, R. F. (1935): Trans. Roy. Soc. Can., sec. 4, p. 101.

directly on boulder clay. They are generally fine and uniform in texture and are usually well bedded in perfectly horizontal layers of an inch to two or three inches each in thickness. The silts have evidently been laid down, as a rule, in tranquil water of considerable depth, and their material has as obviously been supplied by streams or rivers discharging from glaciers not far removed. . . . .

"They differ from loess chiefly in their well-bedded character. It is believed that the general correspondence on elevation of the various and more or less separated bodies of water in which this white silt formation was formed, in itself constitutes a strong argument in favour of the hypothesis that these bodies of water were in direct communication with the sea and were governed in their level by that which it held at the time. This must mean that there was a depression of the land to the extent of 2500 feet."

If we accept Dawson's explanation of the origin of the white silts, and it seems a reasonable one, there must have been an uplift following the deposition of the white silts to cause a new cycle of erosion in the Okanagan valley. The Okanagan River was rejuvenated and commenced to erode the white silt. This erosion produced the terraces which are such a prominent feature in the landscape. They are river terraces, not lake terraces.

Recent

Formation of the lakes. Erosion by the tributary streams of the Okanagan River formed fans which block the river and formed the lakes in the Okanagan valley.

Dawn Redwoods in Similkameen

JOHN C. GOODFELLOW

If the devil can quote Scripture to suit his purpose, it may be permissible for Christian mortals to "lift" a text from Holy Writ, and adapt it to other than homiletic uses. The words of the Preacher (Ecclesiastes 3:15) sum up in the most concise form a story of research and experiment which is not yet completed: "That which hath been is now; and that which is to be hath already been." The story is linked with Similkameen. Other links are found in China and in California.

There is a growing belief in some quarters that forms of life which were common on this earth in pre-historic times may have descendants still roaming in the ever-lessening areas beyond the fringes of civilization, and in unexplored regions of the deepest oceans. From time to time strange denizens of the deep are reported. In New Zealand today there is wide-spread interest in the suggestion that the giant wingless moa may still be found in the forest fiordland of the southwest. It is commonly believed that the moa became extinct soon after the Maoris arrived in New Zealand some six centuries ago.

Our story has to do with a tree, a living specimen of a genus supposed to have been extinct for millions of years. For this reason it has been called "a living fossil." That which hath been *is now*. So far as we are concerned, the story begins and ends in Similkameen, but the end is not yet.

During the summer of 1927 the writer dispatched to the Rev. Robert Connell of Victoria a large, sandstone slab on which were a number of remarkably clear fossil leaves, and other plant remains. These formed the subject of a lengthy article by Mr. Connell in

The Victoria Times for Saturday, October 8, 1927. One paragraph of this article is of particular interest:

> The leaves in the slab are principally those of deciduous trees, probably oak, poplar, etc., but of species quite different from those of to-day. But there are also branchlets of one of the most interesting, as well as one of the rarest of trees, one possessing a very remarkable history. This is the sequoia. The branchlets belong to a tree of the same character as the evergreen sequoia or redwood of the present time.

Here it is only necessary to point out that although Mr. Connell links the fossil remains with the sequoia he does not exactly identify them with it. In 1795 the Scottish botanist Alexander Menzies had seen the California redwood, and named it *Taxodium sempervirens;* but in 1847 the Hungarian Endlicher placed it in a new genus, Sequoia, retaining the specific name *sempervirent* (evergreen). The evergreen and the giant sequoia are the sole remaining members of the genus on this continent, and they are confined, almost entirely, to California and southwest Oregon. In former ages they were widely spread on various continents. Fossil redwoods are found in many localities in the northern hemisphere.

Members of the Portala Expedition first sighted the North American redwoods on the Californian coast in October, 1769. Not until 1941 was the discovery of redwoods reported in Asia. In an article on "Redwoods around the Pacific Basin," (*Pacific Discovery*, Sept.-Oct., 1948, pp. 4-14) Dr. Ralph W. Chaney, of the University of California, writes:

> Those of us who are concerned with the history of Cenozoic plants, covering the latest sixty million years of geologic time, have long been aware that some of the fossils we have called *Sequoia* have cones different from those of our living coast redwood. These fossil cones are attached to elongate stalks on which there are no needles, and they have been considered a species distinct from the immediate ancestors of the coast redwood. It was not

> until 1941 that the Japanese paleobotanist, Shigeru Miki, presented the evidence for referring cones of this type to a new genus, to which he gave the name *Metasequoia.*

It all began with the discovery by Tsang Wang, of the Chinese forestry department, at Mo-tao-chi, more than a hundred miles northeast of Chungking, in Szechuan province, of an enormous tree with leaves and cones unlike any he had observed before. The leaves and cones matched fossils which Miki had named *Metasequoia,* and which we now know as the Dawn Redwood. The discovery of a living redwood, which had previously been known only as a fossil, was reported in the United States. The result was that in January, 1948, Dr. Chaney and Dr. Milton Silverman left California for Western China to see the "living fossil."

> Six weeks later, after a flight to Chungking, a journey down the Yangtse to Wan Hsien, and a three-day trip inland over the rocky trails of Szechuan . . . . we stood beneath the great tree growing on the eastern border of Mo-tao-chi, our hands upon its gray, red-flecked bark, our eyes uplifted to branches which rose nearly a hundred feet above. Here was a fossil come to life, a giant whose kind had persisted out of the past to tell the story of the earth millions of years before man came to live upon it.

Dr. Chaney lists the following distinguishing characters of the dawn redwood: deciduous habit, ascending branches, cones attached on long naked stems, occurrence of male cones on long spikes, and the arrangement of needles in opposite pairs. This last character is especially valuable in determining fossil specimens.

To come back to Similkameen: in July, 1949, Dr. and Mrs. Chaney visited Princeton, B.C., and desired to know location of fossil beds in this area. The writer was able to guide them to the site from which had come the slab sent to Mr. Connell in 1927. The site is about six miles west of Princeton, and on a high bank overlooking the Similkameen River. It is reached by a cutoff from the new highway to Hope. The site commands a fine view of the

valley. Hammer and chisel soon laid bare specimens such as had been sent to Victoria, and Dr. Chaney quickly identified them as *Metasequoia*, or dawn redwoods. The arrangement of the needles, in opposite pairs, left no doubt in his mind.

In a letter dated "Berkeley 4, California, August 8, 1949," Dr. Chaney comments on his visit to Similkameen:

> I have recently returned to Berkeley after an enjoyable and profitable journey through Oregon and Washington. I have found fossils at many places but at no locality did I enjoy collecting as much as in the valley of Similkameen. During my last day at Princeton I found an interesting locality about one-half mile up China Creek, where there is Taxodium as well as Metasequoia.
> . . . .

Already plans are well under way to revive the Metasequoia in California. The parent tree in China has saved for generations to come a species long thought to be extinct. And it is hoped that, when the time is ripe, the California dawn redwoods will have offspring in Similkameen. "O earth what changes thou hast seen!" The Preacher was right. That which hath been (in prehistoric ages) is now (in China); and that which is to be (in California, and in Similkameen) hath already been.

Okanagan Birds and Their Relation to Agriculture

Eric Tait

Although casual observation is important in bird studies, painstaking research over a long period and under varying conditions is necessary before one can assess the value or lack of value of any species of bird.

In the Okanagan Valley birds serve the fruit-growers by helping to destroy or control insect life. We spend thousands of dollars annually to control the insect hordes which attack fruit, fruit-trees and the native trees which supply the materials for our buildings and the box-making industry. In our fields and orchards we have a host of insect-destroying birds, some of which live entirely upon insects. Among them are the Bullock's Oriole, Tanager, Poor-Will, Nighthawk, Vaux's Swift, Kingbird, several species of small Flycatchers, Chickadee, Red-eyed and Warbling Vireos, Chat, Catbird, six species of Warblers, Meadowlark, Red-winged and Brewer's Blackbirds, Robin, Bluebird, Cowbird, several species of Sparrow, and Killdeer Plover. The damage that Blackbirds, Robins, Catbirds and Tanagers inflict on cherry and berry crops is offset by the benefit which accrues to the fruit industry generally as a result of their destruction of pests. Several large birds, the Crow, Sparrow Hawk, Quail, and Pheasant consume large quantities of insects. The Crow, however, robs the nests of many small and useful birds and for this reason should be kept in check. The Sparrow Hawk feeds chiefly on insects, and, when it can get them, almost entirely on grasshoppers. It hardly deserves the persecution which has made it very scarce. Woodpeckers, Nuthatches and Chickadees industriously work the year round and destroy prodigious numbers of insects.

We have a number of birds which are especially adapted to combat mice and other rodents. The Shrike, commonly called the "Butcher Bird" deserves protection since it kills large numbers of mice. With the exception of the Great Horned Owl, all species of Owls do much good for the orchardist. In my opinion, the harm done by the Great Horned Owl is outweighed by its aesthetic value. No camping trip into Okanagan hills would be complete without its call at night. The Long-eared and Short-eared Owls which were once common in the Valley are ranked high as destroyers of rodents. Public opinion should be educated to prevent their destruction.

The principal seed-eating birds are the Sparrows, Finches, and in particular, the California Quail. In the summer there are large numbers of Chipping Sparrows and Song Sparrows in the orchards and Vesper, Savannah and Lark Sparrows in the fields. Other species, including the White Crowned Sparrow and Lincoln's Sparrow pass through the Valley in thousands during migrations. There are large numbers of the common Goldfinch and Cassin's Purple Finch in the Valley in the summer, and in winter the weed patches help to feed the Redpolls, Siskin's and Evening Grosbeaks and Juncos. The Junco is probably the best known of our winter birds.

The game birds divide into two groups, the water fowl and the upland birds. The first group makes no direct contribution to agriculture, but helps to provide recreational sport for many farmers. The second group includes the Pheasant, Quail, Blue Grouse, Willow Grouse and Franklin's Grouse. Unless the fruit-grower is a sportsman, he may find the Pheasant a nuisance. The other birds in the group are of little economic importance to agriculture.

There is no doubt that most of the birds in the Valley benefit the farmer and that we should permit an increase in their numbers. Apart from their material value to the orchardist, their songs, activity and beauty are a constant source of pleasure. There are few places in Canada where so many species can be found in one area. Indeed, certain species such as the Sage Thrasher, White-throated Swift, Canyon Wren and Sage Sparrow are found in no other locality in the dominion.

Indian Place Names

MARIA BRENT

In 1926 Mrs. William Brent deposited with the late Mr. Leonard Norris the following information concerning Indian place-names in the Vernon district. In the years which have intervened since then some of the landmarks mentioned below have disappeared, but the localities to which the names are attached are easily identified. Said Mrs. Wm. Brent:

"The Indian name for Vernon was, and still is: Hun-cul-deep-moose-chin,[1] meaning jumping-over place. From Swan Lake (Lack-cul-chuck-chin) to the arm of Okanagan Lake, the stream was deep and narrow. There were only two fords across it: one at the foot of Mission Hill on my father's place (Captain Houghton's farm) and one a little farther down, a little distance around the rock near Mr. Girouard's old house. The horsemen used to jump over the creek above or about at the old grist mill. Later the Indians put a tree down so that people could cross on foot; then two trees were put down so that man and beast could cross together. This was the first bridge at Vernon. Still later a better bridge was built near the place where the present bridge stands.

"Sixty-five years ago, Swan Lake extended as far as Mr. Gavin's slaughter-house. The hill-sides and the flats north of Swan Lake were covered with long grass and wild-flowers which filled the air with a mixture of the most glorious scents. The roots of these wonderful flowers produced food for the Indians.

"Ca-ta-pitsghan, meaning one rock on another, was the Indian name for Coldstream Flats. A place three or four miles north-east

[1] cf. Leonard Norris, "The Townsite of Vernon, B.C.," *First Report*, p. 29. The name is given as "Nintle-moos-chin."

of Coldstream where there was a fine stand of tall trees was called Tamaracs-chick-wulgh. A dwarf people who were great hunters used to live among the rock east of Coldstream house. Straight across the valley from the tamaracs on the north-west side of the valley and back of Nelson Duteau's house, is a high projecting rocky mountain. The flat projection on the top of the cliff is called Stulgh-talgh-hoosten. There the male elk stood to get away from the deer flies. When the Indians killed an elk another would appear to take its place. The elk disappeared about sixty-five years ago. The last elk horn to be found was on B.X. mountain about 1885. It was freshly dropped and still had blood stains."

On September 22, 1949, steps were taken at Kelowna to revive interest in the Okanagan Museum and Archives Association, formed in 1936. The temporary directors who have been chosen include Dr. J. W. U. Shepherd, J. Buckholtz, Reg. Rutherford, C. G. Beeston, J. W. Hughes, George W. Sutherland, W. H. H. McDougall and Harry Blakeborough. An effort is being made to obtain a permanent fireproof building so that historical relics of value may be safely housed.

A new branch of the Okanagan Historical Society was formed on June 22, 1949, when 24 persons were present from Osoyoos, Oliver, Penticton, Kelowna and Princeton at a meeting in Osoyoos. The officers of the Oliver-Osoyoos branch include Mr. F. L. Goodman, Osoyoos, president; Mr. George J. Fraser, Osoyoos, vice-president; Mr. A. Kalten, Osoyoos, secretary-treasurer, and the directors are Mr. N. V. Simpson, Dr. N. J. Ball, Mr. L. J. Ball and Mr. and Mrs. Albert Millar, all of Oliver.

Indian Pictographs in South Central British Columbia

Joseph G. Harris

Many persons passing through the pleasant valleys of the southern interior have noticed peculiar red drawings on the flat faces of large boulders or smooth walls of overhanging cliffs. Although these drawings are seldom alike in form, their general appearance and application varies little. They are crude sketches of animals, birds and insects, or symbols and fanciful designs.

It is generally accepted that these pictographs were drawn by the native Indians many years ago. The reason for their location is still a matter of conjecture. The writer has found only one set of paintings to which a reasonably definite story can be attached. He believes that in most instances they represent or have some connection with the test of courage which Indian boys undertook as the first step towards attaining the status of brave in the tribe.

An Indian boy aged about eleven years was considered old enough for the first test of courage. After his mother had mixed him a pot of paint, compounded from a mixture of red ochre and the resinous fungus taken from certain fir trees, and water, the witchdoctor of the tribe designated a place some distance from camp where the lad was to draw a sign. The test always took place at night during the dark of the moon. The boy had to be back at camp before daylight. With a torch and his little pot of paint, he hastened away through the dark woods and narrow canyons to the appointed spot. There he set up his torch and by its flickering light traced on the rock face whatever image he fancied. Some boys drew pictures of deer or coyotes or mountain sheep while others drew birds or even fish or insects. Forms can be seen in a few places that seem to indi-

cate that the journey was frought with peril.

On returning to camp, he told of what he had drawn and the next day the chief or one of his braves went forth and examined his work. If the painting was there, the Indian youth was declared to have completed his first test of courage.

This legend has been found to be very helpful in locating pictographs. The writer has found many groups on the old Indian trails which a boy would travel with his people. Invariably they are within walking distance of a good camping spot.

Indian pictographs can be found from Mara Lake in the north to Omak in the south and west along the Similkameen River to Princeton. While many are on trails accessible only by foot or on horseback, some are quite near to our modern highways. If the reader has the time to pause in his travels, he can view pictographs at the following locations:

(1) north and east of the rock bluff at Vaseux Lake on large outcroppings and boulders;

(2) in a rocky pass on the telephone right-of-way about one half mile south and west of the Green Mountain Road turnoff on the Penticton - Keremeos highway;

(3) at the foot of the granite bluffs about one half mile west of the Great Northern Railway underpass on the Keremeos-Hedley highway;[1]

(4) one mile south on the east side road at Shaha Lake.

It is regrettable that vandals have already attempted to obliterate and deface some of the better known groups of paintings, but it is to be hoped that with awakening realization of the historic value of these links with the dim past, steps will be taken to preserve them.

(*Note*—Several pictographs are also to be found just north of Paradise Ranch, north of Naramata.)

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1 This group of paintings depicts men on horseback, with two reins extending from the horse's head. They are of fairly recent origin. A story has been handed down by word of mouth to the effect that this group was done by a mature native and depicts an incident connected with the coming of the first white men.

Ooyh-Hyot

HESTER E. WHITE

About 1858 the Indians opened the first trail on the east side of Okanagan Lake. It extended from Naramata over the Mission Mountains to the place where the pictographs are found to-day. From information given her by Chief Edward's daughter, Mrs. R. B. White has written the following story of the events leading up to the cutting through of this trail:

The Okanagans, a tribe of some 2000 persons, occupied the land north of Okanagan Lake to south of Okanagan River. At this time, (c. 1858) a large number of them were camped on the flat south of Osoyoos Lake and west of Okanagan River, close to the site of "old Oroville." Their tepees, covered with Tulley matting, were pitched in the form of a circle. In the very center stood the tepee of the head chief. In front of it, and here and there, fires smouldered. There was activity in the camp since it was June, "see-ah-tan" or the service berry moon. The berries were ripe and the beautiful blue-green Ste-ween, small salmon, were running. Traps had been set in the river and drying racks on the banks. The men were busy fishing and the women were occupied in cleaning and drying the catch for winter use. The berries were ready for picking and drying. Later they would be placed in small grass sacks, and then packed in large receptacles made of cottonwood bark.

Among the noted Indians who were in camp at the time were Sus-pe-kan, Ten-as-ket, Yak-um-tic-kum, Shir-im-pt, Nor-ma-cheen, Ta-rm-to-sa-list and Sin-sin-nat-kin. The paint on their faces and the long hair they wore added to their noble appearance and to their natural grace.

Although there was every sign of peace, plenty and happiness

in the camp, the wise and experienced ones were anxious and apprehensive of trouble. Early that day a fleet and lithe Indian runner had arrived to tell the head chief that a party of 30 miners with 70 horses and mules was approaching from the south. A runner had been dispatched to take the news to Inkameep, and from there it would be relayed to Penticton. The Indians had not seen white men since the fur brigade route had been closed ten years earlier. Their relations with the traders had been friendly, but now they feared an intrusion of their lands and a cultus potlatch. What was to be done? A solemn conference was held, and it was decided to detail four scouts to the east side of the river, so that warning might be given as the miners drew closer along the old brigade trail.

The evening shadows were lengthening and the sun was sinking behind the hills when two horsemen, in advance of the main party, slowly emerged from a cloud of dust. They rode with self-assurance and without suspicion of danger until an arrow flew past their red coats, cutting the air with bird-like swiftness. A second arrow followed, and the men drew rein, turned and galloped back to the pack-train. After a short discussion, it was decided that the whole party would proceed to the lake, find out what Indians were in the vicinity, and if necessary, parley with them.

The scouts, meanwhile, had returned to the Indian camp to report what had taken place. When the miners appeared on the far side of the river, the Indians called to them, warned them not to touch their traps, but offered them a few fish. Darkness soon settled over the two camps. Soon there was great activity in the Indian camp, for it had been decided to move all the women, children and old men back into the hills and away from danger. In the almost deserted camp, a large fire was lighted. All night long those who remained kept up a continual din with tom-toms and war-whoops. In the early dawn some of the Indians crept down to the water's edge. They discovered that the miners had fled, leaving behind them some of their horses and mules and some of their packs. As soon as it became evident that the party had gone up the east side of the lake, the Indians started out in pursuit. At Sooyoos they found

that the miners had crossed at the narrows and had gone over the divide to the Similkameen River.

The four Okanagans rode the trail over the mountain and up the river to the Ashnola. Here they learned that an old Indian who had taken his pinto across the river to speak to the white men, had been killed by them and his horse stolen. Filled with fury and desire for revenge, the Indians hurried on. At nightfall they sighted a camp near the river, and as they circled it they saw men moving in the light of the fire. Two of them they shot with arrows. Then, when all was quiet, they settled down for the night. When they crept into the white men's camp at dawn, they found it deserted. Only the pinto remained, tied to a tree. Between two logs, they found a newly dug grave. They scraped away the earth, examined the bodies, took the Hudson's Bay blanket in which each was rolled, and removed the scalps. Shir-im-pt also took the red beard which one of the men wore.

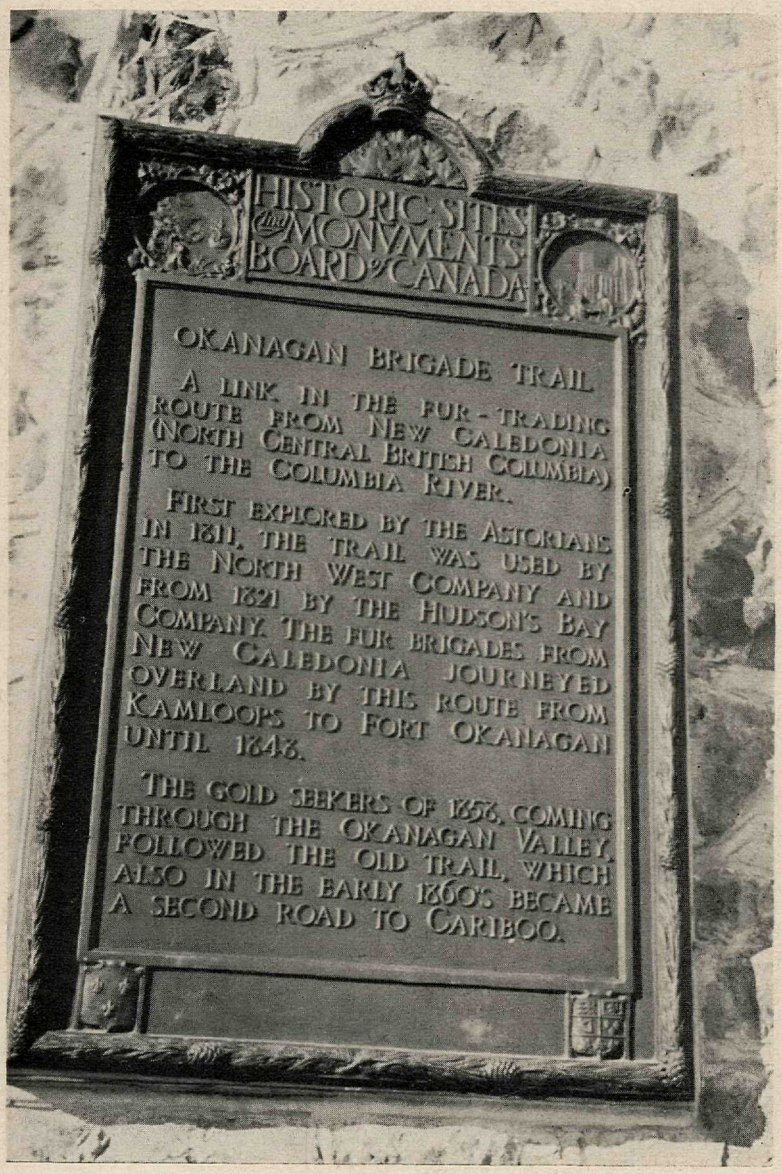
Back along the trail the Indians rode, well satisfied with their revenge. They returned the pinto to the Ashnolas, and after a friendly wa-wa rode on to Sooyoos, where they found the Okanagans encamped. Around the camp-fire that night, the four braves, sitting on their ill-gotten blankets, related their adventure while they played a game of tossing wooden discs into a circle marked out on the ground. The red beard was attached to the back of Shir-im-pt's head, and as he played, it swung like a tail. There were other trophies—one Indian had green coffee beans which he had taken from the packs, and which he was disappointed to find were still hard after hours of boiling. An old woman had brown sugar which she divided into small lumps so that she could share it with others. One small boy of four years, later Chief Edwards of Penticton, had received a small lump which he hid inside his shirt, occasionally taking it out to lick.

When the news of the massacre was taken to Penticton, old Eu-la-sinkalip became fearful for the safety of his family and those who remained in camp there. He finally persuaded 30 Penticton Indians to pack their belongings and journey up the east side

of Okanagan Lake to escape danger. They cut the trail over Mission Mountain as best they could, and they remained for a long time at the spot where the pictographs are found.

In the meantime the miners, after losing some of their horses and provisions, made their way to Princeton. There they hid in a large cave which later belonged to Mr. A. E. Howse, and in which he stored merchandise for many years. It was large enough to accommodate a small army, and there they stayed until it was safe for them to continue their way to the Fraser River mines.

Some years after the east trail was made by Eu-la-sinkalip and his associates, Thomas Ellis, the first settler at Penticton, recorded in his diary on Wednesday, May 17, 1865, "We (Tom Ellis, Judge Haynes, Andy McFarlin and Tenaskit, the packer) had a very unpleasant trip today over very rough and mountainous country, by far the worst trail I have yet seen in this country. We camped within six miles of the Mission, as the horses were tired."


HISTORIC SITES AND MONUMENTS BOARD OF CANADA
OKANAGAN BRIGADE TRAIL
A LINK IN THE FUR-TRADING ROUTE FROM NEW CALEDONIA (NORTH CENTRAL BRITISH COLUMBIA) TO THE COLUMBIA RIVER.
FIRST EXPLORED BY THE ASTORIANS IN 1811. THE TRAIL WAS USED BY THE NORTH WEST COMPANY AND FROM 1821 BY THE HUDSON'S BAY COMPANY. THE FUR BRIGADES FROM NEW CALEDONIA JOURNEYED OVERLAND BY THIS ROUTE FROM KAMLOOPS TO FORT OKANAGAN UNTIL 1843.
THE GOLD SEEKERS OF 1858, COMING THROUGH THE OKANAGAN VALLEY, FOLLOWED THE OLD TRAIL, WHICH ALSO IN THE EARLY 1860'S BECAME A SECOND ROAD TO CARIBOO.

The Significance of the Hudson's Bay Brigade Trail

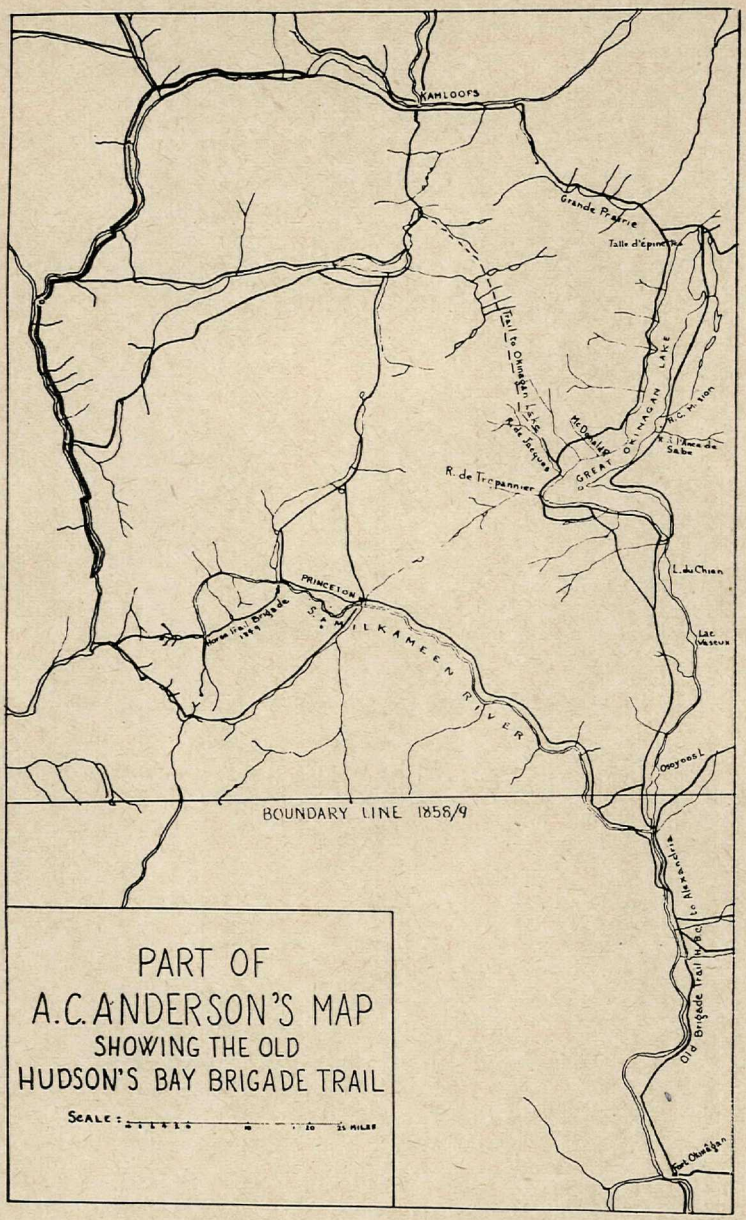
MARGARET A. ORMSBY

A long time ago, in the year 1811, a small party of American fur-traders travelled through the Okanagan Valley to the Thompson River country. They were the first white men to use the land route connecting the Fraser and Columbia watersheds, and had they succeeded in putting the route to full use as a great commercial artery, economic ties might have welded this part of the country to the United States. Within two years of the American exploit, however, a Canadian company took over the rights and property of the Pacific Fur Company on the Western seaboard. The bonds between the west and the St. Lawrence valley began to be cemented.

The Canadian company that found itself able to end American competition on the Columbia was the North-West Company. It had been actively encouraging the exploration of the Pacific slope and it had a number of posts in the northern interior of what is now British Columbia. The problem of supply of these posts and of the sending out of returns was a serious one since the route from Montreal was some 4000 miles long, and was particularly difficult to traverse in the mountainous region. For some time before the Americans discovered the land route from Okanagan Lake to Thompson River, the Nor'Westers had been looking for a suitable route to the Pacific to serve as an outlet for the western fur-trade and as a supply route for their posts. A waterway was desired, but one had not yet been found.

If the Nor'Westers had found the Fraser River navigable and

◁ Inscription on the Westbank Cairn.



PART OF
A.C. ANDERSON'S MAP
SHOWING THE OLD
HUDSON'S BAY BRIGADE TRAIL

SCALE: 0 5 10 15 20 10 20 25 MILES

suitable for the fur-trade, it is unlikely that the Okanagan Valley would have provided the highway for that trade. Alexander Mackenzie, however, had turned back at Stilla (Alexandria) in 1793, and Simon Fraser had descended the greater length of the river in 1808 under the greatest difficulties. Attention was therefore turned to the Columbia. In 1811, David Thompson found it a feasible route, but also discovered that American fur-traders were established at a post near its mouth. In spite of the fact that Canada and the United States were soon at war, relations between the Canadian and American fur-traders were on the whole amicable, and the Nor'Westers did not forget the potentialities of the Columbia route.

It was the Americans who first discovered the suitability of the rolling and well-covered hills of the Okanagan Valley for transport and the transmission of goods. In the autumn of 1811, David Stuart, Astorian and former Nor'Wester, with a few companions accompanied Thompson to the junction of the Okanogan and Columbia rivers. From that point the Astorians started northward to travel to the Thompson River country where they wintered. In May, 1812, another Astorian, Alexander Ross, undertook a trading expedition to the same vicinity, and later in the same year David Stuart chose a site at Kamloops as a post for his company. This marked the end of American operations in the interior, for shortly afterwards the Nor'West Company purchased the rights and property of the Pacific Fur Company.

Meanwhile, the Canadian company had also built a post at Kamloops, and had sent John Stuart from Fort St. James to try to find a waterway connecting the two great rivers. He found that he had to travel by land between Kamloops and Okanagan Lake, but he advised his Company to use the Okanagan Valley route. Starting

◊ Part of the map made by A. C. Anderson while he was geographer of the Hudson's Bay Company, showing the old Hudson's Bay Brigade Trail up Okanagan Lake to Fort Alexandria. The physical features in this copy are the same as in the original, but place names have been re-lettered for reasons of clarity.

in 1813, the furs were sent from Kamloops, and supplies were brought in, from Columbia. The first goods were sent out by ship from England in 1812, but the *Isaac Todd* which carried them did not arrive until the spring of 1814. In October 1814, a shipment of goods reached Fort St. James from the Columbia, but except on this occasion, Forts St. James, Fraser and George on the Fraser and Fort McLeod and other posts on the Peace continued to be supplied until 1816 from Montreal. In that year, it was decided that New Caledonia as well as Thompson River should be supplied from the Columbia. This practice continued for the next five years, supplies being brought out from England to the Columbia River, transported up it to Fort Okanogan by boat, packed overland by horse-train to Kamloops and to Alexandria, where a place of deposit and storage was built in 1821, and then taken by boat to Fort St. James for distribution to the northern posts.

After the amalgamation of the Hudson's Bay Company and the North-West Company in 1821, the same route was used for two years, since the North-West Company had previously sent out to the Columbia a large shipment of goods and provisions. It was decided, however, to supply New Caledonia from York Factory, and in 1823 the supply route from the east used by the North-West Company before 1816 was again utilized. It proved just as long and difficult as the Nor'Westers had found it, and for this reason Governor George Simpson began to consider initiating a Saskatchewan River - Edmonton - Yellowhead Pass route. Before he adopted it, he came out to spend a winter in the Columbia Department and apparently became imbued with the idea of again making use of a Pacific outlet for the New Caledonia furs. His attention turned to the Fraser River, for discussions were taking place in connection with the possible termination of the agreement of 1818 by which Britain and the United States held Oregon jointly. In case they should end unfavourably for Britain, he took the precaution of abandoning Fort George, the old Nor'West post at the mouth of the Columbia, and of building Fort Vancouver on the northern bank of the river, and he sent an expedition to the lower Fraser in

the hope that a waterway could be opened from the interior. It was not until 1828 when he himself travelled down the Fraser that Simpson was to be convinced it was not a suitable waterway. But while he still desired it in 1825 he was not sufficiently encouraged by the reports he received to adopt it when he reorganized the whole transport system of the Pacific slope.[1] It is sometimes thought that he was induced to revive the Okanagan Valley - Columbia route by the advice given him by John Stuart who had been Fraser's companion in 1808 and who had also explored the route between Kamloops and Okanagan Lake in 1813. In any case, the Minutes of Council in July 1825 ordered William Connolly to take out the New Caledonia returns to Fort Vancouver in the spring of 1826, and to obtain there the outfit for 1826.[2] This decision marked the real institution of what is now referred to as the Hudson's Bay Brigade Trail.

After 1826, the overland trail through the Okanagan Valley was regularly and constantly used for a period of 20 years. Each winter the furs traded at the posts in the northern interior were brought to Fort St. James, the headquarters of New Caledonia, with dog sledges. As soon as the ice broke up, generally about April 20, boats loaded with cargoes of furs started from Stuart Lake to pick up the furs from Fort Fraser, Fort McLeod and Fort George. At Alexandria, the horse brigade started out for Fort Okanogan, sometimes accompanying and sometimes following the Thompson's river brigade, which was taking out the furs of the Kamloops district. There was a general rendezvous of the Thompson, New Caledonia and Colvile traders at Fort Okanogan, and then a senior officer took charge of the united brigade for the boat run to Fort Vancouver. There were many dangers to be passed before that place was reached around June 15. About a month was spent there collecting supplies, then the return trip to

1 Frederick Merk, ed., *Fur Trade and Empire.* George Simpson's Journal . . . 1824-1825, Cambridge, 1931, p. 76 n.

2 R. Harvey Fleming, ed., *Minutes of the Council of the Northern Department of Rupert's Land,* 1821-1831, Toronto, Champlain Society, 1940, p. 106.

Fort Okanogan took 20 days. At Fort Okanogan the Colvile brigade branched off to the east, and the Thompson and New Caledonian outfits started overland. In all, it usually took two months to make the trip from Fort Vancouver to Fort St. James, the navigation of the upper Fraser from Alexandria to Fort St. James taking 20 days.

Some 200 to 300 horses comprised the brigades which travelled the long trail from Fort Okanogan to Fort Alexandria. "A beautiful sight was that horse brigade," a fur-trader wrote, "With no broken hacks in the train, but every animal in his full beauty of form and color, and all so tractable! . . ."[3] Most of the travel took place over the trail in summer, and the horses were turned out to winter at Alexandria or Kamloops. There was occasional travel in the winter, and in certain parts of the Valley traces can still be seen of both a winter and a summer trail.

David Douglas, the distinguished botanist, has left us a sketch book of maps of the trail as it was in 1833.[4] Commencing at Fort Okanogan, it followed the eastern bank of Okanogan River to the point where it crossed it just south of Osoyoos Lake. It then climbed the hills on the western side of Osoyoos Lake and proceeded northward through the hills until (after crossing Lambly (Trepanier) Creek) it came down close to the shore-line of Okanagan Lake. At the head of Okanagan Lake it turned west, crossed Salmon River, and reached the Thompson River where Monte Creek joins it. The trail then crossed the Thompson just above the junction with the North Thompson to Fort Kamloops, then recrossed the river to the southern side to climb the hills south of Kamloops Lake. At the foot of that lake it crossed to the northern side, then continued to Bonaparte River, and travelled along it,

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3 Malcolm McLeod, ed., *Peace River*. A canoe voyage from Hudson's Bay to the Pacific by the late Sir George Simpson in 1828. Journal of the late Chief Factor Archibald McDonald, Ottawa, 1872, p. 114.

4 David Douglas. *Book of Sketch Maps* of Journey from the junction of the Columbia and Okanogan Rivers to Quesnel and North, April-May, 1833. Provincial Archives. Notes by A. G. Harvey.

Green Lake and Horse Lake to Lac La Hache. It next followed San Jose River, Williams Lake and Williams Lake Creek, and then went overland to reach the Fraser, following its eastern bank until Old Fort Alexandria was reached.

Over this long trail, each horse usually carried two "pieces" of 84 pounds each. With this heavy pack it could travel fairly comfortably 20 miles a day, but sometimes the stopping places were slightly further apart than that. One of the stopping places most frequented, and which we find marked on the fur-traders maps, was that near the lone tree at Westbank.

The Valley was admirably adapted for travel by pack-train, since there was bunch-grass, water and soft-ground. It was not, however, good fur-country, and most of the furs that were taken down it to Fort Okanogan came from the posts north of Alexandria. Governor Simpson was given to complaining about the upkeep of the "very unprofitable establishment" at Kamloops,[5] although that very unprofitable establishment returned profits of £1000 in 1825, £1100 in 1826 and £1300 in 1827.[6] It was ironic that the number of beaver caught at Kamloops declined rapidly in number from 1822 onwards. By 1827, Archibald McDonald was writing, "The Beaver is, I believe, the most common animal in the district, and alas he is but rare enough considering the extent of the country—A person can walk for days together without seeing the smallest quadruped, the little brown squirrel excepted."[7] Yet Fort Kamloops did justify its existence by serving as an inland fishery from which dried salmon, in McDonald's phrase "the staff of life," could be obtained for distribution to other posts, including Fort Okanogan and Fort St. James.[8]

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5 E. E. Rich, ed., *Simpson's* 1828 *Journey to the Columbia*, Toronto, Champlain Society, 1947, p. 30.

6 R. Harvey Fleming, *op. cit.*, lxv.

7 E. E. Rich, *op. cit.*, App. A. Thompson River District Report, 1827, by Archibald McDonald, p. 226.

8 John Tod, *Thompson River Journal*, Ms. Provincial Archives. See, for example, entries for November 5, 1841, September 5, 1842, and October 8, 1943.

While the Okanagan Brigade trail was still in use the Hudson's Bay Company permitted missionaries to travel with the outfits going to New Caledonia. In 1842, Father Demers, who had twice before visited the Valley, accompanied Chief Factor Peter Skene Ogden to the interior, and passed the winter in New Caledonia. The same year, Father DeSmet, the famous Jesuit missionary, travelled through the southern part of the Valley on his way from Fort Colvile to Fort Vancouver, and three years later after he had been to Europe to obtain reinforcements, he accompanied Father Nobili over the brigade trail to New Caledonia. According to A. C. Anderson, with whom the priest spent the winter of 1845 at Alexandria, Father Nobili formed in 1846 "an establishment at the Taillis D'Epinettes on the Great Lake of Okinagan."[9] Anderson says that while this house was located somewhere near the head of Okanagan Lake it was maintained only for three years. If it existed, and there is little reason to doubt Anderson's word, it was the first religious establishment in the southern interior of British Columbia. It was to be some 14 years before the Oblates made their appearance in the Valley, and when they planted a mission it was on the side of Okanagan Lake opposite the brigade trail, at the place called by the traders "L'Anse au Sable."

The drawing of the Oregon boundary line in 1846 caused the abandonment of the Okanagan brigade trail. A. C. Anderson had already undertaken exploratory missions to see if a trail could be located between Alexandria and Fort Langley on the lower Fraser. Finally in 1847, the last Hudson's Bay Company caravan passed through the Okanagan Valley, and the following year, the difficult Hope trail was opened through the Coquihalla valley to Kamloops. The Fraser River route had at last been adopted.

As the trade from the interior passed through them, Victoria and Langley became increasingly important. Around them the

9 Alexander Caulfield Anderson, *History of the North West Coast*, Victoria, 1878 (?), Typescript in Provincial Archives from the copy in the Academy of Pacific Coast History, University of California, p. 136.

rich agricultural land was being farmed, settlements were beginning to grow up, and Victoria was the natural centre when the time came to organize a government for the colony of Vancouver Island, and Langley was the proper place to proclaim the establishment of the colony of British Columbia.

As it turned out the Fraser River route to the interior was adopted by the Hudson's Bay Company towards the close of the fur-trading period. The gold-miner invaded the fur-hunting preserve in 1858, and the best days were over for the traders. The old brigade trail through the Okanagan came back into use in the early 60's as miners and cattle-drivers went north to Cariboo. Some of them lingered by the way or returned after short intervals to become, with former Hudson's Bay Company men, the valley's first permanent settlers.

Both the Nor'Westers and Hudson Bay Company had failed to establish in the valley a post around which settlement could develop. In fact, the very qualities which made the valley so suitable for a highway handicapped its settlement during the fur-trading days.

In spite of its utility, the Okanagan brigade trail never seems to have been regarded by the officers of the Hudson's Bay Company as indispensable for the transportation of supplies in the Pacific North-West. The attraction that the Fraser River route had for Governor Simpson had something to do with the establishment of Langley in 1827 and Fort Victoria in 1843. From the first he seemed to adopt a fatalistic attitude about the outcome of the boundary negotiations, and he was always conscious of the need of protecting the maritime fur trade against American inroads.

The Hudson's Bay Company was prepared when the Fraser river route had to be adopted. Had it never considered using it, and had it built posts between Fort Okanogan and Kamloops the Okanagan Valley might have been settled long before it was, and it is remotely possible that a different division of territory might have taken place in 1846.

Captain Houghton's Exploratory Trip, 1864

MARGARET A. ORMSBY

Early in the '60's there was considerable excitement after William Pion, an early settler at L'Anse au Sable, discovered gold at Cherry Creek, some 35 miles east of where Vernon is now. In December, 1863, Constable W. C. Young, who at the time was in charge of the Customs House on the Similkameen River, was sent by J. C. Haynes, Collector of Customs at Osoyoos, to report on the claims. His report in the Provincial Archives, was reproduced in the *Second Report* of the Okanagan Historical Society, pp. 24-25. While Young declared that only 12 men were at work at the Creek while he was there, and that he could not "Find a claim, nor a man that knows of a claim, on Cherry Creek, that will certainly pay half an ounce a day to the hand," he concluded, "I think from all that I have seen and heard, the best that can honestly be said of this as a mining country to be thus: That from the prospects already obtained with so little searching in such a difficult place to prospect as Cherry Creek, this part of the country presents a most encouraging field for those able and willing to thoroughly explore and prospect it in the coming season. Nearly all here seem sanguine and confident that what has already been found will yet lead to the discovery of good mines. But it cannot be said that up to the present good diggings are found as has been represented."

Apparently this report was sufficiently encouraging for the colonial government to send out Captain Houghton the following summer on an exploratory and prospecting trip. The choice of Captain Houghton seems rather strange, for he was new to the country and could have known little about prospecting. But it was

desirable to grant his request that he be allowed to undertake this expedition, for he had suffered other disappointment. Formerly an officer in the 20th Regiment of the Imperial Army, Houghton had been gazetted out on June 29, 1863, and had left England two weeks later. He had expected to qualify under the British Columbia Military Settlers Ordinance of 1861, and acquire a military grant of 1450 acres. In the spring of 1863, however, the ordinance had been repealed, and Houghton found that he was entitled only to 300 acres under the new ordinance of 1863. In February, 1864, he petitioned Sir James Douglas and the Legislative Council of British Columbia for special consideration. Douglas endorsed the letter containing his request, "acknowledge receipt of this letter—and inform the writer—that it is not in my power to grant his request."

Soon after his arrival in British Columbia, presumably in the early autumn of 1863, Houghton, as he declared in his petition, "lost no time in proceeding in search of a suitable locality for Settlement." His choice was near the northern arm of Okanagan Lake, but in this vicinity Governor Douglas had set aside a Government Reserve of 10 square miles. Houghton's request that the Reserve be cancelled insofar as it interfered with his pre-emption claim, was refused by Douglas in June, 1864.

Houghton's claim to a military grant of 1,450 acres was not recognized until 1872. In the meantime, Forbes G. Vernon and Charles E. Vernon, who had accompanied him to the Okanagan in 1863, mined at Cherry Creek in 1864, and in 1866 pre-empted land between Priests' Valley and Okanagan Landing. This land was later acquired by Houghton, and the management of the Coldstream Ranch, his military grant, was turned over to the Vernons.

Because Houghton importuned the colonial government and because of his other disappointments, his request to lead an exploratory expedition to the Cherry Creek country was granted in 1864. Doubtless, Douglas's interest in the construction of a road between the head of Okanagan Lake and the Columbia River, in addition

to the mining excitement at Cherry Creek, had a good deal to do with Houghton's obtaining the permission he requested.

The report of his mission is in the Provincial Archives, and is reproduced here with the consent of Mr. Willard E. Ireland, Archivist. Houghton's difficulties in travelling in rough, rugged country, and his disappointments in prospecting, are manifestly apparent in his report.

New Westminster, B.C.,
November 12, 1864.

Sir:

Vincent Ditoe (Duteau)
Chas. Stevenson
Chas. Phillips
John More

I have the honor to inform you that the prospecting expedition — for which His Excellency was pleased to sanction a supply of funds and horses in June last — consisting of the four men named in the margin, besides myself and an Indian — returned to the Head of Lake Okanagan on the 20th Ulto., having been — I regret to say — so far unsuccessful in the search for gold diggings —

I have the honor to submit the following report of our proceedings for the information of His Excellency—

"Receiving an order from Captn. Ball at Lytton on the 24th July, for six government horses then at Nichola (sic) Lake — I despatched an Indian for them and had them conveyed thence to Hope —

There packing them with provisions &c for the use of the expedition I started on the 17th August and arrived at the Head of Lake Okanagan (my place) on the 2nd Septr.

I there proceeded to assemble the party with all possible despatch and having procured the services of the above named experienced miners, who accompanied me as volunteers, we started on the expedition on the 12th Septr. —

Our course for the first three days lay for the greater part along the old "Cherry Creek" trail, and crossing the mouth of that river we camped, on the third evening,

about five miles to the north east of the (sic) Shuswap Ferry — About thirty miles east of our starting point —

Determining on proceeding up the Shuswap river to the second lake marked on the maps as lying above us on this river, and prospecting the streams flowing from the range of Mountains, forming the "Divide" between the Shuswap and Columbia rivers — I started on the following morning with three axe-men to clear a passage for the horses, in charge of which I left one man and the Indian with directions to follow some hours later —

This plan we were obliged to adopt the whole of the remaining part of our outward journey, the country through which we passed being densely timbered without intermission — Our progress was consequently slow, scarcely averaging five miles a day —

By the 24th Septr. having reached a point about forty-five or fifty miles above the ferry to the N.N.E. of it, and finding the river forking we determined on pursuing our course up the east fork which supplied about 2/5ths of the water and seemed to flow from the N.N.E.

About twenty-five miles of this course brought us nearly to the source of this branch, and finding ourselves surrounded by the mountains before alluded to as the "Divide," and the river breaking into numerous small creeks we fixed our camp at this point and commenced operations.

We sank deep holes in several places on the bars — one to the depth of eight feet but were unable to reach the "bedrock" and did not find any sign of gold in the "dirt" which consisted of loose gravel and granite boulders of an enormous size — We also washed some of the gravel in the banks and benches of all the creeks within some miles of our camp, but with no better success —

Having remained in this position for a week, during which time every member of the expedition pursued its object with the most unremitting energy and perseverance, but without any satisfactory result — and the feed for the horses — which was exceedingly scarce through-

out the whole of this section of the country — being now entirely exhausted in this locality — I thought it advisable to return —

Accordingly despatching three of the men and the Indian back by the trail in charge of the horses — with instructions to await my arrival at a certain point about twenty-five miles above the ferry — I, accompanied by one of the party (Ditoe) started across the mountains in a Southerly direction with the view to strike and prospect the head waters of a few large creeks flowing in nearly parallel lines from the "divide" to the Shuswap river and the mouths of which we had passed on our outward journey —

We reached the appointed spot on the sixth day having crossed three mountains or rather spurs of the main range and prospected two large creeks, but with no better result than before —

The horses having only arrived the same day I thought it advisable to give them a few days rest on a small patch of good feed in the vicinity — this they were badly in need of, being footsore from the roughness of the road over which they had been travelling, the severity of the weather and poor feed having also told much upon their condition — one of them dying from its effects a few days previously —

During this delay we prospected another large creek running parallel with the last two a little further to the south — In this we were equally unsuccessful —

Resuming our homeward journey on the 17th October we reached the Hd. of Lake Okanagan on the 20th having been out on the expedition thirty-nine days —

I have scarcely expended half the money and still have a considerable amount of stores on hand — Should it therefore meet with His Excellency's approval I shall be happy to renew the search next year, or make use of the balance of the money &c in exploring a pass to the Columbia river which I observed while out with the recent expedition —

I consider by this route I can reach the Columbia river in less than sixty miles from the Okanagan Lake and without passing over any considerable elevation.

Should I prove correct in my opinion on this point it will be by far the most direct route to the Kootannis (sic) Mines, and should the Columbia be found unnavigable towards its source, this is no doubt the best position for a trail to pass as a continuation of this line (E.S.E.) will just pass clear of southern extremity of the Selkirk range the position of which I observed while crossing the mountains on my return —

I shall furnish His Excellency with a rough sketch of the country through which we passed — on my return to New Westminster in a few days — as the present maps are totally incorrect in their representation of it —

I shall at the same time furnish a statement of the expenses incurred to the present time —

I have the honor to be
Sir
Your Most Obedient Servant
C. F. HOUGHTON.

The Hon'ble
A. N. Birch
Col. Secy B.C.

The following year, 1865, Captain Houghton was sent by the government to explore the pass between Cherry Creek and the Columbia River. A copy of his report of this expedition is in the *Fifth Report* of the Okanagan Historical Society (pp. 30-32). This second expedition like the first, did not succeed in reaching the Columbia. But in proceeding southward along the summit of a range to the north fork of Cherry Creek, Houghton and Duteau saw what appeared to be a low pass heading eastward from the headwaters of the south fork of Cherry Creek, in the direction of Arrow Lakes. Upon his return, Houghton wrote to the govern-

ment reporting his discovery, and expressed his willingness to explore the pass and ascertain the possibility of building a pack trail by which goods might be transported by a shorter route to the Big Bend mines. In the spring of 1866, he was supplied by the government with a string of pack-horses brought in from Hope, and the result was the location of the Fire Valley Trail from the Okanagan to the Columbia.

Subsequently Houghton played an active part in military life in Canada. On March 21, 1873, he was appointed Lieutenant-Colonel and from that date until March 31, 1881, he served as Deputy Adjutant General, Military District 11, British Columbia. From April 1, 1881, until April 30, 1888, he was Deputy Adjutant General, Military District 10, Manitoba, and on May 1, 1888, he became Deputy Adjutant General, Military District 5, Province of Quebec. He served in the North-West Rebellion in 1885, taking part in actions at Fish Creek and Batoche. He was mentioned in despatches on July 11, 1885, and was also awarded a medal with clasp for his services. His retirement from the army took place on July 15, 1897, when he was 58 years of age.

Among the pioneer settlers who died during the past year were Mrs. Robert Hall, who came with her brother, Robert J. Manery, to the Okanagan Valley in 1893 and whose husband at one time operated a mail and passenger stage between Penticton, Fairview and Oroville; Mr. W. C. Pound, a resident of Vernon since 1891, who was chairman of the committees which installed the first water and light systems in Vernon, and Mrs. Robert Carswell, who came to Vernon in 1892 and whose husband has been long active in lumbering operations in the Okanagan Valley.

"Indian Road"

F. M. Buckland

Reaching over the high bench land, northeast of Princeton, and through back valleys and following the shoreline beside Link, Chain and Osprey Lakes, some 3,600 feet above sea level, is a trail known as "The Peachland Cutoff."

This ancient Indian trail, which is marked on the Archibald McDonald map of 1827 as "Indian Road," came down to "Big Okanakan Lake" at "Squ-ha," the bend, through country drained by a creek known as "Spil-Kuk-a-Nilh," meaning "Eagle Nest."

Sometime before 1820 the fur-traders gave this creek the name "Trepanier," a name it held until 1870-80, when it was renamed Deep Creek. Today it is officially known as Peachland Creek. ('Trepanier' was later applied to the creek north of Peachland townsite.)

Between the valleys of the Tulameen, Similkameen and the Great Okanagan Lake Country, Indians, fur-traders and miners, each in their time, used this short cut. If it were developed as a motor road to link up with the Hope-Princeton Highway, it would bring the Kelowna Westbank Ferry wharf within 250 miles of Vancouver, B.C.

John Fall Allison who was born in Leeds, England, in 1825, arrived in British Columbia in 1858, and shortly after settled in the Similkameen Valley. He was the pioneer store keeper, an early cattleman, and a Justice of the Peace at Princeton. In the early 1870's, Mr. Allison entered into partnership with an American named Hayes to buy and import a herd of well bred Durham cattle from south of the International Line. Allison made further use of this old "Indian Road," when in 1874 he blazed, cut out, and

re-opened the route so that he might move his cattle herds once or twice each year to and from winter feeding grounds. Mr. Allison had his cattle ranch on the west side of Okanagan Lake, directly across from the mouth of Mission Creek and the large cattle ranches of the Mission Valley. There at "Sunnyside" his family resided. Beef cattle and breeding stock were wintered each year. They were driven over the hills to a summer range nearer to Princeton, his place of business and to the Coast markets. Mr. Allison's appointment as Justice of the Peace came in 1876 and he was made Assistant Gold Commissioner in April, 1885, a position he held until the office was moved to Granite Creek. As a cattleman he kept the old "Indian Road" cut out and blazed, while he occupied the Sunnyside wintering grounds. It was spoken of as the "Allison Trail" when G. M. Dawson, the geologist, crossed over it in 1877 on his way north while he was making a survey of the southern interior of British Columbia.

After gold was discovered in July, 1885, on Granite Creek by John Chance and his associates, T. Curry and W. Jenkins, this route became important as a pack trail. Food, tools and merchandise brought by the Canadian Pacific Railway to Kamloops and on river boats to Enderby were carried over it on horseback.

The Granite Creek Trail left the Hudson's Bay Brigade Trail west of Powers Creek, on top of the divide 500 feet above Okanagan Lake, where Highway No. 5 runs today. The junction was just beyond Hardy's Lakes, as the turtle ponds are called, and the distance from that point to Princeton was estimated at 56 miles. Skirting the hillside in a westerly direction the trail crossed Jacques Creek (Trepanier) about three miles back from its mouth. Then taking advantage of Pigeon Creek for grade, it reached Deep Creek some eight miles from its confluence with the Lake. Following up the west side of this creek a short distance, the Trail turned in a southerly direction to enter a narrow valley, with an altitude of some 3500 feet above sea-level, and travelled for many miles through a plateau country until it crossed the upper reaches of Trout Creek, as it does to the present day.

In addition to the Granite Creek trail, there was another one farther south. It was reached by lake boats plying between O'Keefe's and Stonehouse Point, now known as Crescent Beach, Summerland. Cargoes brought by water were stored in the small building owned by Wood and Rabbitt and later packed over a trail which followed Trout Creek and crossed over the "Bald Range" to join the old "Indian Road" near Osprey Lake.

During the brief existence of Granite Creek as a mining centre, a town of fair size sprang up. It consisted chiefly of gambling houses, saloons and restaurants.

Considerable mining exploration was carried on during the 1885-90 period and all the country between Trepanier and Deep Creeks was known as "Camp Hewitt." The Camp Hewitt Mining and Development Company was one of the several mining projects already operating in the district when J. M. Robinson of Portage la Prairie, Manitoba, arrived there on horseback, having ridden all the way from the booming mining town of Rossland in 1893. Influenced, no doubt, by the mining excitement which had British Columbia in its grip at that time, Robinson and associates became interested and attempted to develop a mine up Deep Creek and on the old trail. The property was "Kathleen Mine," and the hill behind the prospect was named "Kathleen Mountain," after Mr. Robinson's wife and daughter. A tote road, the first on the west side of Okanagan Lake in that district, was laid out up the north side of Deep Creek and to a point on the Granite Creek Trail near the Glen Robinson "Kathleen Mine" where ore could be rawhided down to meet it.

But this, and other mining ventures were not a success, so the Robinson interests abandoned their workings to devote attention to the development of an orchard district below the old trail and down to the Lake. It is told J. M. Robinson had sampled some ripe peaches grown in the district at the ranch house table of Mr. C. A. R. Lambly. This delicious fruit "grown on a seedling very likely" convinced Mr. Robinson there were possibilities in the country after all. If not golden nuggets, why not golden fruit?

So he bought up the Lambly horse range with other properties and had them surveyed into 10, 15 and 20 acre lots, which were watered from the creeks when an irrigation system was established. These little prospective fruit farms were bought by Mr. J. M. Robinson's Manitoba friends, who were delighted with the chance to make a new home in a more salubrious climate, with more beautiful surroundings than they had been accustomed to on the prairies. Peachland came into existence at the northeast end of the Granite Creek Trail. A steamboat landing was made for the *S. S. Aberdeen,* and by 1897, a post office was established with Dave Watson as Postmaster.

About 1907 several Kelowna men made a hunting trip over the old Granite Creek Trail. Since they liked the country through which they travelled, these adventurers staked out some rural land claims in the neighborhood of the Lakes which their old Indian, miner and cattle trail skirted and where there was the prospect of a railroad being built in the near future. Very little development was accomplished in the high level country they passed through, however, and the trail once again gradually filled up with bushes and fallen trees.

W. J. Clement, who resides today at Mazama Post Office, Osprey Lake, and who was editor of the *Kelowna Clarion* in 1905 and of the *Penticton Herald* 1906-1910, was the only pre-emptor to stay on the land.

At the height of the depression in 1931, a movement got under way to open up the country again, this time with a wagon road. A provincial election was pending, and the party in power at the time made jobs with a road gang for many of the unemployed around Peachland. Everything was arranged for, and the job well started when it was closed down the day after the election because there had been a change of Government, and as Mr. S. T. Elliott, who was Road Superintendent at that time, pointed out to the workers, "they must have voted the wrong way." However, the result was an undertaking by volunteer labor from Peachland and district, under the supervision of William Miller, a provincial road

foreman, to widen out the trail and make it passable for wheeled vehicles. This movement was assisted by the Kelowna Board of Trade, when that body supplied a grubstake in the form of food and some tools, while Westbank farmers donated loads of hay to sustain the three or four teams of horses on the job and Princeton contributed a substantial cheque.

This co-operative, volunteer, road-making enterprise was rewarded by several miles of wagon trail being opened to the west and south. Mr. Miller and his workers had come to the last of their food supply on the morning of May 28, 1931, when Mr. J. W. Cushing, Road Superintendent for South Okanagan, and Mr. F. M. Buckland, Chairman of Roads and Transport Committee of the Kelowna Board of Trade, visited the scene of activities. The Kelowna men had crossed the Lake with Mr. Cushing's car on the 9 a.m. ferry, to motor to Peachland and on up into the mountains as far as possible over the new wagon road. Since they had learned that the road camp was to be broken up and abandoned that day, they were anxious to see what progress had been made towards the ultimate goal, a road to Princeton. Arriving at camp, some twenty miles southwest of Peachland and at an altitude of about 3500 feet above sea level, the Kelowna men found the workers so completely out of food that there was only part of the carcass of a two year old barbecued bear left over from the noon meal. The bear had been shot by permission of the game warden, who considered that the wild life of the country should help to some extent to support this worth-while venture.

After welcoming the visitors and talking the situation over, Mr. Miller suggested that the travellers wait for a couple of hours while he sent some of his men ahead with saws, axes, and two teams of horses to cut and pull several windfalls out of the way. Then he thought a car could be driven another two miles over a park-like side hill and eventually come out on an abandoned logging road which would lead to Osprey Lake and Princeton.

While axe-men with crosscut saws and teamsters with logging chains went ahead to make a last attempt at opening the old trail,

the Kelowna men left their car parked beside the camp, and both being hungry, enjoyed a good meal of roasted bear meat, and a drink of water from a near-by spring. Two hours later the all-clear signal was given and with Mr. Cushing at the wheel, the car lurched and bounced over the rough terrain for about two miles. Here, at this point, as predicted, the men reached some semblance of a wagon track. Carefully following the logging road, they passed through a wilderness of giant boulders, and one or two gates which let them into, and beyond, two or three farm yards where attempts were being made at cattle-ranching and fur-farming. Eventually the Kettle Valley Railroad tracks were reached and then Osprey Lake. Here the road was better.

From Osprey Lake up over the grain fields near Princeton proved fairly easy going, as the road was often used by fishermen and picnickers. It was about 4:30 that afternoon when the Kelowna car with its two occupants arrived at Princeton after a seventy-two mile drive from the ferry wharf. This was the first wheeled vehicle to cover the high ground between Peachland and Princeton.

When the businessmen of Princeton learned that a car had been driven from Peachland, they could hardly believe the story. The Princeton Board of Trade wanted to give a banquet for the men who had made road history in their neighborhood. A good restaurant dinner was all the travellers craved, so when that was concluded, and the car serviced with a fresh supply of gas, Messrs. Cushing and Buckland were on the road again, heading down the Similkameen for Penticton, where they arrived after a seventy-six mile drive, about 8 p.m.

Press notices rewarded these adventurers, but no further development of any account has resulted from the fact that the central lake settlements are so much nearer the Hope-Princeton Highway by this Peachland cutoff over the old "Indian Road."

A Note on Trails in the Similkameen

JOHN C. GOODFELLOW

It is difficult to get a clear picture of the trail web on old maps, and the time has come when definite names should be assigned to the various trails.

Indian trails existed before trails were made by white men. Blackeye's Trail, for example, ran from Tulameen in a southerly direction, cutting across the big bend of the Tulameen River. It was because A. C. Anderson did not know of this trail in 1846 that he followed the big bend.

The first trail made by whites was the A. C. Anderson or Brigade Trail, which came east from Hope 25 miles, then turned left (north) to Tulameen. There were other brigade trails in Similkameen, but this was *the* Brigade Trail in these parts.

After gold was discovered by Adam Bede at Rock Creek in 1859, the Royal Engineers made a trail between Hope and Rock Creek in 1860. This, the Engineers' Trail, followed the Anderson Trail to the Canyon 25 miles east of Hope, then turned north (as did the Anderson Trail), but broke off at the Punch Bowl and turned east to the Summit, then downhill to Princeton.

The Dewdney (or Moberley) paralleled the Anderson Trail and Engineers' Trail as far as 25 miles east of Hope. Then, instead of turning north, it kept on in an easterly direction until it met the Engineers' Trail at the Summit. This is the trail which people usually have in mind when they speak of the Hope Trail.

The Dewdney, Moberley, or Hope Trail followed the Indian river trail from Princeton to Keremeos and then travelled eastward to link up with the fur trail running north and south, and going up Okanagan Lake.

The (Similkameen) Brigade Trail ran from Tulameen to Nicola and north to Kamloops, but there was a shortcut from that trail at what is now Aspen Grove to what is now Princeton. This shortcut is part of the present Princeton-Merritt highway.

There was also a cutoff from Princeton to Okanagan. Mr. Buckland deals with this trail in his article. It might well be called the Hudson's Bay Company's Lake Trail from Princeton to Peachland, or more simply, the HBC Princeton - Peachland Trail.

It may help to imagine a straight line (the Hope Trail) from Princeton to Hope, east and west. This is 66 miles and at the Summit, reaches an elevation of 5,960 feet. Between the Nine Mile (from Princeton) and the Twenty-five Mile (from Hope) are big half-moons to the north and south. The one to the north is bounded by the Kettle Valley Railway. The one to the south has been selected for the highway now under construction, and is officially named the Allison Pass route.

The present roads can be likened to the fingers of an outstretched hand, with Princeton as the centre of the palm; west to Hope; north-west to Coalmont, Tulameen, Brookmere; north to Merritt, Nicola and Kamloops, north-east to Peachland; and east to Hedley, Keremeos and the Okanagan Valley.

The Valley Spotlight, Princeton, published on November 1, 1949, an historical souvenir supplement which contains an "Outline History of Similkameen" by Rev. John C. Goodfellow, which traces the history of the Similkameen down to the opening of the Hope-Princeton Highway.

Early Days on Okanagan Lake

NORTHCOTE H. CAESAR

When I arrived in Vernon in October, 1892, I stayed at the Coldstream Hotel. The proprietor, H. G. Muller, was very kind and tried to get me a job. He first tried Mr. Price Ellison, but his threshing had been finished and he had hired all the men he needed for the winter. Finally I got a job helping Mr. Piercy to build a cottage next to the hotel. I was paid 16c an hour and the work lasted about a week. Then I went out shooting blue grouse and willow grouse for the hotel at the rate of 25c and 35c each. I had a lot of tramping about and I made only a little more than my board. I next went with Newton Spicer to build his house on one of the Coldstream lots. Before we could put up our tent we had to shovel away about a foot of snow. We lived in the tent until I had built a shack ten-by-twelve feet which was to become the kitchen of the house. We moved into this building, but found it was not very warm since the winter was severe and the thermometer sometimes fell to 30 degrees below zero. The shack was only single-boarded at the time. The house was finished about April. It was of the Red River type, with no scantling or studding, and to it the shack was added as a kitchen. I next went to work for J. L. Webster. I cut a lot of rails on the Coldstream Ranch and hauled them home to fence his place, then ploughed up his lot and helped him plant 10,000 apple grafts and other nursery stock.

On May 24, 1893, Webster suggested that since it was a holiday he take me and my boat (which I had built at odd times, mostly on Sundays, I am afraid) to Okanagan Landing to see the *S.S. Aberdeen* launched. We put my boat into the lake five or ten minutes before the *Aberdeen* was launched sideways. After Webster

went home, I started down the lake in my boat. I reached Whiteman's Creek that evening and slept on the beach. In the morning I started out again, looking for a likely spot for a ranch. At Morden's (now Ewing's) Landing I met the two Mordens and Jimmy Bruce. Tommy Armstrong was also around but I did not see him. I also called in at Shorts Point which Captain Shorts had for sale for $1,000. There was nothing there in the way of buildings, and the stable had been burned down. I continued down the lake, stopping at several places and at night camped at the place later owned by W. R. Hanson and then sold to Gus Reid. The next day I started out again, and stopped several times to look around. I camped at Bear Creek that night. The land here had been taken up, but there was no one there. I think Childs was the owner and that he was in Ireland at the time. The next day I went down to Rashdale's Point and on to Lambly's Ranch, Trepanier Creek, now Peachland. At Trout Creek I heard that all the land to the south was owned by Tom Ellis. I crossed the lake and then came up past Squally Point to a very small point through which a small creek (Horse Creek) ran, and here I camped. I presumed that all the land around Kelowna was taken up, and since there was a fair wind the next day, I put up my sail and sailed back to a place I had taken a fancy to. This became known as Caesar's Landing. After I had found a spring on the hill-side, I decided to take up the land, and I went up to Vernon to record my claim at the Government Office.

I sailed most of the way back down the lake in beautiful weather. It was a very pleasant trip, but a companion would have made it better. The point I had chosen was very attractive. It was fringed with trees and brush, and above it was rolling park-like land with scattered pine and fir trees in places, and heavy timber farther up the hill. During the trip down the lake I saw the two Mordens and Jimmy Bruce, but the morning after I arrived, Sam O'Neal who was looking for timber, called and had breakfast with me. I soon started to build a small shack, ten-by-twelve feet. When I had finished it and dug in a few potatoes, T. F. Valentine arrived from the prairie and we joined up to cut logs for S. C. Smith at

Vernon at the rate of 75c a thousand. Before we really got started, I wrote to the store where I had got my supplies and asked to have a sack of flour and a pound of tea sent down. After two or three days I received a letter saying that nothing could be sent without the cash, so I rowed up to the Landing and walked the ties to Vernon. I saw W. F. Cameron and explained what we wanted to do, but that we needed a little credit for provisions and hardware. I only had $5.00 in the world, which I wanted to keep for emergencies. Cameron told me to go ahead and he would see us through. After that, whenever we wanted anything, he charged it to his account and paid the freight. We sent him eggs and cash when we had them, and he sent in a statement once a year. No one could have been kinder.

In all, we cut nearly 500,000 feet of logs for lumber at 75c a thousand, and 525 cord of four-foot wood for the *S.S. Aberdeen.* The price the first year was $1.65 a cord delivered, for the second year, $1.75, the third, $1.85, and the fourth year, $2.10. After that, our wood was not required since the steamer used coal. We tried to get $10 from the Government to put up a few planks for a wharf, but were unsuccessful, since if we were helped, a precedent might be set for building other wharves. The wharf which is now at our point cost about $10,000. On two occasions the *S.S. Aberdeen* called in on Christmas Day and treated us to dinner. The officers and crew were always very good to us and brought our mail, while the Chinaman did our washing.

One Sunday after I first took up the place, I thought I would go where no white man had been before. I climbed the mountain and at the top of it I found an Indian trail and two sweat houses. I discovered later that I had found the old Hudson's Bay trail up the lake and that it was still in use by the Indians.

In 1896 we bought the *S.S. City of Vernon* from McAuley and Grant. This was Captain Shorts' old boat, and was better known as the "Mud-Hen," since it was said to be as often on the bottom of the lake as on the top. On March 4, 1896, we spent the day trying to keep the boat from sinking. It was like an open deck scow with

an engine. The lake was rough and the temperature was two degrees below zero. As the waves washed into the boat, the ice formed on the sides, so we had to bale out the water and knock off the ice. We kept this up until midnight, and we finally won the struggle. After our experience we decided to build another boat, using the engine of the *Mud-Hen*. Mr. Lequime told us we might have the upper structure of the *S.S. Penticton* if we would strip it off and take it away. We next got a good fir log with a crook in it to form the bow. This we took to the saw-mill at Kelowna, where it was sawed up for us to make a good bow and keel in one piece, and for doing this no charge was made. Then we got vine maple and small fir ready for the ribs. I made a small model of the boat, and when that was finished constructed a shed on the lake shore where the building was to take place. Although tools were scarce, the boat was at last completed. At the launching, Mrs. C. E. Woods broke a champagne bottle on the bow after we had drunk its contents, and named her the *Wanderer*. The *Wanderer* was 39.6 feet by 9 feet, and had a five horse-power engine and boiler.

About this time we bought the Rainbow Ranch from the Barr brothers who had bought ten acres when the Commonage was put up for sale in 1893 and later added a pre-emption. We later added the pre-emption which Ike Eastwood and John Powell had to the north of the ranch. With the *S.S. Wanderer* we did odd jobs whenever we got a chance. We hauled ore from the Morning Glory mine, located opposite Okanagan Landing across from Whiteman's Creek. The scow carried about 30 tons and we got $25 for towing it. We also took dynamite to Penticton since the *S.S. Aberdeen* was not allowed to carry it with passengers. (Later she took it on Sundays and we lost our job). We also towed logs to the Kelowna Saw-Mill, about 100,000 feet to the raft. This had to be done at night when the lake was calm. Our speed was 1½ or 2 miles an hour.

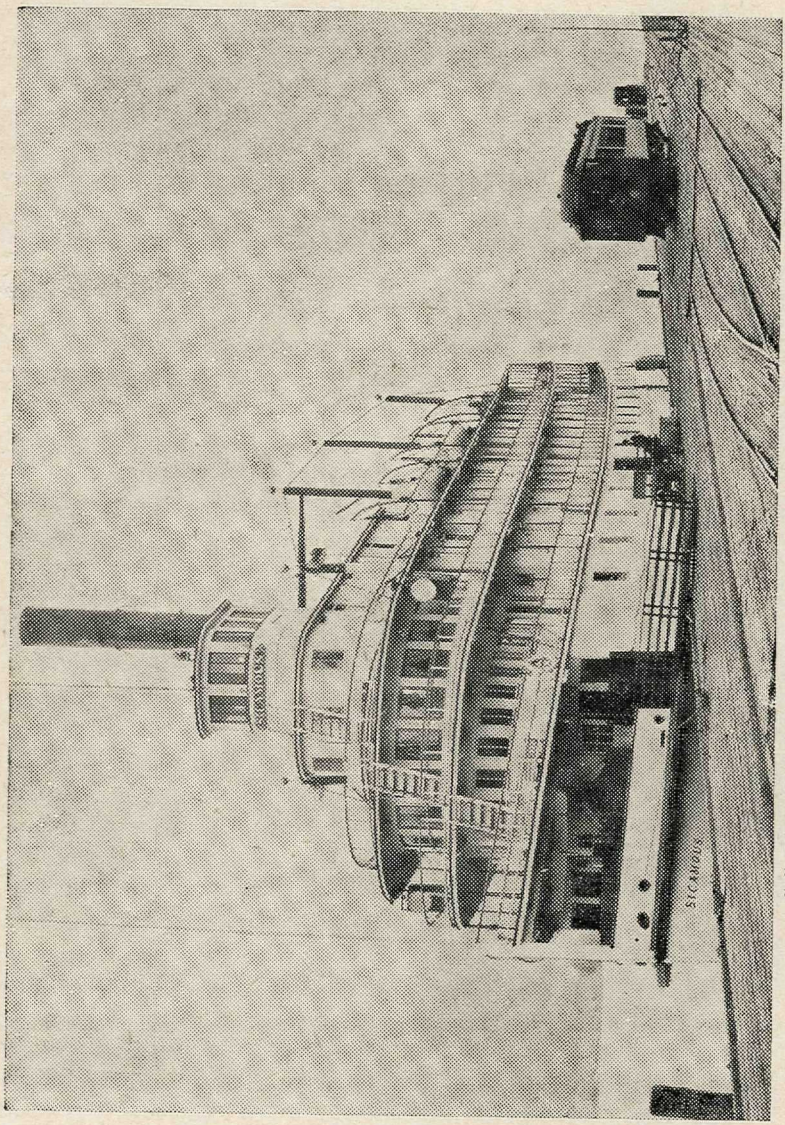
In 1896 Frank Stevens was living with us, doing the cooking. He came in from fishing one day in a very agitated state, saying that he had seen a sea serpent. He described it as about 20 feet long with

a head rather like a sheep's, held about three feet above the water. He had seen it fairly close to him, near the island owned by G. M. Gibson. I am afraid we teased him a good deal and put no stock in his story. Later travellers and residents have given almost the same description, so I think there must have been something in the lake the day Frank was out. What was it? I have been living by the lake for 56 years and have not seen the sea-serpent yet.

Old Coldstream Ranch Accounts

In the '90's when hop-growing was an important activity at Coldstream Ranch, a number of Indians were employed to grow and harvest the crop. The following excerpt from an old ledger will give some idea of how accounts were kept and of the scale of prices (butter was then 16c a pound!):

Cultus Joe—Goods $3.00, Blankets $5.00	$8.00
Old Annie of Penticton—Flour, sugar, etc.	3.20
Millie—Sugar, lard, etc.	1.25
Old Man with Fur Cap—Flour	.25
Mary Victor—Flour, sugar, etc.	3.05
Squilascum (a cripple)—Flour	5.40
Annie (with Capt. Dick)—Fish	.50
Billy Bulleye—Goods	1.00
Johnny Antoine—Flour, etc.	6.10
Sailor (a girl with goggles)—Flannelette	.25
Bridget (very fat girl)—Goods	1.35
Ellen (old woman)—Tenting	2.00
Amy—Tenting	1.00
Captain Dick—Goods	3.35
Alex (long leg)—Goods	4.75
Tenas Maggie—Goods	3.70
Roberts and Lucy—Goods	4.35
Sophie Paul of Penticton—Goods	2.05
Lizzie—Goods	1.15



S.S. Sicamous, last of the sternwheelers on Okanagan Lake.

The Swan Song of the Sternwheelers on Okanagan Lake

JOSEPH B. WEEKS

When the Shuswap and Okanagan Railway was completed to Okanagan Landing, the Canadian Pacific Railway put a sternwheel passenger boat on Okanagan Lake. The keel of the *Aberdeen* was laid in the autumn of 1891 and the steamer was launched in May, 1892. The *Aberdeen* was registered at Vancouver, and its registration number was 1000675. Its gross tonnage was 554.06; net tonnage, 349.05; length, 146 feet; width, 29 feet; depth 6.8 feet; speed, 12 miles an hour. Further information concerning its operations may be found in the *Sixth Report*, pp. 225-228.

The steamer *Okanagan* succeeded the steamer *Aberdeen* in providing passenger, mail and express service on Okanagan Lake. The *Okanagan's* dimensions were as follows: length, 193.2 feet; beam, 32.3 feet; depth of hold, 7.7 feet; draught, 5 feet. Its gross tonnage was 1079.78, and its registered tonnage 679. It was certified to carry 250 passengers and it had 32 staterooms and four saloons including a dining saloon which accommodated forty persons at a sitting.

The registered number of the *Okanagan* was 122379. It was built at Okanagan Landing and registered at Vancouver. Its speed was 15 miles an hour. It was put into commission in April, 1907.

The *Aberdeen* had provided a tri-weekly service on the lake. The *Okanagan* for a while supplied a daily service, but its sailings were later reduced to six days a week. Until it was replaced by the steamer *Sicamous*, Captain G. L. Estabrooks was in charge.

It was during the years of service of the *Okanagan* and the

Aberdeen that the fruit industry developed and the towns of Peachland, Summerland and Naramata came into existence. The boats were often loaded to capacity with new settlers arriving to take up farms and with men coming into the Valley to help in the building of the Kettle Valley Railway. After seven years service as a passenger boat, the *Okanagan* was used to replace the *Sicamous* while it was overhauled and it acted as a freight and tow boat during the fruit shipping season. During this period it was under the command of Captains M. P. Reid, W. Fraser, J. Ferguson, and J. B. Weeks. After a long period of useful service, the *Okanagan* was dismantled late in the 1930's and sold to a resident of Okanagan Landing who cut the housework into sections and sold them to other residents. On the shore around Okanagan Landing some parts of the *Okanagan* are in use as summer cabins. I understand that the engines were broken up and sold for scrap, and that the boiler was acquired by a cannery on the outskirts of Kelowna.

When the steamer was first built, the newspapers declared it was the last thing in sternwheelers. It was a very comfortable boat, with very good accommodation for both officers and crew.

The sternwheeler *Kaleden*, of wood construction, was built by the Canadian Pacific Railway Company in its shipyard at Okanagan Landing in 1910. Its official number was 1268981, its gross tonnage, 180.4; registered tonnage, 113.49; length, 94 feet; beam, 18.4 feet; depth of hold, 4.6 feet; draught, 15 inches. This steamer was of very light construction and was intended for service between Penticton and Okanagan Falls *via* Okanagan River and Skaha Lake. It made one trip with Captain J. C. Gore, Superintendent of the Canadian Pacific inland steamers, including those on the Arrow, Kootenay, Slocan and Okanagan Lakes, and Captain D. C. McMorris in charge. The trip was not very successful since the steamer was too wide and too long to negotiate the sharp turns in the river. For this reason it was put into service on Okanagan Lake, and it served a useful purpose during the construction days of the Kettle Valley Railway when it transported powder and dynamite from Okanagan Landing to Okanagan Mission and Naramata.

Because of its light construction, however, it was not too well suited for freight service on Okanagan Lake. It also lacked adequate deck space, and I remember seeing it come into the wharf at Okanagan Landing with all the available deck space taken up with different kinds of cargo, and a shipment of dry hides crammed into the life boat.

The *Kaleden* was dismantled in 1920 and sold to Captain J. North of Okanagan Landing who wanted only the hull which he could use for a breakwater. I bought the housework to build a garage which is still standing.

The steamer *Sicamous* was built by the Port Arthur Dry Dock and Shipbuilding Company at Port Arthur, Ontario, for the Canadian Pacific Railway Company and assembled at Okanagan Landing in 1914. It was registered at Victoria, No. 134726, and its gross tonnage was 1786.65; registered tonnage, 994.38; length, 200.5 feet; beam, 40 feet; depth of hold, 8 feet; draught, 5.50 feet. The *Sicamous* had a steel hull and was equipped with reciprocating steam engines. There were three decks besides the main deck and pilot house. It carried 310 passengers, and had 37 staterooms and four saloons in addition to the dining saloon which accommodated 48 persons at a sitting. In the busy season there were as many as 43 officers and crew.

Since the *Sicamous* was built and commissioned just before the completion of the Kettle Valley Railway, it was the only means of transportation between the main line of the Canadian Pacific Railway and the branch line to Vernon and points as far west as Princeton, as far south as Osoyoos and as far east as Midway. After the completion of the Kettle Valley Railway, travel by this route was reduced considerably, but it remained fairly heavy until the railway line was constructed from Vernon to Kelowna and operated by both the Canadian National and Canadian Pacific Railways. As automobile and motor bus travel became more popular, traffic on Okanagan Lake was reduced to such an extent that the boat operated at great loss. The owners tried in every way to reduce the cost of operation, but were finally forced to discontinue the service. The

Sicamous was tied up in the shipyard at Okanagan Landing at noon on January 5, 1935. With the intention of putting it to use in freight service, the company had extensive alterations made. One deck house was taken off and the engines and hull were overhauled. That fall the steamer carried fruit for reshipment to different points on the lake and helped to tow car barges. In 1936 it was again used in the same service. Its last trip with passengers was made in the summer of 1936 when there was a Gyro convention at Kelowna and it was chartered to make a trip from Kelowna to Penticton and return.

The sternwheelers provided a leisurely and clean way of travelling. Men who were employed on them, like myself, can look back with a great deal of pleasure to the years we spent on them and to the associations and friendships we formed with such men as Tom Ellis, Dick Cawston, Jack McKelvie, Price Ellison, M. K. Rodgers, Father Pat, E. J. Tronson, David Lloyd-Jones, Dr. B. F. Boyce, and J. M. Robinson. From them we heard of experiences they had had in the very early days of the opening up of the country.

When the *Sicamous* was no longer useful to the railway company, a movement started to obtain it for the city of Kelowna. For some reason this project was given up. Then a company from Yellowknife became interested, but again for some reason the sale was not put through. The latest report is that Penticton is to get it for use as a tourist attraction, museum and social centre.

(The steamer *York,* also used by the C.P.R. in early days on the Okanagan Lake and later on Skaha Lake was a screw driven boat.)

Navigation on Skaha Lake

A. S. Hatfield

The first steamboat to use Skaha Lake and Okanagan River was the *Jessie*, built for W. J. Snodgrass, and used by him on the lake in the 1890's. L. O. Holman of Kelowna purchased the boat. The *Greenwood*, the next boat in service on the lake, was burned at Okanagan Falls. The *Greenwood*, a sternwheeler, was in use for five years. After the fire, I remember seeing her wheel just above the Falls, and I know that J. R. Christie used her shaft to construct a water wheel.

In 1910 James Ritchie brought the motor launch *Kaleden* down the river to use it for carrying freight from the head of Skaha Lake to his new development at Kaleden. The boat was narrow and deep, and ballasted with concrete. The river was wide and shallow, and it was only because Charlie Shuttleworth's saddle horse supplied two tugs that we eventually arrived at Kaleden. James Fraser Campbell and I later bought the boat and we used it for two years to tow scowloads of pipe and cement from the head of Skaha Lake. There was no wharf at the head of the lake, and the goods freighted from Penticton by "Dick" Weeks in a small boat were loaded into the big one in any old way.

In 1912 the South Okanagan Transportation Company (Campbell and Hatfield) built the *Cygnet*, a forty-by-ten foot launch to replace the Kaleden. Both at the head of the lake and at Kaleden wharves and a couple of small freight sheds were built. In 1914, the *Mallard*, a thirty-two foot tunnel stern boat for running the river, was put in commission. Although Okanagan River had been dredged in spots and piling had been driven on some of the sharp turns for bank protection, it was difficult to run the river with a craft

of this length, and the boat would spin like a top in the rapid and only clear the piling by inches. On one trip, Henry Phelps, skipper and quartermaster, did not wheel her quickly enough, and the boat's nose smashed against the piling, and Henry's through the wheelhouse window. I remember making a special trip down the river with J. J. Warren, then President of the Kettle Valley Railway, and Mr. McNicholl, Vice-President of the Canadian Pacific Railway, and I recall how much they enjoyed the buttermilk procured from Mrs. Sam Hawthorne when we arrived at the Falls.

Soon after the outbreak of war in 1914, J. F. Campbell went to England. Competition was already beginning to be felt from cars and trucks, and it was not long before the Canadian Pacific Railway built the line to the head of Skaha Lake. Before the line was opened, the company brought the old *York* down the river to tow barges to and from the Falls. That was the end of freighting on the small but beautiful body of water.

It should be mentioned that the Canadian Pacific Railway built a second *Kaleden* for the run between Penticton and Kaleden, but she made only one appearance on Skaha Lake, for it took her three days to go down the lake and a week to get back.

St. James' Anglican Church at Armstrong celebrated its sixty-fourth anniversary in July, 1949. The church was built at Lansdowne in 1885 by J. Pringle and J. Hamill, and was moved to its present site in Armstrong in 1891.

Joe McDonald, Master Builder and Craftsman

FRANK McDONALD

If you ask any of the old-timers around Armstrong if they knew Joe McDonald, the chances are that they will take you by the arm and lead you to a better view of a house, a barn or a hotel, and point with pride to its straight ridge, now over fifty years old.

My father was born in London, Ontario, in March, 1860, of United Empire Loyalist stock. His mother, Elizabeth Bercholder, came from Pennsylvania. He had little formal education, but in the seven years apprenticeship he served in the carpenter trade he learned how to use hand tools. (I still have some of the wooden planes and chisels he used.) In those days it took twelve or more carpenters, working twelve hours a day, a year to build an Ontario house. The carpenters hand-planed the rough lumber, oak, maple, pine and spruce, into tongued and grooved flooring, window frames, and siding. The oak for all the floors was hand-sized and planed with wooden block planes. My father followed his trade in Toronto in the '70's and then in Weston and Woodstock. During these years he met the daughter of a farmer at Weston, Hannah Farr, whom he later married.

For a while he lived in the United States, working on the 'rip-track helping to build railway cars at San Antonio. Before he left Toronto he had bought a gun, a forty-five, a bull dog model with a two inch barrel. After he saw a fight between two gunmen using long models and another man with a sawed-off shotgun, he decided that his little peashooter was not much good, so he put it in the bottom of his trunk and left it there.

After this sojourn, he moved back to Weston, and then in the

late '80's, he brought his bride to British Columbia. He first settled in New Westminster, but when he heard of the building of the Shuswap and Okanagan Railway, he decided to move to Armstrong in 1891. Here he found a wonderfully fertile valley, which was already settled with many friendly families: Swansons, LeDucs, Hallams, Hunters, Tronsons, Levers, McNairs, Hardies, Hurds, Murrays, Wolfendens, Sages, Wrights, Fortunes, Holtbys, Youngs, Clintons, Beckers, Croziers, Smiths, Fowlers, Grahams, Frasers, Hawkins, Hassards, McKees, Ehmckes, Maundrells, Woods, Symingtons, and others.

My father bought part of the Swanson place on the Nob Hill road, a mile or so from town. The land was heavy clay and if it was properly worked it produced wonderful crops, as much as 87 bushels of wheat to the acre and 125 bushels of oats to the acre. My earliest recollections are of the huge steam threshing machines which used to trundle under their own power from farm to farm, threshing the grain as they progressed through the valleys to the north, south and west of the town.

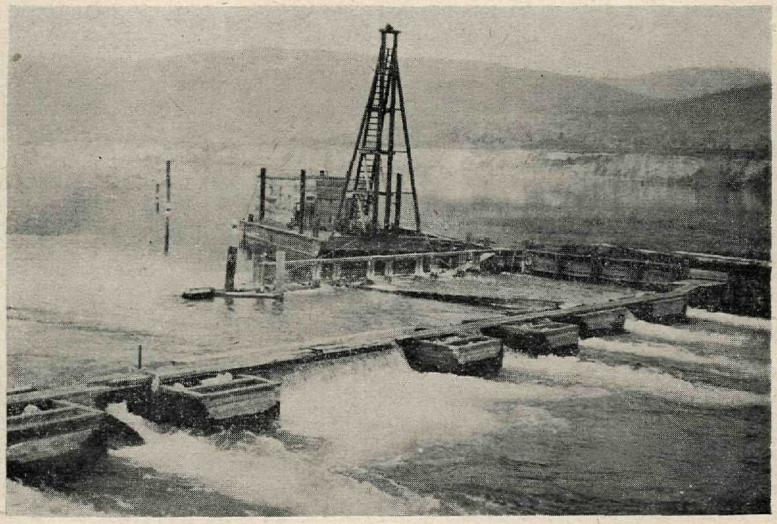
In those days, running water in the house or in the barn was a luxury. My father constructed a miniature water system for his farm. He brought the water from a spring several hundred yards away, and ran it through a "pipe" made of two two-by-fours and two two-by-sixes to the house and to the barnyard.

In addition to farming, he was also engaged in building. Among others, he built Tom Clinton's house in Larkin, the Fortune house in Enderby, Mrs. Greenhow's house on Seventh Street, Vernon, and Mark Hill's barn on Pleasant Valley Road. All his houses were beam filled and the collar ties were always well nailed. Two and a half inch nails were used for the one inch boards and four inch nails were used for the studding and dimension lumber.

About 1905 when he was running a sash and door factory in Armstrong, he was asked to take charge of a project to supply hydro-electric energy for Armstrong. A Pelton wheel and generator of about 200 horse-power were installed on Davis Creek about two miles from town. The water was brought by pipe-line to the power-

house from an elevation of 500 feet. The whole creek was run through a one-inch nozzle on to the wheel, which in turn drove the generator and excitor by belt. Armstrong had one of the first electric light systems run by water power. The system remained in use more than forty years.

My father became superintendent of Public Works in 1907. His first undertaking was at the 'railroad' at Oyama where the Dominion government wished to construct a canal to connect Woods Lake with Long Lake. Logging operations had been initiated around Woods Lake by Johnstone and Carswell and their plan to use a small tug *The City of Vernon* to haul the booms to the head of Long Lake made the canal necessary. In 1908 the canal was built by drag line scraper, and Woods Lake was lowered three feet so that the two lakes had a common level. A road bridge had to be built across the canal to accommodate the ranchers on the east side of Woods Lake. In this year, 1949, the old canal is being cleaned out so that it may again be used for purposes of navigation.



First Control Dam at the outlet of Okanagan Lake into Okanagan River at Penticton.

Since the next government project was the dredging of Okanagan river, my father was moved to Penticton. There were less than 500 persons in Penticton in 1908. Macdonald's boathouse was on the site of the Incola Hotel; next to it was the dwelling of George Fraser, now of Osoyoos, then the Laidlaw's, Captain Estabrook's place, John Power's house and lastly ours. The winter of 1908 was very cold, the thermometer dropped to 10 degrees below zero and stayed there for the first two weeks of the New Year. The lake froze over and great hummocks of ice were tossed up by the waves.

The Government had a two-fold objective in dredging Okanagan River. It wanted to improve the drainage of Okanagan Lake and make the river navigable. Since there is a difference of fourteen feet between the elevation of Dog (Skaha) and Okanagan Lakes, the wharves on Okanagan Lake were left high and dry as the work proceeded. A control dam was built when Kelowna and other towns objected to the lowering of the lake.

For ten years Joe McDonald was in charge of dredging, pile driving and wharf building. His main work was to clean out the channel between Skaha and Okanagan Lakes. This was accomplished by means of an orange peel bucket on a conventional swing-boom dredge. The banks of the river were protected from erosion by piling and brush wattle work. Since river traffic was expected, all bridges over Okanagan River had to be swing bridges and the Kettle Valley Railway was obliged to construct an expensive swing span. Others were built on the main road bridge to Summerland and on the Fairview Road bridge.

The work on the river had hardly been finished when A. S. Hatfield of Kaleden (now of Penticton) started a passenger and freight service between Penticton and Kaleden. He used a tunnel boat, the *Mallard*, and for two years (1912, 1913) maintained a steady service on the river. When the control dam was built it was impossible to continue running the boat.

The dredge *Heron*, which was built on a scow, was notable because of its "spuds." These were long twelve-inch by twelve-inch

prongs which could be lowered spreadeagle fashion to the bottom of the river and then locked in place. They held the dredge in position while the bucket was busy lifting its load of muck and swinging it to the bank. The bucket was a half-yard one and I believe it averaged 600 or 700 mouthfuls each shift. Some of the early crew on this dredge were Jim Farrer who was killed in action in 1915, Mike Manson, Pat O'Connell, E. W. Mutch, Jack Musser, Fred Baker, Jack Nicoll, the cook, and Bert Robinson.

The wing-dam on the Skaha Lake outlet was one of the interesting pieces of construction. To prevent sandbars forming, a dam was built, several hundred feet in length. It was made of a double row of piles and sheet piling, filled between the rock. The dam was built on an angle with the stream so that the water scoured out a deep channel and boats coming north could enter the river quite safely without running aground. It was during this construction that I learned to have the greatest respect for a taut line running through a fixed block. One day when I was watching the pile-driver being pulled off a sand bar, I was in line with the rigging when the line parted. The next thing I remember was being pulled out of the river by Jack Musser and my father.

When the first World War interrupted the work on the river, my father went to the Coast to help build wooden ships in the New Westminster yards. He also helped to build a saw-mill at Prince Rupert. At the end of the war he returned to the Valley since it had an irresistible attraction for him.

To carry the produce from the newly opened up area from McIntyre Bluff to the border, the Canadian Pacific Railway surveyed a branch line to Oliver. Two-car slip docks were to be built, one at the northern end, and the other at the southern end, of Skaha Lake. The piling and timber for these was run down Okanagan River from Leir's saw-mill to Skaha Lake, where it was boomed and towed to the site. What a job this was! There were no river drivers available in Penticton, and on the river we had to contend with jams, backwaters and shallows.

The car barge service down the river was inaugurated by one of

the Canadian Pacific steamers, the *York,* which drew about seven feet of water. During that first winter, 1919-1920, some one left a valve open and she sank at her moorings alongside the breakwater at Skaha Lake. My father had to raise her from the bottom, and since she weighed from 150 to 200 tons, this was no easy task. She was first cradled in heavy hawsers and these were fastened to heavy timbers high above the ship's deck. Heavy jacks were placed on a platform. They raised the heavy timber, and it in turn tightened the hawsers, and thus the *York* was raised high enough to be pumped out. Tommy Beveridge and Bob Farquharson were the Canadian Pacific Railway engineers. At Okanagan Falls the crew stayed at the hotel run by Billy Hines. About 1930 the Canadian Pacific Railway completed railway construction around Skaha Lake. The dock is now in a state of disrepair, while the *York* has been broken up for scrap.

In 1920, when J. J. Warren, President of the Kettle Valley Railway and President of the Okanagan Valley Land Company at Okanagan Centre, was encouraging settlement at Okanagan Centre, my father moved with his family to Winfield. When the returns from his fruit lot proved disappointing, he turned again to construction and built many bridges in and around Kelowna: the K.L.O. bridge, the Ellison Cutoff bridge, the Joe Rich bridge and others. His early training in Ontario served him well and he was well known for his sound knowledge of construction and for his honesty. His death took place on a Sunday in 1939 when he was preparing to go to the ball-park at Winfield to give the baseball boys the benefit of his advice in the laying out of a new sports center.

He was laid to rest, as he had wished, in sight of Okanagan Lake. He had always enjoyed the glory of the sun rising over the Lake and the ever changing moods of its waters. As a pioneer he had spent a long and useful life providing the people of the Valley with essential services, and his pleasure in his work was his reward for leaving the relative security of the east for an uncertain future in an unpeopled west.

Andrew McCulloch and the Kettle Valley Railway

RUTH MACORQUODALE

From the spring days of 1889, when my father, the late Andrew McCulloch, first saw the mountains of British Columbia, he seems to have realized that his main life interest would lie in these great peaceful mountains with their hidden promise of happiness and prosperity for those who were to populate them. This is perhaps all the more remarkable, for he was then only 25, a young man with no money, and no friends outside of Lanark County, Ontario, where he had spent his life that far. His sole resources, I remember him telling me, were abundant health, all the strength usually given to one man, a little education, a love of "the great outdoors," and a willingness to work. Nevertheless it was to be more than 20 years before he was to find himself in a position to assist in the development of the mountains in the southern interior, a position he finally reached in 1910 when he was put in charge of the construction of southern British Columbia's only railway line, the Kettle Valley Railway. During that period of over 20 years he was to provide himself with a rare combination of experiences which peculiarly fitted him for the task of locating and constructing the line from Midway to Hope, via Penticton, which now forms the major portion of the Canadian Pacific Railway's southern line through British Columbia.

An enormous amount could be said and written about the experiences which qualified him for this task—20 of the most active years of an active man's life can cover a multitude of places, people and events—but, for the sake of brevity, I will mention only his pertinent activities which covered experience in the location and

construction of lines in Washington, Idaho, and Michigan, for such American railroads as the Seattle & Montana Railway Company, the Great Northern Railway Company, and the Lake Superior & Ishpeming Railway Company, on the Canadian prairies for the Grand Trunk Pacific, and in the Rockies, Ontario, Quebec and New Brunswick for the Canadian Pacific Railway.

The year 1910 found my father rounding out his third year with the Canadian Pacific Railway Construction Department in Head Office at Montreal, doing work that was fairly interesting to him, but still restlessly hoping for railway action of some kind (preferably field-work) in British Columbia. In this year a decision was reached by the President of the Canadian Pacific Railway, then Sir Thomas Shaughnessy, to construct a line of railway across southern British Columbia, and my father's particular qualifications for this job of construction were fortunately recognized by Sir Thomas. Needless to say, there was no perceptible hesitation in my father's departure from Montreal, once he knew he was headed west to engage in mountain construction. However, as he often pointed out to me, the three years in Montreal had been of great value to him, in that he was at the railway's headquarters, where he had an opportunity to learn from the inside the methods of the Company, and to make friends on a life-long basis with many of the men who guided the destinies of that Company.

The Canadian Pacific Railway Company, not being too certain of the success of the southern British Columbia venture, decided that it was to be carried out by a separate subsidiary called the Kettle River Valley Railway—it was not until 1911 that the word 'River' was dropped from this name—whose president was the late James J. Warren. Mr. Warren and my father, as, respectively, president and chief engineer of the Kettle River Valley Railway, arrived in Grand Forks in June, 1910, to size up the situation on the spot. Mr. Warren had previously acquired for the Canadian Pacific Railway charters of several railways (such as the Midway & Vernon, which had already graded 10 miles from Midway to Rock Creek and had a preliminary survey from Carmi to Vernon) which col-

lectively empowered the building of lines from Grand Forks almost anywhere west. Mr. Warren's position in the enterprise was to attend to non-construction details, mainly the legal and financial matters. He had very little interest in the location and construction itself, which was therefore left entirely to my father.

To explain why my father located the Kettle Valley Railway where it is, I feel it is necessary to go back a few years into the railway history of southern British Columbia. As early as 1898, Mr. Shaughnessy (as he was then) Vice-president of the Canadian Pacific Railway, had publicly stated that an all-Canadian line would be built across the southern interior, but until 1910 certainly not very much progress had been made in the execution of this statement. For the greater part of the period 1890-1910 the economic life of the Kootenays had revolved around Spokane, Washington, with which there were several good connections wholly or partially by rail, but all these rail links were branches of the Great Northern Railway or allied lines. The Canadian Pacific Railway had built the line through the Crows Nest to Kootenay Landing whence there was ferry connections with Nelson and they had by various stages, such as the Columbia & Western, built westward from Nelson to Midway. They had also built from the main line a branch from Spences Bridge to the coal mines of Merritt. The southern Okanagan, however, was almost completely isolated from the outside world, the principal connections available being by steamer on Okanagan Lake north to Okanagan Landing, thence by rail to Sicamous on the main line of the Canadian Pacific Railway. A second route was by stage to Keremeos, thence by a Great Northern subsidiary called the Vancouver, Victoria & Eastern, to Oroville, Washington, even more roundabout and inconvenient. The Great Northern had surveyed a line up the Okanagan Valley through Osoyoos and Okanagan Falls to Penticton, and it may have been the news of this survey, as well as a realization that the transportation facilities in the southern interior had for too long been preponderantly in the hands of the Great Northern, which really pushed the Canadian Pacific Railway management into getting down to business in 1910.

The instructions from Sir Thomas, with which my father left Montreal in June, 1910, were to locate and build a line from Midway west to Penticton via Carmi and Beaverdell, not going farther north than Hydraulic Summit (now known as McCulloch), and from Penticton west through Summerland to Merritt or Nicola. The grade was not to exceed 2.2% and it was originally intended that such a steep grade would only be used immediately east and west of Penticton where the rise was so great that to attempt a lesser grade would involve unwieldy increase in mileage. It is fairly obvious that to carry the track from Penticton at an altitude of 1100 feet east to Chute Lake at an altitude of 4000 feet, the line has to go at least 30 miles to keep to a 2.2% grade, even though the distance between these two points may be only 15 miles as the crow flies, and that to attempt a 1% grade would necessitate lengthening the line to something like 60 miles, which would in turn involve looping in and out of every canyon, creek and dry gulch on the hillside. Owing to the fact that Penticton has high nearby summits both east and west of it, no survey for a railway (and many were made) has ever suggested a line across the southern interior which was not considerably longer than the Canadian Pacific Railway's Main Line from the Rockies to the Pacific. The topography of southern British Columbia has been a scenic delight to tourist and settler alike, but it is hardly favourable to the building of an east to west line. Several surveys and reports had been made for the Canadian Pacific Railway prior to 1910, all recommending against the project as being too difficult, too expensive, and not at all warranted by the economy of the territory or its prospects. It might therefore be said that only the combined faiths of Sir Thomas, Mr. Warren, and my father, finally brought the railway into being.

The situation at this time may be summarized best in the following words from a memoir of my father: "No very definite route was proposed but a few points mentioned determined the location. The line was to touch Beaverdell and Carmi, was not to go north from Hydraulic Summit, and was to reach Penticton and Summerland. The idea was to build a line of 1% grades or less,

with the exception of the climb out of Penticton east and west where 2.2% grades, or pusher grades, might be used. With these few points as a guide, the route was laid out as follows: from Midway to Carmi and then on up the Kettle River to Hydraulic Summit—to go to Carmi cut out all chance of the Meadow Lake Pass route, and once at Carmi there was no opportunity of getting to Dale's Pass by 1% grades—then on to a crossing of the ridge at Hydraulic Creek Summit, and thence to Penticton. It was decided to cut out Summerland, that town being at lake level and 9 miles north of Penticton. However, West Summerland, some 400 feet higher than lake level, was touched. From West Summerland the line followed up Trout Creek Valley to Osprey Lake and down Five Mile Creek Valley, or on the hillside above the valley, for 20 miles or so, swung around the hip of a mountain near where Jura is now, proceeded up the valley of Somer's Creek to the Aspen Grove country, across this plateau south and west to Coldwater Summit, where Brookmere now is, and then down along the Coldwater to Merritt. The earlier proposed line from the Aspen Grove country by way of Nicola was cut out because of the rather abrupt descent to Nicola. Changes were made later and will be mentioned further along.

"Construction was supposed to begin at once, and as the country was big, rather rough and with no definite location made, this seemed an impossible proposition. However, after some study as to the formation of the country along the route as proposed, it was found that the country was divided naturally into five different sections or planes, any one of which might be surveyed and graded without endangering the connection with the next one. These sections, going from east to west are:

Section 1—Midway to Hydraulic Creek Summit, about 76 miles all uphill, location of both ends fixed.

Section 2—Hydraulic Creek Summit to Penticton, 58 miles, both ends fixed, all downhill but some freedom of movement as to alignment or rate of grade in the body of the section.

Section 3—Penticton to Osprey Lake, 39 miles, both ends fixed, all uphill, and location confined to a very narrow area.

Section 4—Osprey Lake to Coldwater Summit, 65 miles, both ends fixed, country undulating, a chance to fix or change gradients or alignment.

Section 5—Coldwater Summit to Merritt, 30 miles, all downhill, both ends fixed and very little latitude as to location.

Having this knowledge, all else necessary was to know the rate of grades to be used, after which it would be fairly safe to begin construction on any one section, except No. 4, by commencing at either end, but not at any intermediate point. The object was to begin construction at once from Midway westward, and from Merritt eastward."

By the end of 1910 a pretty fair amount of work had been done considering that there had been less than half the year in which to do it, but it was in 1911 that the operations really spread out over a lot of territory. To quote again from my father's memoir: "The country was examined with a view to possible changes of line, one of which was to swing down to Penticton and then via Tulameen and other creek valleys to Coldwater Summit (now Brookmere) . . . It was decided to begin construction at Penticton, making necessary the building of a dock on Okanagan Lake where cars might be launched. This dock was completed in October, and in December the first cars were transferred from barge to dock. Grading was completed from Midway to mile 35 west, with some grading done between miles 35 and 40. Arrangements had been made with the contractors to do the grading Penticton to mile 7 west where there would be a steel bridge over Trout Creek, and this was partly done."

The Coquihalla Valley came into the picture at this point when Sir Thomas announced that the Kettle Valley Railway would build a branch line from Brookmere to Hope. In this rugged territory the Coquihalla River runs through a narrow valley with very steep hills on both sides and deep gulches which come into the main valley at

quite a few places. The stream falls 3500 feet in the 38 miles from Coquihalla Pass to Hope. The valley has considerable rain in both spring and fall, and in the winter months heavy snows, which ultimately rendered necessary extensive use of snowsheds and tunnels.

In the year 1912 the Kettle Valley Railway station and office building in Penticton was completed, and the company offices established there. Before that time the engineering office had been at Merritt and Mr. Warren's office in Vancouver, these two offices consolidating in Penticton late in 1911 in temporary quarters, awaiting the completion of the new headquarters building. The offices were on the second and third floors of the old station building on the lake front, which was abandoned in 1942 in favour of the new station at South Penticton. The reason for locating the old station on the lake front was to accommodate the initial traffic arriving by water, and of course to service movements coming from Summerland, Naramata, and other lake points whose only transportation connections were by barge or steamer. At the close of 1912, some 2175 men were engaged in construction at various points along the line, 132 miles of grading had been done, and 85 miles of track had been laid. In South Penticton, 1½ miles south of the station and dock on Okanagan Lake, a materials yard had been installed and tracks laid out of South Penticton for 7 miles west to the site of the steel bridge to be built at Trout Creek. At the western end of the line plans had changed considerably. In addition to having the Kettle Valley Railway go into Princeton it was finally decided that the Kettle Valley Railway and the Vancouver, Victoria & Eastern would construct a joint line down the Coquihalla to Hope and across the Fraser River to join the Canadian Pacific Railway Main Line.

Perhaps of some interest to Okanagan readers may be the fact that in 1912 a line was located from Vernon to Kelowna. This could not by any chance have been linked with the Kettle Valley Railway on account of the difference in altitude between Kelowna and McCulloch, but the management of the Canadian Pacific Rail-

way apparently considered the idea of extending the Shuswap and Okanagan branch (which leaves the Main Line at Sicamous) farther to the south. For some reason the project was allowed to remain dormant and it was not for some years that Kelowna eventually received direct railway communication when the Canadian National Railways built the branch from Vernon to Kelowna in connection with its line from Kamloops to Armstrong.

The year 1913 was particularly busy with location and grading in the Coquihalla going ahead full speed and the practical completion of grading on sections 1, 3, and 5 mentioned above. A start had been made on the construction of a bridge over the Fraser River at Hope. A 6-stall roundhouse and a machine shop had been built at Penticton where yard tracks had also been laid out. Altogether, the track laid covered 160 miles at the close of 1913.

By early October, 1914, track had been laid from Midway to Penticton, and Penticton to Osprey Lake (then known as Trout Creek Summit), and by the end of May, 1915, the line had been completed from Midway to Spences Bridge via Merritt. On May 31, 1915, the first regular train—a mixed train—left Midway for the west, and it was proposed that a schedule of 3 trains per week each way be operated between Midway and Spences Bridge. This service cannot be described as being very satisfactory, as the connections at Spences Bridge with the Main Line trains were very poor and overnight accommodation there was sadly lacking. Nevertheless, after only 5 years, the railroad as first outlined from Midway to Merritt, was a reality. By the end of June, 1916, the Coquihalla route had been completed and through trains were running over it. On September 14-15, 1916, Lord Shaughnessy (as he had then become), with several directors and officers of the Company, including the late E. W. Beatty (later Sir Edward), travelled over the entire route from Midway to Hope, and, according to my father, "His Lordship expressed himself as being quite pleased with the road as to location and physical condition, which was very gratifying after all the trouble and worry in connection with the building of it." At

the time of this visit there were still some snowsheds to erect, but with this exception, the much-talked-of Kettle Valley Railway was completed.

In one sense, of course, the construction of a railway is never completed. There are always maintenance, track repairing, ballasting, improvement of trestles and bridges to be done. Thus, in the course of the last few years, the portion of the line east of Penticton at Canyon Creek, where at one time 19 wooden trestles could be seen at one glance, has quite changed its character as the original trestles have been replaced by large earth fills until practically none of them remain. A branch line from Princeton to Copper Mountain was completed in October, 1920, but never proved very profitable owing to infrequent operations of the mine there. In 1929 an agreement had been made by the Kettle Valley Railway with the government of British Columbia to build from South Penticton to the United States boundary, a line divided into four sections as follows,—quoting my father again:

"Section 1—South Penticton to the north end of Skaha Lake.

Section 2—Along Skaha Lake to Okanagan Falls.

Section 3—From Okanagan Falls for 17 miles south, taking in the Oliver country.

Section 4—From Oliver to the U.S. boundary.

"Section 1 was built first. Section 3 was next built, having a tug-boat and barge, or barges, to operate on Skaha Lake, connecting the two sections. Section 4 was to be built next and then last of all, Section 2 along the lake. The grading for Section 1 was done in 1920, car slips built on Skaha Lake in 1921, and the line in operation from South Penticton to a point a few miles south of Oliver by October, 1922. In December, 1930, work was commenced on Section 2, and by October, 1931, track was laid and the section ready to handle traffic, so the tug-boat, barges and car slips on the lake were abandoned." Section 4 from Oliver to Osoyoos was finally

built in 1944, and it was a source of gratification to my father that he lived to see, before his death in December, 1945, the completion of this line.

The tremendous importance of the Kettle Valley Railway in the economy of the southern interior has made itself obvious over the years, as anyone can see when looking at the heavy fruit trains puffing up the grade east out of Penticton. And I think Penticton itself has far surpassed the point of growth that my father expected it to reach. When he first saw the town in 1910, its population was only 400, with its success as a fruit-growing area still rather a gamble. However, as soon as the news of the coming railway reached the area, land agents became active and numerous so that by 1912 there were 22 real estate firms operating in the town. Additions to the old townsite were laid out and lots sold at fabulous prices, some fetching as much as two or three thousand dollars an acre.

It is also a real indication of the region's growth to note that the traffic on the Kettle Valley Railway has increased from three mixed trains a week to four passenger trains a day, plus countless freights (in the fruit season, at least). I often think it is regrettable that the trains run through the most scenic portions of the line, such as the Coquihalla and Canyon Creek, more by night than by day, so that passengers have little opportunity to appreciate the many beautiful spots through which it passes. My father was always deeply appreciative of these natural beauties and that may perhaps be why, during the years 1915 to 1933, when he was operating head of the railroad, passenger trains went through the scenic country in daylight, and not by night.

My father's position as operating head of the railway he had built was most unusual, as it has not been in the least customary to entrust construction and operations of a railway to the same men. Perhaps I may also point out, without being accused of undue filial pride, that my father was solely responsible for the construction of more railway than any other individual in the entire annals of Cana-

dian railroading, with the exceptions of Sir Casimir Gzowski and Sir Sandford Fleming.

To be candid, I find it quite difficult to write objectively about one who had been as close to me as my father was, and although he left several detailed memoirs on various phases of his activities (on which I confess I have freely drawn in writing this) it was not until reading an article about the Canadian Pacific Railway written by Mr. Temple Fielding for the *Saturday Evening Post* that I felt moved to see in print some reasonably accurate account of his work. In the two paragraphs of Mr. Fielding's article devoted to my father, there were at least half a dozen full-blown inaccuracies, and while not attempting to deal with all of those here, I hope I will have at least convinced the reader that my father was no "eccentric wonder who ran the steel from peak to peak and precipice to precipice. . . ."[1] Such could never have been said about Andrew McCulloch by anyone who had met him and knew him as he was—a practical-minded, clear-thinking man with a grand sense of humour, always respected and frequently admired by all those with whom he came in contact.

In the course of his 81 years my father travelled fairly extensively in North and Central America, as well as in the British Isles, Western Europe, Hawaii and New Zealand, and he was particularly well acquainted with the U.S. and Canada, but he never seemed to feel that there was any place outside of British Columbia worth staying in and that the best part of British Columbia was easily the Okanagan Valley. Here he had the work he loved and enjoyed, the climate and scenery he liked, as well as the people whose companionship he valued. In the compass of this brief article it is not possible for me to mention properly all these friends, such as, for example, Mr. A. A. Swift, still living in Penticton, who came west from Montreal with my father and worked side by side with him as his chief clerk for more than 20 years, but I should like to quote from

[1] *Saturday Evening Post*, Vol. 221, No. 9, August 28, 1948, pp. 78-80.

a letter written to my father by Mr. Warren, two years before the latter's death:

"Southern Pines,
North Carolina.
Feb. 2, 1937.

"Dear Chief,

I had a nice letter from you in December. There isn't anything you say appreciative of the years we were together that I won't agree with. In fact they were in many respects the happiest days of my life, and you were the main factor in that happiness.

It is not often that men of mature age become such friends as we did—and are. Those journeys together and the unexpected occurrences will never be forgotten and unfortunately cannot be repeated. I think our first trip down the Coquihalla . . . as far as Boston Bar made the most lasting impression. Then, we used to speculate as to what in H--- would be carried by the railway, and now see the loads go by. . . ."

Always, when old Canadian Pacific Railway friends came through Penticton after my father's retirement, they would either call on him or ask him to come down to their car where they would sit and reminisce or discuss the railroad. As I write these words about him (seated at the very desk presented to him by the employees of the Kettle Valley Railway Division of the Canadian Pacific Railway upon his official retirement in 1933) I hope that his friends may derive pleasure from this attempt of mine to record some of his accomplishments as they really were.

Reverend Father Pierre Richard, O.M.I., 1826-1907

GEORGINA MAISONVILLE

This account of the life of the Reverend Father Pierre Richard was taken largely from the records kept in St. Peter's Rectory, New Westminster. There are in that library some 60 to 70 volumes comprising the letters of the early fathers to their superiors, from the founding of the missions to the year 1900. The volumes were bound by the priests themselves with the back strip in calf and with marbled end papers. The letters written after 1900 are in separate paper volumes bound in the French fashion. These records are in French since the Oblate order was founded at Marseilles, France. An invaluable source of information on the work of the first missionaries is to be found in the letters.

To understand the self sacrifice and courage of these early priests one must realize the vows which they take of poverty and devotion to duty. The Oblate congregation arose as one writer puts it "out of the religious upheaval and moral devastation of the French Revolution." It was founded in 1816 by Charles Joseph Eugene de Mazenod, a young priest of Marseilles, who gathered around him a number of clergy determined to revive the Catholic faith. They gained recognition from the Vatican and were given the title "Oblates of Mary Immaculate." Many urgent requests for missionaries were sent in from America and at last Mazenod, (by now Bishop of Marseilles), consented to send to Oregon, under the charge of Father Pascal Ricard, these brothers—Casimir Chirouse (of whose work much was to be heard later), Charles John Felix Pandosy, George Blanchet and one lay brother, Celestine Verney.

They embarked at Le Havre on the *Zuric* on February 4, 1847. A few years later on August 28, 1854, Father Pierre Richard made the same long and perilous journey from Le Havre to New York and then on to the Oregon territory. Father Richard was placed among the Cayuse Indians at St. Anne's Mission on the Umatilla and his travelling companion, Father Paul Durieu, among the Yakima Indians. They arrived there in March, 1855.

Father Pierre Richard was born on October 9, 1826, at Choise-Dieu, diocese of Puy. He studied at the Lesser Seminary of Chartreuse and then at the Greater Seminary of Puy. At the age of 23, on October 20, 1850, he made his vows. He was ordained priest on March 11, 1854, at the hands of the founder of his order, Bishop Mazenod.

At St. Anne's Mission, Father Richard served for five years with two short intervals in 1856 when he was at Walla Walla. In July, 1856, he returned to Olympia and in June, 1859, he was sent to Esquimalt in British Columbia. He was then employed in the founding of the Mission of the Immaculate Conception with Father Pandosy and Brother Surel at Lake Okanagan. After a very short sojourn he was sent in 1868 to Tulalip in the diocese of Nesqually, where Father Chirouse was Superior. Here Father Richard worked for ten years. In 1878 he was recalled to Lake Okanagan, where his memory was still cherished, and where he worked for the next five years. In May, 1883, he went to St. Eugene in the Kootenay district where Father Fouquet was Superior and here he taught with great zeal for seven years. The Mission at Lake Okanagan, however, could not forget him and during four years he again worked there with Father Marchal as Superior. Following this period he was attached for five years to the Mission St. Marie (now Mission City) with Father Bunoz, Superior, and at last in 1899 he gained his last post—the mission of Squamish in North Vancouver. The mission of Squamish was intended to be a model mission. Indians who did not conform with the rules or who lived evil lives were banished up the coast to the village of Squamish at the head of Howe

Sound. The Indians called Father Richard "Lico" since they could not pronounce "R."

Although Father Richard was now 73 years old, his robust constitution permitted him to give himself with ardor to the work of his ministry and during the next eight years he fulfilled the functions of missionary to the savages and taught catechism to the children. He was taken ill on March 18, 1907, while he was saying Mass. He did not rally although he kept about and would not allow himself to be treated. He died of pneumonia on March 25, 1907, at the age of 81.

Space does not permit extracts from all the letters regarding Father Richard but these few excerpts show more clearly than anything else could, the patience, endurance and courage of the missionaries. One can read between the lines of the hard work and terrible privations suffered without complaint. *Early in* 1859 Bishop D'Herbomez wrote: "For the moment it is impossible to cross the mountains because of the snow so Father Pandosy is to go first in June or July with Indians and horses and all that is necessary to start the mission." (This was the plan for Okanagan Mission.)

On *June* 8, 1859, Bishop D'Herbomez wrote: "I am going to send Father Richard and Brother Surel to join Father Pandosy. The mission is just starting and it has already cost us a thousand dollars and our priests will have to go hungry. Travelling and freight charges amount to more than $400—travelling by boat is not expensive but horses at $20 a head is expensive crossing the mountains. Father Pandosy could not hire horses from the Jesuits or any one else at Colvile—still I sent Father Richard and Brother Surel to Hope where Father Pandosy was to have met them. Father Richard would not let himself be discouraged by Father Pandosy not coming —he crossed the mountains to get help from the Shuswap Indians while Brother Surel guarded the baggage at Hope."

On *August* 12, 1859, Father Richard wrote: "I am just back from Fort Thompson (the old name for Kamloops), mud and other things—am over my head in them. I thank God we will soon be able to leave Fort Hope. I left here July 23 to get horses. I

walked 5 days and reached Fort Thompson where I was able to hire after waiting 10 days and praying hard—11 horses at $15 a head. Chief Lolo helped me to get horses which are rare in this country—despite the terrible roads I got back here in 5 days. It was difficult to get provisions from the Indians as they have little to eat themselves. I managed to get a few potatoes. I found the Brother waiting patiently. I have written asking Father Pandosy to meet me at Fort Thompson. I expect to leave here tomorrow."

On *October* 9, 1859, Father Pandosy wrote: " Last night we reached the site we have chosen for a mission. It is a large valley situated on the left side and is about the middle of Lake Okanagan. This sandy cove is the largest valley around here and highly spoken of. The tillable land is immense." *Six months after the mission was founded* Father Fouquet wrote: "Father Pandosy is suffering from nerves and Father Richard from rheumatism. The winter was exceptionally severe but fortunately they had a little shelter built and they did not suffer from hunger."

Early in 1860 Bishop D'Herbomez wrote: "Father Pandosy suffers from rheumatism. The mission has not come up to expectations. The place chosen does not seem to be the best." (Then, suddenly gold was discovered in the Cariboo and the success of the mission was assured.)

Later in 1860 Bishop D'Herbomez wrote from Lake Okanagan: "About 2,000 Indians—of these 3 to 4 hundred have been baptized. There are 5 to 600 whites—from 2 to 300 are Catholics. In each centre there is a residence with a chapel as fitting as means permit."

On June 21, 1860, Father Fouquet wrote: "Left Esquimalt early in July with Father Pandosy—went to the Okanagan—took a month—roads bad—travelled with H.B. Co. men. While travelling I have seen Father Pandosy. Although he was sick he continued his work—baptizing scores of children as though he were not ill and the same can be said of Father Richard and the other priests." *On April* 18, 1863, after some days passed in the company of Father Richard (at Hope) the Monseigneur went up the Fraser to

Yale and then to Lake Okanagan where he wrote: "The savages who spoke the Okanagan language were reputed to have less zeal for their religion than their neighbors—I set out with Father Richard and visited the rest of the district—that is to say the savages at the end of the lake—of Lake Nicolas and those who dwell along the river Similkamin. During the visit which lasted more than four months the fathers who accompanied me have conferred about 150 baptisms, 22 schools or chapels have been blessed."

In 1864—Bishop D'Herbomez wrote: "I saw Father Richard at Hope where he had come to get provisions. He tells me that the inhabitants of Okanagan Valley have been greatly tried. Thousands of grasshoppers have ravaged all the crops including that of the mission."

On *January* 1, 1865, Bishop D'Herbomez wrote: "You would have been charmed if you could have assisted at our high mass and heard the chant of Kyrie—Gloria—Credo. One could have believed himself in one of the churches of France. Our savages sing very well and that is not astonishing as they have had for a master, Father Pandosy—some play well on several instruments."

On *July* 1, 1865, Bishop D'Herbomez went to Hope to meet Father Richard who had come to Hope for provisions. He wrote: "The Indian canoes of the interior differ from those employed on the Fraser and the ocean. They are trunks of trees from which the bark has been removed and then dug out. In one of these hollowed trees 15 feet long and 2 feet wide 20 or 30 of them formed in single line and the first one had a banner on which the names Jesus and Mary were written. We travelled slowly while the Indians sang hymns. A sudden storm and the canoes filled but we escaped. By the shore we saw a sunken canoe which reminded us of our escape. (Met Father Richard at Buonapart bringing horses from the Mission, one for Father Grandidier and one for myself.)"

On *September* 10, 1866, Bishop D'Herbomez wrote: "Every year the priests come from Kelowna to instruct the Indians in the vicinity of Kamloops. I went to Okanagan Lake—They rang the bell. A beautiful procession of Indians conducted me to the church

where they sang hymns. In spite of what I had heard about them I was soon convinced they were as good as the other Indians. Father Richard and I visited the different mission posts. . . .

"Statistics sent to Bishop D'Herbomez by R. P. Boudre. There are about 1600 savages and 100 whites in the mission at Lake Okanagan. Among the savages the number of Christians is about 1300 —those of the infidels about 300. Among the whites of fixed residence 80 are Protestants. Marriages contracted 150. These 1600 savages form fifteen different tribes having each about 100 souls— Here are the names of the tribes with the number of their population:

Negamplax	136
Dentekten	100
Soyoos	80
La Douane	70
Vermillon	100
Semilkamen	50
Krokokouasten	40
Kamloops	120
Shoushwaps	130
Adams Lake	100
Sompson	152
Bonaparte	100
Savona Ferry	108
Nicolas Lake	100
Nicolas River	130."

The names of Father Richard and Father Pandosy will forever be indelibly associated with the Okanagan. They brought to the valley not only Christianity but they carried along the culture of the old world and all that entails. No greater contrast in types would seem to be possible than is seen in these two men. Father Pandosy, musical and intellectual, taught the Indians how to sing and to play on band instruments and Father Richard, practical and helpful, went through mud up to his neck to secure horses and taught the Indians to make fences and to raise crops after the manner of the

white men. The record of his life closes with these words—"Father Richard made use of his vigorous health not only to procure souls but also the best for the bodily welfare of his brothers and the savages by application to work in the garden. He had a pronounced taste for gardening and rendered service of this sort most useful to the mission. To the last he was the Good Gardener (le Bon Jardinier) in every sense of the word, cultivating the most beautiful virtues in his soul, notably a great love for the congregation and perfect regularity which was for his brothers always an edifying example."

(Most grateful thanks are due to the Reverend Father Forbes, O.M.I. for his assistance in making these records available.)

Luc Girouard

LEONARD NORRIS

Luc Girouard, the eldest son of Joseph Girouard, a saw-mill owner, was born at Grantley, Nicolet County, Quebec, in 1821. At the age of 24 he left home and for two years was a sailor on board a whaling vessel sailing out of Boston. The next two years he spent in mining and prospecting on Lake Superior, and for a time he was captain of a steamboat on the Lake. In 1853 he joined the United States Army and served under General Fremont who was then organizing an exploratory expedition to cross the Rocky Mountains. After enduring very considerable hardships, the party finally reached Fort Vancouver on the Columbia. Girouard later left the army and for about six years was engaged in gold mining in California.

He came to British Columbia by way of Fort Colvile and was in the Okanagan Valley in the early '60's. He was probably among the first miners on Cherry Creek, 30 miles east of Vernon. Many years later, at a banquet given in 1894 in Vernon in honour of Forbes George Vernon, Girouard told the story of his coming into the Valley in the company of an American, George King, who shortly returned to the United States after gaining knowledge of the turbulent character of the Indians. It appears that the two men pitched their tent on the banks of Swan Lake Creek not far from the spot where Girouard later built his cabin. One night they were disturbed by the noise made by a number of Indians who were camped in the vicinity, and the next morning when King went out to look for the horses, he discovered one of the Indians hanging from a tree.

On September 1, 1867, Girouard pre-empted 160 acres of land, all of it now within the boundaries of the city of Vernon. On this

land he built the cabin which become Vernon's first Post Office. (About 1927 the cabin was moved by the citizens of Vernon to the city park.) Priests' Valley post office was opened November 1, 1884, with Girouard as postmaster. The name was changed to Vernon on November 1, 1887, and Girouard continued as postmaster until 1891.

Girouard planted the first orchard in or near Vernon, and he was always very proud of it. At one time he had difficulty with F. G. Vernon who acquired a claim to his pre-emption, but an adjustment was made by giving Vernon a rifle. Vernon recognized Girouard's title.

Girouard was a big-boned muscular man, probably six feet one or two in height. There was nothing of the gesticulating, excitable Frenchman about him. He was slow and deliberate in his speech and gestures, and he was genial and friendly. He was well liked by his neighbours who knew him to be honest and upright.

Stories, some of them more or less legendary, were told about him. It was said that he resigned the postmastership because the floor of his cabin was not big enough. When the mail sack arrived he invariably emptied it out in the middle of the floor and then proceeded to sort the mail by tossing the letters and newspapers into piles. Each man's mail was thrown in the direction in which his land lay, and some of the letters went into the wood-box, some under the bed, and some under the table. When the settlers became so numerous that his floor was not large enough for sorting, he resigned.

Girouard died on January 23, 1895. His only descendant was a daughter who later married Louis Brent, a son of Frederick Brent of Okanagan Mission. The *Colonist* declared that Girouard's funeral was the largest that had taken place in Vernon, and that the procession was nearly a quarter of a mile in length. Although he had been raised as a Roman Catholic, at the time of his death Girouard was an active member of the local Masonic Lodge.

His brother opposed the suggestion that the Freemasons have charge of the funeral. Even so, almost every Freemason in town attended the last rites, and they all stood with bowed heads and sorrowing hearts as his mortal remains were lowered into the grave.

Pioneer's Help-Mate

E. C. Willits

Over seventy years ago, in 1878, Mrs. Susan Lefevre, wife of Alphonse Lefevre, came to Okanagan Mission. Mrs. Lefevre, the daughter of a saw-mill owner, was born at Fort Hope in 1862 and baptized by a priest of the Oblate order. She received her education at a small log school-house, situated in her father's orchard at Fort Hope. Among her teachers were Miss Glennie, Mrs. Lethbridge, and Mrs. Allison who later lived at Sunnyside across Okanagan Lake from the mouth of Mission Creek.

When Susan Walker was in her fourteenth year, Alphonse Lefevre, then employed in her father's mill, asked for her hand in marriage. Her father refused his permission at the time, but he allowed them to be married in May, 1878, although Susan was not yet sixteen. The Lefevres came to the Okanagan over Hope Mountain on the Dewdney Trail. They came north from Penticton by crossing Mission Mountain. They were guided over this rough route to the Mission by an Indian deaf-mute. The Lefevres purchased the rural land claim taken out in the early '60's by John B. Moore, a trapper and miner, whose daughter, Mrs. Johnny Haynes, has been Mrs. Lefevre's life-long friend, and who still lives in Benvoulin. The Moore property, with its log-cabin, was situated about one mile east of the Five Bridges to the south of the present highway.

The Lefevres had ten children, five girls and five boys. Mrs. Lefevre now lives with a son in Kelowna. She is now in her eighty-seventh year, but she has been an active worker in Red Cross groups and she still occupies her leisure hours with knitting fine lace.

Reminiscences of the Okanagan and Boundary Districts, 1891-1900

HARRY D. BARNES

A friend has several times asked me to write something about the early days in the Boundary District before the opening up of the mines there, and the coming of the railroad. Under his urge, these rambling reminiscences, written in my own unlearned way, will commence at Enderby where the writer landed from the steamer, *Red Star*, of an evening in early May of 1891, and of a memorable ride the next day to Vernon with Dutch Joe, who was then driving a freight team for J. A. Schubert. Around noon we reached Lansdowne, had dinner there at the hotel, and arrived in Vernon in the late evening. The thing best remembered of the day was seeing the wild sunflowers in bloom for the first time, and after we had passed the O'Keefe and Greenhow ranch houses, the rolling countryside was a mass of their golden blooms interspersed here and there with the fresh green of the young bunch grass. The quiet beauty of that scene as viewed in the bright sunshine of that afternoon, has never been forgotten though some fifty odd years have now gone by.

VERNON

In the spring of 1891, the railroad had not yet reached Vernon, and the old order of things still largely prevailed there. The twenty-five cent piece was still the smallest coin in circulation, and Luc Girouard's ranch house was still Vernon's post office. The Vernon hotel run by J. A. Schubert, and the Victoria hotel by Tronson, were the town's two hotels, and Cameron's and the Hudson's Bay Company were its two stores. Vernon then had a small school

building, but no church and Rev. Paul Langille who was then stationed at Vernon, held services in the school house. Vernon's first brickyard was then being opened up and in it the writer laboured for the next four or five weeks, when it closed down as the supply of bricks had exceeded demand. Along the creek bottom, below our camp at the brickyard, the willow grouse used then to drum of an evening, and it was the first time that several of us had heard their drumming.

The Postill Ranch

The men in the bunkhouse on the Postill ranch went to bed regularly at nine o'clock, and when the alarm clock went off at five the next morning following my first night in that bunkhouse, it seemed that I had been in bed a bare hour or two. Two of us had walked down from Vernon the day before to go to work on the ranch, and had carried our blankets with us, so no doubt we were tired that night. The ranch then carried about 1500 head of cattle which ranged in summer on the Commonage lying to the east of the Okanagan Lake, and to the west of Woods and Long lakes. There was a band of around 60 horses which ranged out the year around in the open timbered country to the east of the ranch, a small flock of sheep, and numerous pigs comprised the live stock on the ranch. The ranch then produced about 850 loads of clover and timothy hay for the feeding of the stock in winter, also the ranch had about 50 acres in wheat, and a small bearing apple orchard.

Men working on the ranch were then paid $35 per month in summer and $30 per month for the rest of the year. The feeding of the stock in winter was probably about the hardest job on the ranch, and as well it was a seven day a week job too, and teams had to be out at the haystacks by seven; and on some winter mornings how coldly the north wind could blow across Duck Lake. Mail was delivered at the ranch once a week by the mail stage which left Vernon once a week for Lequime's and returned the next day to Vernon and picked up the outgoing mail. In summer time Rev. Paul Langille would occasionally ride down to the ranch on Sat-

urday afternoons, and hold service on Sunday mornings in the dining room, and after the service ride back again to Vernon. Prairie chicken were plentiful on the ranch, and out on Duck lake from late summer to the freeze-up, ducks, geese and other water fowl would congregate by the thousand. Back in the foot hills and mountains the mule deer ranged in large numbers.

An interesting development at the ranch was the building of a telephone line from the ranch house to the residence of William Postill on the north end of Duck lake, and then on to Tom Wood's ranch house near Woods lake, a distance of a little less than five miles. The writer worked along with Tom Scott and Alfred Postill in the building of the south part of the line, which the *Inland Sentinel* in a news item of October 10, 1891, reported as the first private telephone line to be built in the Interior. Another high light of those days was the visit of the Earl and Lady Aberdeen to the ranch in the fall of 1891. They were driven up from Benvoulin to the ranch in an ordinary democrat, and the writer remembers that the Earl was a tall man of rather slim build, and had a beard, while Lady Aberdeen was built on somewhat more generous lines. The party was given a lantern for use on their return drive to Benvoulin, which some one later remarked had not been returned.

Of the time I worked on the ranch from mid June of 1891 to early September of 1892, I have only pleasant memories, and it was for me a happy, carefree life with many new experiences, and if the work was sometimes hard and the hours of labour long as compared to present day standards, it was at least a healthy life, and the men on the ranch were always well fed.

On the Trail

On a fine morning in September of 1892, two young men in their early twenties, and who had not yet completely mastered the intricacies of the diamond hitch nor the art of baking a bannock at a camp fire, could have been seen leaving Tom Wood's ranch with two pack horses and two saddle horses and heading south for the Kettle River country. One of the young men was George Shering-

ham and the other the writer. The first one was on the look out for a ranch, and the other was prompted largely by a spirit of adventure and curiosity to see what lay on the other side of the mountain. On our first day out we rode across the newly surveyed townsite of Kelowna, and outside of the surveyor's stakes the only thing we noticed of things to come, was the machinery for a saw-mill piled up along the lake shore, where apparently it had been unloaded from Captain Shorts' steamer, the *Penticton*. Our second night out found us in a rough jack pine country on the summit of Mission mountain, but we found a good camping ground there with water and ample feed for our horses in a small, wild meadow. Some travellers ahead of us, had gone to the pains of cutting down a jack pine and had hewed off about eight feet of it, and inscribed on it "Fiddlers Green," and then nailed up the sign on two nearby jack pines.

On a Sunday night we camped under some large yellow pines where the trail came out to Tom Ellis' ranch house, Penticton, and for a payment of 25c a head we were allowed to turn our horses out for the night in his meadows on which the hay had been already cut. There was then a road which went from Penticton to Osoyoos via the Junction ranch, White lake, Myers Flat and Fairview, and there was at Penticton a narrow bridge, without railing, over the Okanagan River. All of the way from Penticton to Osoyoos, we only met two travellers on the road, one was Val Haynes and the other C. A. R. Lambly. Val Haynes told us there were a number of prospectors in the Fairview camp, and of the building of the Stratheyre stamp mill there. The Southern Okanagan was largely an empty land, but one interesting thing we did see between Fairview and Osoyoos, was a small flock of sandhill cranes, and it was the first and only time that the writer ever saw those birds.

At Osoyoos, Theodore Kruger kept the hotel and post office, and was also the Customs Collector. Along the nearby lake shore he had a small, bearing orchard which was watered by means of two windmills. Farther along the lake shore and not very far

distant, was the Haynes ranch house, and their other buildings. On Anarchist Mountain, there were a few settlers living, but the only two we then met were Richard Sidley and McBride. On Anarchist Mountain and across the Boundary Line on the Colvile Indian Reserve, the bunch grass grew very luxuriantly, and it was often cut for hay by the early settlers.

Rock Creek

The little town of Rock Creek we found was a most interesting old place, and there we made our first acquaintance with placer mining and placer gold. Ah Gee, who kept a store near to the mouth of the creek, showed us a collection of nuggets which he told us were worth from 90c to $5 each, and also a bottle containing fine gold, about the size of grains of rice. The gold from Rock Creek he said was worth $18 an ounce. There were then a few white men working on the creek, but quite a number of Chinamen were strung out along the creek washing gold. Dick Ah Lum also had a store nearby, and kept numerous chickens, ducks and geese. He was married to an Indian woman, and their eldest children were about grown up. Malcolm McCuaig, a big bearded Scotchman, kept the old Rock Creek hotel. An old log building housed the bar and a bunkhouse; the bar with several card tables and chairs occupied the front part of the building, and a rough partition separated the bar from the bunkhouse. The bunkhouse was fitted with rough wooden bunks, and supplied with coloured blankets, but there were no sheets nor pillows. Across, and on the upper side of the roadway, there was a newer building in which was the kitchen presided over by a Chinaman, the dining room and two or three bedrooms which were reserved for Judge Spinks or other travellers of note who should happen along.

Not far from the mouth of the creek there was a saw-mill all set up and housed in, and apparently it had cut a little lumber. If my memory serves me aright, we were told that the saw-mill had been brought in and erected by the Laura Hydraulic Mining Company of Victoria, which had planned to hydraulic the gravel benches

near to the mouth of the creek. Apparently the company had not got very far along with its plans, and shortly afterwards the sawmill was advertised for sale by the sheriff.

Camp McKinney

At Rock Creek we heard of Camp McKinney for the first time, and of Hughie Cameron who kept the hotel there. Also we heard there were quite a number of prospectors who were then living in the Camp. When Al McKinney and Fred Rice discovered the rich gold quartz vein of their Cariboo claim in the '80's, there had been a stampede of prospectors to the camp. The Cariboo was sold to Monahan and King of Spokane in 1893, and a road was then cut through the timber from Sidley's on Anarchist mountain to Camp McKinney. A mill of ten stamps, brought in from across the Line, was hauled over this road to the Cariboo. The Cariboo was probably the first producing lode mine of the Boundary district. I met Al McKinney in the Wellington Camp in the summer of 1895, and he was then prospecting again, and hopeful of finding a second Cariboo. I asked him about the finding of his first Cariboo, and he told me that when finding the vein they broke off some pieces of quartz with their prospecting picks, but could see no gold in the quartz. Later they came back and put a shot in the vein, and then about every piece of quartz examined, carried free gold. Also, McKinney told me that the Cariboo vein stood up like a wall, and a foot or so higher than the ground around it.

West Kettle River

After spending a day or two around Rock Creek in September, 1892, George Sheringham and the writer started out to explore the West Kettle River country, and a few miles above the Forks of the river we met a man who had taken up a pre-emption and was then busy clearing his land. He told us that he had sold his ranch near Trout Creek in the Okanagan, and was going to make another ranch of his new pre-emption. On our third day out we ran into a forest fire which was burning fiercely, and it was our first experience

of a forest fire. We camped that night not far away from the fire, and it was with a feeling of awe that we watched the fire and heard the occasional crash of a falling tree. Next morning we decided to turn back and explore the West Kettle country at some future time.

Trails and Roads

From Osoyoos to Rock Creek we had travelled over the Dewdney trail, but from Rock Creek to Eholt's ranch, where shortly afterwards the townsite of Midway was laid out, there was a fair road with a bridge over the Kettle River at Ingram's. Also, from Rock Creek there was a rough road which went up over the bunch grass hills to W. G. McMynn's ranch on Myers creek, and, from there the road crossed the Line and continued on up to the head of the creek. The road then went across country, past the "He-He" stone to Ninemile creek, and then down this creek to Okanagan Smith's ranch, and from there it swung north and crossed back into Canada, and continued on to Osoyoos. Little work had been done on the road, and it had many steep grades. It was, though, over a part of this road that Monahan and King hauled in their stamp mill for the Cariboo at Camp McKinney.

Boundary Creek and Some of Its Pioneers

Our next stop of interest was at Boundary Falls, where the Dewdney trail crosses the creek, and it was then a favourite camping ground and meeting place for prospectors of the district. Several months later Tom Hardy built a log hotel here which he ran for several years. We met several prospectors here, and among them was Thomet who had the reputation of being the best rifle shot in the country. Thomet, by the way, some years later ran an hotel at Midway, and one evening the hotel was held up. Thomet at the time was behind the bar, and immediately reached for his gun, but the hold-up man shot first and killed Thomet. Of the pioneer prospectors on Boundary creek, whom the writer later met, or knew of by reputation, and still remembers, was first Henry White who the summer before had staked the Knob Hill and Old Ironsides, and

James Atwood and Scholefield who had staked the Stemwinder, and Steve Mangott, the Brooklyn. These claims were in what was to be later the Phoenix Camp, and were all staked in the same year of 1891. Henry White had also staked the City of Paris and Lincoln in White's Camp, not far north of the Line. Johnny Moran who had found the Big Copper and Scott McRae who had claims near to the Big Copper, were also pioneers of the Boundary. Scott was, though, more interested in hunting, mounting heads of game, and in the tanning of hides, than he was in prospects. The Mother Lode in Deadwood Camp was then staked, but of the four partners who had staked it, the name of McCormick is now the only one remembered. Piebiter Smith is another one of the old timers, and he held a group of claims on the mountain to the southwest of the Falls. The writer never heard how Smith got the name of "Piebiter," but he never went by any other name among the prospectors of the Camp. The prospectors of all of the Boundary District had then to travel to Osoyoos to record their claims since C. A. R. Lambly, Mining Recorder, in the early summer of 1892, had been moved from Camp McKinney to Osoyoos. About the year of 1894, W. G. McMynn was appointed Mining Recorder and stationed at Midway, and later he was moved to Greenwood; and not long afterwards the District was split up into the Greenwood and Grand Forks Mining Divisions, and S. R. Almond was appointed Mining Recorder of the Grand Forks Division.

Boundary Mountain

We resumed our journey from Boundary Falls and followed the Dewdney Trail which led us across the No. 7 Range, a beautiful, bunch grass slope with here and there a scattered big fir or two, and which as elevation was gained gave place to a thick stand of timber and finally to jack pines. After crossing the summit the trail continued in timber until the Fourth-of-July creek was crossed, and it then brought us out to the open, bunch grass covered benches of the lower Kettle River valley which lay stretched out before us. The writer was destined to ride frequently over this mountain within the

next year or two, both on prospecting trips and as a substitute mail carrier. The mail route was from Spragett's ranch in the lower valley to Osoyoos, a four day round trip with saddle and pack horse, and was a weekly service.

The Kettle River Valley

When we arrived there in the fall of 1892, the valley was well settled on the Canadian side of the Line, and many of the settlers had been there from ten to thirty years or more. Shortly after our arrival in the lower valley, my partner of the trip, bought a place near where the townsite of Grand Forks was later laid out. He died of typhoid fever in the fall of 1898, leaving a widow, a young son and daughter. The boy grew up to be a man, and was killed in World War I.

In 1892, there were no stores in the lower valley on the Canadian side of the Line, nor on Boundary creek, and prospectors and settlers then obtained their supplies either from O. B. Nelson's store, just across the Line at the mouth of the Fourth-of-July creek, or else brought them up from Marcus, Wash. There was a rough sort of a road which went down the Kettle River to Marcus, Washington, where there was a cable ferry over the Columbia River. With the opening of the mines in the Boundary, this road was improved, and over it was hauled most of the supplies for the new mining camps in the early years of their development. The Kettle River school was the only one in the whole of the district and it stood about two miles west of the present town of Grand Forks. It was opened about 1891, and was a well constructed log building. There was then no doctor in the whole of the Boundary District, and probably the nearest available doctor would have been in Spokane.

Game was very plentiful throughout the watershed of the Kettle River, and in the river and its several branches the trout fishing was very good. In the river bottoms white tailed deer were plentiful, and the mule deer roamed the mountains in their untold thousands. On the higher mountain ranges the cariboo were fairly

plentiful, and grizzly bears were also fairly numerous there. Blue grouse were plentiful in the mountains, as also were the willow grouse along the river bottoms; and in the lower valley prairie chickens were in early days very numerous. Coyotes were everywhere, and in the upper reaches of the river, timber wolves were to be found, and many a night the writer has listened to the eerie sound of their howling. This abundance of game was of great assistance to the early settlers and prospectors, and as long as one had a rifle, a line and a few fish hooks, there was no occasion to go hungry. Rattlesnakes in certain parts of the lower valley were very numerous, and particularly so from Gilpin's ranch to Christina lake. Wild hazel nuts grew along some of the small creeks of the lower valley and for a few miles up the North Fork, and this was the only place where the writer ever saw wild hazel nuts growing in British Columbia.

About Prospects, Prospectors and Others

In about 1893, the Providence, Elkhorn and Skylark claims were discovered on Boundary creek. These were comparatively small veins but carried high values in gold and silver, and the Providence was a producer for quite a number of years. Shortly after these discoveries, the Long Lake camp was struck, and the Jewel, Gold Drop, Roderick Dhu and many other claims were staked in the camp. Some spectacular specimens of free gold and tellurides were brought out from the new camp.

About 1893, a young man whom I had met and known in Vernon in 1891, came down to the Boundary and drifted into White's camp in his quest for a claim. The prospectors there showed him an outcropping of hard white quartz which was open for staking, and my Vernon friend staked his first claim, and started to develop it. After sinking a few feet on the quartz, he struck, much to the surprise of the old timers, a pocket of rich ore out of which he sacked up about 700 pounds. He packed the ore out to Covert's ranch, from where it was hauled by wagon to Marcus and shipped by railroad to the smelter. My friend, whose name is not

now remembered, gave me a specimen or two which showed a good deal of free gold, and he later told me the shipment netted him around $500 for his winter's work, and this was quite a grubstake for those days. But my friend found no more rich ore on the claim.

A prospector who made his home in the Slocan, had staked claims in the Summit Camp, and in the summer of 1896, he returned to do the assessment work on his claims. Before returning to the Slocan, he restaked a claim which had been allowed to lapse, and called his claim the "B.C.," and he placed his discovery post on a low ridge where there was an outcrop of rock. Had he but known it, about fifty feet or so from his discovery post, in the timbered basin below, lay the richest ore body yet discovered in Summit Camp. John Keogh and his husky sons were also prospectors and miners in Summit Camp, and in doing the assessment work on one of their claims, they had occasion to cross the "B.C." claim. One day, one of the boys carrying a pick sat down to rest on a log, and while resting scratched idly around with the pick, when to his surprise he uncovered a piece of rich copper ore. Further scratching around uncovered more ore, and the Keoghs then wrote to the staker of the "B.C." asking what he wanted for the claim. The price asked was around $200, so it was reported, and the amount was promptly remitted, and in due course the Keoghs received a bill of sale of the "B.C." claim. The Keoghs at once started to strip off the lightly covered ore body, and within a short time they had given an option on the claim to Harrison and Barchard for $50,000, and in due course the option was taken up. Out of their good fortune, the writer never heard if the Keoghs had given anything to the Slocan prospector who had staked the claim, though he would like to think that they had.

About nine miles up the North Fork and on the east side of the river there stood a very heavily iron-stained mountain with much gossan scattered over its surface. Crazy Brown, who was a trapper had in early days staked two claims on the mountain which he named the "Volcanic" and "Iron Cap," and the mountain then became known as "Volcanic Mountain." Brown evolved a theory

all his own, about its mineralization, which was that at one time the centre of the mountain had been a molten mass, and the gossan on the surface was but a scum or froth which had come to the surface, and below there lay a rich core of copper and precious metals. About 100 feet above the river level he started to drive a tunnel into the mountain, and from time to time he had the assistance of others in driving the tunnel, and these were to be richly rewarded when the objective was reached. When the writer was last there, the tunnel was in something over 100 feet but he never heard how much farther it was driven. But Brown never did tap the rich ore he assumed was there, and it still remains for other generations to exploit. Brown was a fluent and rather a glib talker, very sure of himself in his beliefs and unbeliefs, and not too popular with some of the old timers. They were the individuals who had probably first dubbed him "Crazy Brown," a name he rather seemed to like than to resent.

George Cook never did anything spectacular and never made any big money out of his claims, but was just a common run of a prospector who came to the Boundary in early days and who liked the solitude of its mountains. He had reddish hair, and was somewhat freckled, had an infectious grin and a ready laugh; was always willing to help a fellow prospector. He was good to his horses and dog, and usually prospected alone, but would take in a partner who would be willing to put up a little money to help him to develop a prospect. One of his first finds was the Ruby on Boundary creek, and he had hopes of it making him a good stake, but it never did. George was not a big man, but there was no prospector who could dig a hole any quicker than he could, whether it was in loose soil or solid rock. The writer can well recall George as he looked stripped down to undershirt and a coloured handkerchief knotted around his neck as he worked on his "Jim" claim in the summer of 1895. George came over to the Similkameen, probably around 1913, and made his headquarters at Tulameen. Some years later he died out on his trap line around the head of Champion creek, and so passed

on a good and honest prospector, one without guile and who had given of his best to his calling.

The writer first made the acquaintance of James Morrisey in the winter of 1892-1893, when he was living on a small piece of land he had pre-empted in the lower Kettle River valley. His cabin stood close to where a small creek came out of the hills. He had fenced in a few acres of good land on which he raised vegetables for his own use. His hair was white and so was his beard; he was a good six feet tall and still carried himself erect in spite of his three score years and ten, and in his prime would have been a fine figure of a man. He had fired on a steamer across the Atlantic, but deserted the ship and made his way across the Isthmus of Panama, and then came up the coast to California. In California he became a placer miner, and gradually worked up north. He had mined on Wild Horse creek in the early days of the camp, and he told of how one winter he made a trip out on foot to Walla Walla, taking out mail and bringing back mail and the news of the outside world to his fellow miners on Wild Horse. He had later prospected for placer on the Peace River, and on the creeks of northern British Columbia and had led an adventurous life. He told many interesting stories of adventure of those early days. When Jimmy got really warmed up to telling a story, he would frequently lapse back to the Irish brogue of his youth, and many a "Sez I," "Sez he" and "Sez I to myself sez I" would be interlarded with the narrative of his story. Jimmy was a likable old man, but the writer later got out of touch with him and never did know just where he ended his days.

Father Pat Irwin

Father Pat loved his fellow man, and was ever a good neighbour to those who had fallen among thieves, which to him took on the guise of accident, sickness or hard luck. The writer had the pleasure of first meeting the padre in the Boundary. It happened this way. I had stopped along the trail for noon, and had just started to make a fire, when Father Pat rode up. After exchanging greetings I asked him if he would like to unsaddle his horse, and

turn him out to graze with mine and then have something to eat with me. To this he readily assented and we spent a very pleasant hour together. The pack horse I had with me was a good, tough horse, but had a mean streak in him, and this happened to show up when his pack was being put on. No doubt my face showed somewhat of the restraint I was using, as the padre remarked, "Now if you want to tell that horse of yours what you really think of him, go right ahead, I shall not mind it in the least." At that we both laughed, the horse quietened down, and we were soon off along the trail again.

W. H. Covert and his family came north in the early eighties. He took up a pre-emption of 320 acres of fertile, open bench land in the lower valley. Near his land there was an ample supply of water available for irrigation and domestic uses in the Fourth-of-July creek. The writer's first visit to the Covert ranch was in the summer of 1893. The ranch was then about all fenced in, and it had a large, well-tended, vegetable garden, an acre or so in berries, a small bearing orchard, and about ten acres of a young orchard not yet bearing. In addition there was a considerable acreage in hay and grain, and there were milk cows, chickens and turkeys on the ranch. There was a ready market for all produce in the young mining camps of the District, and the ranch was beginning to prosper. The Coverts' eldest daughter and only son were about grown up, and their two younger girls, Blanche and Sylvia then went to school at the old Kettle River school, about three miles distant. The Covert ranch was a thing of joy to behold, and it showed what unremitting hard work and intelligent planning could accomplish. But there was a sad sequel to this otherwise bright story of hard work and achievement. While on a visit to the Boundary in 1909, the writer met Covert, who was then on the eve of leaving for California. He told me that he was about broke, and that his family had all married and were scattered. It seems that during the boom years Covert had been persuaded by friends to mortgage his ranch and embark on a financial career. His career as a financier was not

a very long one, and in due course the mortgage on his ranch was foreclosed, and poor Covert lost about all he had.

Boom Years in the Boundary

For the next few years after 1894, prospectors, mostly Americans, commenced to flock to the Boundary in ever increasing numbers, and in the summer of 1894, the government started to build a road from the Okanagan via Camp McKinney, to the Boundary district. In about two years the road was completed, and shortly afterwards supplies commenced to be hauled from Penticton to the mining camps of the Boundary. But until the coming of the railroad, the bulk of the supplies continued to be hauled up from Marcus. Towns now began to spring up in the Boundary, first Midway, then Grand Forks, Greenwood and Phoenix in the order named. About 1897, the Canadian Pacific Railway commenced the work of building a line from Nelson to Midway, and by late in 1899 or early in 1900, the line was completed, and a daily train service each way, then went into effect. Branch lines were also built from Eholt to Phoenix, and from Greenwood to the Mother Lode, and a spur was built in to the Granby smelter. By this time the Granby smelter at Grand Forks, and the B.C. Copper Company's smelter at Greenwood, were about completed, and during 1900, both smelters were blown in, and the Boundary became a producer of copper and gold.

In the year of 1892, there were only a few adventurous prospectors living in the Boundary's several mining camps, and outside of the Dewdney Trail, the trails there had been cut out by the prospectors, themselves, and the few roads of the District were rough and poorly graded. By the year of 1900, the Boundary had good roads, a railroad, two large copper smelters in operation, sawmills, and towns with their schools, churches, and hospitals. What a transformation to be effected in eight short years! But in spite of all of this progress the writer's most pleasant memories of the Boundary, are of the pioneer years of the early '90's when the face of the countryside was not yet marred by the cutting down of its

forests, nor by the unsightly glory holes of its copper mines. Then one could leave the door of his cabin unlocked and when he returned, maybe months later, find things just as he had left them.

In Conclusion

During the years spent in the Boundary, I had made many good friends there; had learned a good deal about prospecting, something about minerals and rocks; had staked and worked on a good many prospects, and had made a little money out of some of them, but never made the rich strike which every prospector hopes and dreams of making some day. When the spring of 1900 came around it struck us that the "Rich Strike" that had eluded our search in the Boundary, might be waiting for us to stake somewhere out in the mountains which lay to the west. And so on a fine morning in late April of 1900, my partner and I saddled and packed up our horses, said "Goodbye" to the Boundary, and started out for the mountains of the Similkameen in search of that elusive bonanza.

Pioneers of the Similkameen

Mr. and Mrs. R. L. Cawston

VERNA B. CAWSTON

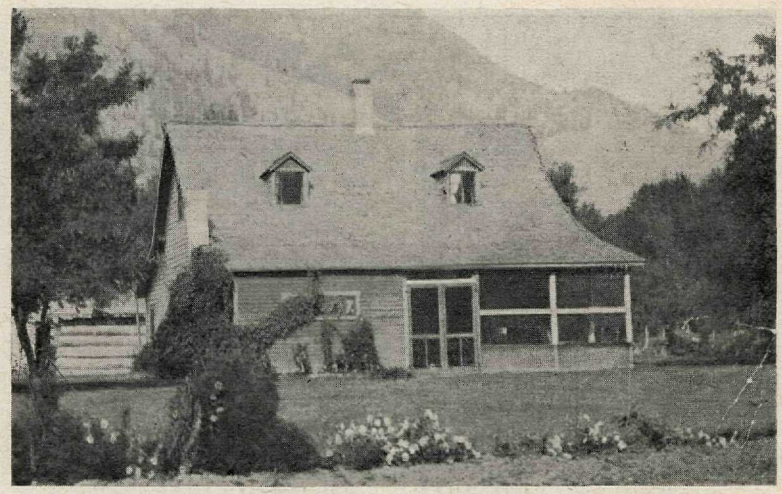
Mary Ann Cawston and her husband, Richard Lowe Cawston (from whom the town of Cawston derives its name), truly deserve their designation as 'pioneers.'

When they were married in 1885 they not only became settlers of the Lower Similkameen Valley, but they could jointly claim all those traditions and memories that have made early Ontario history. Their parents, before them, had forged many a link in the chain of pioneer living.

Mr. Cawston, more widely known as 'R.L.,' was born in Stratford, Ontario, on February 10, 1849, and was the eldest of a family of four boys and eight girls. His paternal grandfather hailed from Wiltshire, England, and was one of the first two settlers in the district of Stratford. A descendant, Dr. Walter A. Riddell, who was retained at Geneva as Canadian Advisory Officer after the World Disarmament Conference of 1932, is a great grandson.

R.L.'s father was John Cawston who had married Maria Lowe, an Irish girl from Kilkenny. Maria's family brought with them the royal coat of arms dating back to 1172 which had belonged to the O'Connor side of her family. It was eventually passed on to Mrs. Helen (Cawston) Taylor, of Port Moody.

Richard Cawston first came to British Columbia in 1874. His cousin, William H. Lowe (Customs Officer at New Westminster, 1873-1880) and Judge Haynes owned a large herd of cattle at Osoyoos, and for ten years Richard lived there as foreman. W. Lowe died in 1882, and his widow, Ella, and R.L. bought the "R" ranch at Cawston (then Keremeos) from Frank Richter in 1884.



Old Cawston Home (red ranch-house) at Cawston, B.C.

At that time the ranch was composed of 5,341 acres plus leased range land. Additional range land was leased at Osoyoos and Princeton. Roughly, its boundaries were (W.) Similkameen River to (E.) Fairview Mt., (N.) Daly ranch to (S.) Barcelo ranch.

There were numerous farm buildings. The oldest was a double log cabin built by Frank Richter in 1865 (where all his first family, except Charlie, were born). A grove of aspens, believed by the Indians to be haunted, stood beside the cabin.

Nearby were two underground cellars for fruit and vegetable storage, a smoke-house and chicken-house. The packing-shed and present stone-house, meant for dairy produce, were built later. Farther back were the granary, stable and double corral.

A new two-roomed log cabin, with a sleeping-loft and painted white with brown trim, had been built by Frank Cupp for Mr. Richter in 1883. It was here that Mr. and Mrs. Cawston lived. New rooms were added from time to time, and after the family went to Ontario in 1903 Mrs. Lowe had it painted red, as it stands to-day. The second ranch-house, now owned by Charles Pitt, was built in 1914.

In December, 1884, R.L. went back to visit his people in Stratford. There he met Mary Ann Pearson and—after returning to B.C. in February, 1885—he made a second trip to Ontario for their marriage in October of that year.

Mrs. Cawston was born near Sebringville, Ontario, on March 9, 1852. Her father, John Pearson, came as a lad from Kent, England, in 1841. His people rented the old sawmill in Sebringville, which later became the site of the Pearson home from which Mary Ann was married. Her mother, Margaret Kelly, was born in Londonderry, Ireland. In c. 1845 her parents brought their family to Canada and settled on an uncleared farm near Kinkora.

At the age of seventeen Margaret married John Pearson and they in turn took up the task of making home and happiness on a small bush farm near Sebringville. Here nine children were born to them, but only three daughters lived past infancy. In later years the Pearsons moved into the village and their family home still stands on Black Street, by the old Huron Road.

The journey of Richard Lowe Cawston and his petite, blue-eyed bride from Ontario to the Similkameen was indeed an adventure. They travelled by train, stage and horseback for more than three weeks, with everyone who met Mrs. Cawston so interesting and kind to her.

When Mr. and Mrs. Cawston arrived at their new home it was only natural that they should continue in the way of pioneers, full of resourceful courage and warm-hearted hospitality.

Four sons were born to them. The eldest, John Pearson (1886-1936), born with Dr. J. Chip of Vernon in attendance, was the first white child born in Keremeos. He was baptized at home by Rev. Harlock.

Richard Lowe (Dick) was born at Keremeos and baptized in Osoyoos by Canon Cooper.

The third son, George Beauchamp, was born in Sebringville, Ont., in 1889. He died on active service on November 14, 1917.

Alfred Hamilton (Gint) was born in Keremeos and was the first (to the writer's present knowledge) child to be baptized in

St. Saviour's Anglican Church in Penticton. Rev. Archdeacon Thos. Greene officiated and presented a Bible as a gift to commemorate the first baptism.

The first school was opened at Similkameen in 1892 with Miss Truswell as teacher. Miss Mary Bell took charge in 1897. The pupils in those years included Arthur Armstrong, Joe McCauley, Hans Richter, Tom and August Terrabasket and members of other pioneer families—Manery, Daly, McCurdy, Cawston, Barcelo and Nahumchin. Miss Wood was first teacher for Keremeos (and Cawston) district and held her first classes in the "R" ranch-house.

In 1903, the Cawston family moved to Ontario and remained for several years to complete the boys' schooling. On their departure from Keremeos, a purse of $100.00 was presented to them and names of 46 old-timers (and wives) were appended to the gift.

Keremeos, at that time, included its present site and the valley southwards as far as the International boundary. The G.N.R. was brought through from Oroville to Princeton in 1907. But it was not until 1916 that the town of Cawston formally received its name.

In 1892, R.L.'s brother, George O'Connor ("Tenas") Cawston, came from Ontario to work for the B.C. Cattle Company. Later, he found business interests in Penticton, Greenwood, Hedley and Princeton. He died in New Westminster in April, 1937.

A sister, Mrs. Helen Taylor, of Port Moody, came to Cawston with her husband and children in 1915 and lived there for three years.

* * *

The "R" ranch raised Shorthorn and Hereford cattle, running in numbers as high as 2000 head at its peak of production. Until c. 1892, the beef stock was purchased by Van Vaulkenberg of Victoria, afterwards taken over by the B.C. Cattle Company. Later, after 1895, contracts were made through Pat Burns to supply C.P.R. construction gangs with beef, and then the cattle were driven to Rossland.

Part of the first orchard was bearing when Mrs. Cawston

arrived in '85. It was small (an acre) and Mr. Richter had brought the young trees in by pack-horse over the Hope trail in 1880.

There were many varieties—Winesaps, Greening, Snow, Northern Spy, Red Astrachan. Some names are seldom heard of to-day—Rambo, Maiden's Blush, Ortley, 20-ounce Pippin, Strawberry Permain, Senator and Orkney Belle. Two, especially, are remembered by old-timers of the district—Spice apple and one known only as "Kids' apples" (similar to a Tolman Sweet). One cherry, (a Black Tartarian with a three foot base), one Winter Nellis pear, a green gage and a purple plum completed the list. The last of these old trees were pulled out in 1926-27.

Home produce was plentiful. All kinds of vegetables were grown for the table and winter use. Flour was ground at Coulthard's mill at Keremeos and hops were grown for yeast. One drawback was the lack of milk and butter, so it wasn't long until Mrs. Cawston commandeered a beef cow or two and ordered a churn. This arrived in 1886 and is still one of the relics at the old home. To help augment the butter supply, two-pound bricks were brought whenever possible from Covert's farm at Grand Forks. Many a time this butter had to be washed in sweet milk to 'freshen' it after the long trip. Beef and pork were home-cured and the supply of meat for the family was eked out by ducks, geese, chickens and turkeys.

Wild game, too, was a welcome addition to the larder. Old-timers stress the abundance of willow-grouse, prairie-chicken, jack-snipe, ducks, geese, deer, mountain sheep and goats. Many a hunter from 'outside' looked forward to a visit to the ranch. Pat Burns, Leo Boscowitz, Worthington, and R. J. Musgrave from Victoria were frequent visitors. Another noted ranch-guest was Admiral Sir Culme Seymour (later of *S.S. Warspite*).

Seasonal occupations followed the usual pattern of a pioneer ranch. Spring brought its planting of garden produce and grain—oats, wheat and barley. The spring drive was made to the early grass range at Kilpoola near Osoyoos. In May the cattle were moved to the summer range near Princeton. Calves were branded there

later in the season, and at home tons of hay were being cut and stacked for winter feeding.

About this time each year, Mrs. Cawston took the children to Princeton for a few weeks to escape the mosquitoes. The trip was also welcomed as an opportunity to visit their friends, the Allisons.

Irrigation water for the orchard and garden came from a large ditch which ran from the Daly line fence to the ranch-house. The contract for digging the ditch was given to 'Jolly Jack,' whose hobby was prospecting. But the actual work on the ditch is said to have been mostly done by Mrs. J.J., packing her baby in its 'moheltz' at the same time.

High-water did not seem to be such a hazard as it is to-day, though Dick remembers the flood of '94 when water came in over the doorsills, and pigs and chickens floated in the yard. Mrs. Cawston decided to remain, though a democrat was held in readiness for a hasty retreat to the eastern bench.

In July the summer beef drive to Hope began, at least a ten-days' trip. From there they were taken by boat down the Fraser River to New Westminster and reloaded for Victoria.

In October, cowboys took over the fall roundup and the annual beef-drive to Rossland began. The remaining stock were brought home for winter feeding, calves were weaned, late produce was harvested and stored for winter need.

A good number of ranch-hands were needed in the busy seasons and Chinese and Indian help was a welcome addition. Of the latter, those well-remembered are Paul Terrabasket, John and Agnes Kwalahken, Crooked-mouth Pierre and his wife Mary Ann, and Cockshice. Sam Hing was probably the first ranch cook, and a successor, Ah Sing, is entered in a 1911 payroll as receiving $47.50 per month. When necessary, he took on the extra roles of gardener, hogman, milkman and spare cowboy.

Two early ranch-foremen were George Pike and Walter Gartrell.

Supplies, consisting mostly of staple foods and gear, were

brought in by pack-train once a year from Hope. At a later date they came by stage from Vernon.

Matches, of course, were a very important item, and were conserved as much as possible by using paper 'spills.' Chinese block matches were the only kind used at this time. They were small splinters of wood (like toothpicks) over an inch long, dipped in a sulphur compound and had bright red heads. They came in square blocks packed in tin containers the size of a four-gallon can, the idea being to break off a small block at a time. Being highly inflammable, they were an oft-proved fire hazard in a trouser pocket. A small tin box was found to be a much safer container.

Green coffee beans came in fifty-pound tins (H.B. brand) and had to be roasted and ground. Coffee and pepper grinders were a necessary part of kitchen equipment.

Mail delivery was rather sketchy in those first years, dependent on itinerant riders from Hope and Osoyoos. On August 1, 1887, a Post Office was opened at Thomas Daly's ranch, and in 1903 a weekly stage service was established between Penticton and Hedley.

Between trips to the 'outside,' banking facilities were necessarily of the homespun variety. R.L. had his private bank under a loose board in the bedroom floor. In 1889 he received his first appointment to be Justice of the Peace, an office which he held for many years.

* * *

The foregoing account of pioneer industry and limitations should not leave the impression that life in those days was all work and no play.

The old-timers were neighbours in every true sense of that term. To them, recreation meant friendliness and hospitality, whether the occasion was a month-long visit or a horse-race. A day's ride in the saddle or democrat to bring a message or to pay a social call was commonplace. Hunting and fishing, whether for sport or necessity, were pleasant pastimes in either case. Dances and holiday gatherings were just as much fun then as they are to-day, perhaps more, for there were no cliques or wallflowers at a pioneer hoe-down.

Neighbours and visitors of the Cawston family sixty and more years ago would include members of these families: Barcelo, Daly, Manery, McCurdy, Bromley, Richter, Coulthard, Allison, Haynes, Kruger, Ellis, Barber, Price, Webster, Armstrong, Wirth, Surprise, and Linton.

Informal church services were held whenever a minister of any cloth called at a ranch-house. The well-loved 'Father Pat' (Henry Irwin) and Archdeacon Greene are mentioned as the earliest visitors. From the *Penticton Herald* files comes this item: "The first public Protestant service in the lower Similkameen was held at the McCurdy ranch by Rev. Allan K. Sharpe in August, 1891."

Mr. Cawston died at his home on July 25, 1923, at the age of 74. Those of us who remember his bluff yet kindly disposition, his portly figure and Edwardian beard, his 'billy-cocked' hat and habitual cigar can also bring to mind many an incident of the 'old days' when he was the central figure.

Mrs. Allison in her memoirs refers to him as 'Dr. Cawston,' saying that his advice was sought in many a sick-bed emergency. Dr. F. W. Andrew (in the Twelfth Okanagan Historical *Report*) tells of R. Cawston's wholesale, if crude, vaccination of the Indians during the smallpox epidemic of 1883. For this he was rewarded with a purse of $300.00 from the government, which he invested in a gold watch and chain to commemorate the occasion.

His record-making ride on Barrington Price's horse, Moujiks (a buckskin), from Hope to Keremeos in twenty-four hours is also part of local history. The occasion was a race against time to Vernon for the purpose of filing on a grazing pre-emption. After Moujiks' death, Price had a hoof of the stout-hearted little horse silver-mounted as a humidor and presented it to Mr. Cawston.

Mrs. Cawston died on April 14, 1933, shortly after her eighty-first birthday. Her numerous friends and relatives will always think of her as a true gentlewoman, with all those attributes of courage, sympathy and generosity associated with the term, 'pioneer.'

Our Wedding Trip from Ontario to British Columbia in 1885[1]

MARY ANN CAWSTON

My sister Caroline and I were married on the same day; Tuesday, October 27, 1885, from St. James' Church in Stratford, Ontario. I wore a smoke silk dress trimmed with lace, and a close-fitting cap of matching lace trimmed with a spray of orange blossoms. My travelling dress was of brown wool repp trimmed with fancy braid. With it I wore a long cloth cape, the hood lined with brown plush, and a brown toque to match.

Mr. Cawston and I went to Toronto and Ottawa for our honeymoon trip. On returning to Stratford we visited friends and relatives for a month before starting our western trip. We left there late in November, travelling through Chicago, St. Paul, Emerson and up to Winnipeg. The Canadian Pacific Railway was then only partly constructed so our train journey was through the States.

We passed our first customs at Port Huron. The inspector there was very strict as there was an epidemic of smallpox at Montreal, and passengers without a certificate of vaccination were not allowed to go through. We had ours, but a Mrs. Graham from Montreal did not have one and was having trouble. Mr. Cawston helped her out of her difficulties and we were chummy as far as she travelled with us.

Our first stop of any length of time was made at Chicago. We got a carriage and took Mrs. Graham with us; saw lovely homes and beauty spots and a few sky-scrapers. Then at St. Paul we had

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1 This paper was prepared and read to the Cawston Women's Institute in 1922 by the late Mrs. R. L. Cawston.

time to take lunch and spend the afternoon with friends from Goderich, Ont.

Later we changed trains at Emerson and had an overnight wait as we got in after dark. The hotel was so dark and dingy it gave me the "creeps." The place had been painted that day and we could hardly get into the dining room for supper without touching wet paint. As our train for Winnipeg left at 4 a.m. we went to bed early. I had a nervous feeling so put my cash, watch and chain under my pillow. When we were called, I got up glad to know I was leaving. I dressed and then reached under the pillow and lo, the cash was gone! I searched the bed and room but could not find it. Mr. Cawston was downstairs having the baggage sent to the depot, and I was still searching when he came to take me to breakfast. He did not think anyone had stolen it. I said, "Go on to breakfast, I can't eat." Just then I found it in the pillowslip. No doubt I looked foolish, but I felt relieved and we went down.

The whole place reeked with smoke from fried ham and eggs, but the meal was good. There was no bus and we had a long hurried walk on an elevated sidewalk to the depot. The waiting-room was small, dirty and cold, and a sleepy old man was lighting the fire. Then I noticed that Mr. Cawston's portmanteau was not with the luggage. It had been left at the hotel and we had a strange one in its place. A lad ran back and returned breathless with it just as the train pulled in.

At Winnipeg we were the guests of Miss Margaret Cawston and everything was lovely except the mud. On some streets if you stopped you stayed there; it was just like glue. We stayed in Winnipeg for 11 days. Mr. Cawston had to meet a Canadian Pacific Railway man there to settle up his account for the summer's beef. He had previously driven in the herd as far as Rossland to supply the construction gangs there with beef for the season.

Entraining for Spokane, we were joined by a party of Southerners—a Surveyor-General, his wife and family, secretary and coloured servants. They were a jolly family and we enjoyed them.

They wanted us to stop at Helena with them for the weekend. "We will give you the time of your lives," they said.

We reached Spokane on Saturday, December 7, and found that there would be no stage till Monday. Here we met an old friend of Mr. Cawston—a Mr. Wilson who had married a Toronto girl that summer. When he heard I was from near Toronto, he was delighted and invited us to meet his wife. On Sunday we went to church and after dinner walked to see the Falls. Spokane was then a small place, about the size of Princeton now. We had tea with the Wilsons and spent the evening there. Mrs. Wilson was so pleased to have us and told me how homesick she was.

"I sit on the floor and cry," she said.

"But why on the floor?" I asked.

"So that no one can see me through the window."

I think we cheered her up by telling her about my new home. Early on Monday the stage left for Marcus, but Mr. Cawston thought it would be rough riding and crowded, so he hired a waggonette and a driver. We sat three in a seat and put our luggage in the back. A friend going the same route offered to take two trunks for us, so we got packed in. At the last minute out rushed the proprietor with a flask of liquor to be used in case of rattlesnake bites. We drove from 10 a.m. till 5 p.m. through wooded places, not heavy timber, mostly prairie or meadow country with low hills.

We stopped for the night at a ranch on Walker's Prairie. I was stiff and tired from the 30-mile drive over such rough roads. It was a comfortable house, with bedroom and sitting room all in one. This was handsomely furnished with tapestry carpets, marble-topped furniture and a good bed that I fully appreciated. The meals were excellent and for ourselves, driver and team we paid $5.00.

At 8:30 a.m. Tuesday we resumed our journey. We stopped for lunch at a wayside ranch and just at dark came to the town of Chewela. We put up at Mr. Brown's ranch in a comfortable log cabin, with a big stove at the bedroom door. Grandma Brown was such a kind old Scotch lady and in the morning she kissed me goodbye and wished us all sorts of good luck.

We left at 8 a.m. and drove till noon. We rested and had lunch at a very natty ranch, with fine houses and stables and every comfort. We reached the village of Colvile about 5 p.m. Near it was an Indian graveyard—an odd sight for me—with the long poles topped with white rags, small houses and a neat wooden cross. I had also seen my first prairie chicken and coyote that afternoon.

We put up at a fine new hotel and had not been there very long when Mr. Bates arrived with our trunks. The proprietor had given up his rooms to us, and next morning when we went into the dining-room we were shown to a special table and on it was a most elaborate breakfast.

Mr. Cawston asked, "What does this mean?"

"The cook is an old friend of yours and is sorry he did not know you were here till after dinner last night," was the reply. So Mr. Cawston had quite a chat with him before we left.

We reached Marcus (old Fort Colvile) at noon, after a three hours' drive. The weather was still fine and sunny with frost at night. It was a very small place, just a few scattered cabins along the bank of the Columbia River. Mr. Marcus Oppenheimer was not at home so we got a room at Brown's store. Over the fireplace was an array of drugs and beside it stood a dental chair. Prominently displayed on the bookshelves were the ten volumes of *Graham's Encyclopaedia.* Here we had to repack our belongings for travelling on horseback. We left our new trunks to be sold, but that is the last we heard of them.

The Indian wife gave us our meals in a cabin nearby. The kitchen and dining room were in one, furnished with long stationary benches that had to be climbed over before we could eat. The menu of our first dinner there was lobster stew, beef stew, fried beef, corned beef, canned salmon, bread, stewed prunes, cornstarch puding, cheese and tea. All this with good cutlery and table oilcloth. Her small son spoke English but she could not.

We had been there two days when across the river we sighted our Indians with the horses. They were Big-mouth Pierre of

Similkameen and Jules of Colvile. They had four pack-horses and five saddle-horses.

On Friday we crossed over in a flat scow to the waiting men and horses. This side was a barren flat, not a log or a stone to sit on. They seated me on a bale of blankets to watch the proceedings. The pack-saddles were put on and then the show began for me.

I had never seen anything like this and before they were through loading the first one, I thought he would be cut in two with ropes. I afterwards learned that this procedure was known as "throwing a diamond hitch." The packs now all on, the saddle-horses were brought up. I was wearing my new riding-habit of dark green cloth, consisting of bloomers, skirt and a mink-trimmed basque. The skirt had one side longer with a loop of velvet to hitch up when walking. My jockey cap was of green silk velvet with a grey silk veil. I had a new English side-saddle of pigskin which I was very anxious to try. But when he saw my pony, Mr. Cawston began talking hard and fast in Siwash. The Indian's face grew longer and blacker and I ventured to ask the reason. Jack had a sore back and the Indian was getting it for letting anyone ride him.

We had a late afternoon start and rode out into the wild mountainous country. At dusk we came to an Indian's place where there was a fenced paddock and an oat stack beside a running stream. Mr. Cawston asked for permission to camp for the night and have the horses fed. When the Indian heard I was there he offered us their cabin. I slid off my horse at the door and went in. Not a soul was in sight and there was no indication of a home except for a few smouldering coals in the fireplace. I sat down on the bare bed and waited. It was a queer contraption made of poles. These were fastened to the wall at one end and at the other fitted into a bored log with upright posts for legs.

After the horses were fed, blankets and the kitchen box were brought in. The Indian boy mended the fire, washed at the stream and filled the teakettle. Then sitting on his heels at the fireplace he

proceeded to bake our bannocks. We ate a hearty meal of bacon, bannocks and tea all spread out on the manteau (pack-saddle cover) on the floor. The Indians went out while we ate, then came in for their supper and cleaned up the dishes. After that they spread out straw on the bedpoles, covered it with canvas and laid out our blankets. Early next morning I was awakened by sweet singing. Mr. Cawston explained that the Indians were chanting their Sunday prayers. It was all such lovely harmony I wished I could understand the words too.

When we were ready to leave, the women and children came in to have a look at me. One of them took my riding whip in her hand, looked at me and smiled. I did want to talk to them. We rode along through flat country for a time, then began to climb a very narrow trail which skirted the heavy timber. Once I looked back to answer something Mr. Cawston had said and when I turned around I saw to my horror that I was just under a stunted tree. I leaned over quickly and thought myself clear, but a branch caught my shoulder and dragged me off. Still holding the reins I fell directly in front of the horse, which stepped on my limb, and to this day there is a dinge where the cork of his shoe pressed. Mr. Cawston took him by the head and backed him off. I got up rather shaken, but of course did not mention the limb as the accident was purely my own fault.

Not long after this a pack-saddle came loose and, in slipping, frightened the horse. Away he went, scattering our goods and chattels as he ran. We camped and ate supper at a high elevation above the Kettle River. Then an Indian brought in the scattered pack. One box was broken open and it was the one which held my very best hat—a pretty black velvet trimmed with trailing plumes and flowers. It was as flat as a pancake, completely ruined and looked so funny that Mr. Cawston laughed. (And I, poor girl, cried.) The weather so far was good with clear, frosty nights.

The next afternoon we stopped at Jones' and Gilpin's place (bachelors). Only one of them was at home so we left the mail and he invited us to stay. They had evidently had a chicken dinner

for feathers were everywhere. But we rode on and camped that night at Jim McConnell's, just beyond what is now Grand Forks, then a barren flat. We had an empty cabin with a pole bedstead. It snowed during the night but it was really not cold. This was Monday, December 16. We ate our breakfast outside by the campfire. The Indian put on a big log after he cooked our meal. It was quite cozy and such a novelty for me.

At noon we stopped at another bachelor home, Spagget and Armour. Here we had to have the horses' shoes removed, as the soft snow balled up their feet. I waited in the cabin on a block chair. The floor was bare earth and the bed and table were made of poles, while blocks of tree trunks made the chairs. The "bach" cooked dinner and we enjoyed the meal and his company.

We now had to cross Kettle River several times and encountered ice. The water had gone down which meant jump in and out. I did not like the idea and asked Mr. Cawston to lead my horse. I kept my seat with difficulty. At the next crossing the Indians cut the ice and in we went among the chunks. One of the pack-horses ran foul of a big piece and commenced going down stream. With shouts they got him on the course again and he got out safely, but with a wet pack. After that I kept my own rein.

Another thrilling experience was climbing a rough high-water trail, seldom used. It wound upwards around a rugged bluff, along a narrow level, then a sharp descent. Mr. Cawston was afraid to look back for fear I might get too nervous. Straight up beside me rose a wall of broken rocks and downwards stretched a long, rough slope, with a river rushing below—ready to catch us if we slipped. Luckily I did not realize the danger, just sat there and let my horse pick his own careful way and soon we were over the worst of it.

We reached Boundary Creek at dark. A large house had just been built there by the Eholts, who welcomed us and were very kind. That house was later the Lancaster Hotel of Midway. It was all one room then, and after they had pinned up blankets to make a room for us we made up comfortable beds on the floor.

Next day, December 18, we had lunch with Ah Gee, an old

Chinese friend from Rock Creek. We had hot bread, onions, coarse salt and tea. No cream, sugar, rice or meat but all kinds of apologies. It was a damp, chilly day and we rode for four miles up Rock Creek Mountain, seemingly into the clouds. Mr. Cawston, laughing at me, said that was as near Heaven as I would ever get. We camped for the night at Baker Creek at the summit. The coyotes barked all night and next morning the horses were gone on towards Osoyoos. We waited until they were found and packed a lunch. This gave us a late start.

We were still up so high that it was quite damp and we were glad to stop at "Long Jim's" (Indian) place for some hot tea. The warm cabin was neat and clean and a young woman was piecing quilt blocks on the floor. While her mother made the tea, Mr. Cawston talked and joked with them all in Siwash. The grandfather sat by the fireplace smoking a stone pipe. I sat in a home-made chair and we ate our lunch. In the midst of their talk a hollow cackle behind me made me jump. I looked around and saw among a clutter of skins, a naked, skinny old man, blind with age. The sight rather sickened me and I was glad to go on. There were at least five generations in that cabin.

We were now nine miles from Judge Haynes' ranch, but it was dark before we reached there. Mr. Cawston called out, "Here we are!" and out came the Judge and Mrs. Haynes and the two little girls, Irene and Hester. They answered, "Welcome, Mrs. Cawston," and didn't that sound good to me. That was December 19, 1885.

Mr. and Mrs. Thomas Ellis of Penticton were expecting us for Christmas, but I had been six days in the saddle and they said that was enough for the time being. So Mr. Cawston went on to tell them that we would rest at the ranch instead. The days were bright and sunny and we had long walks along Osoyoos Lake and up the hillsides to gather Oregon grape for decorations.

On Christmas the doors were open all day and we sat out on the veranda. We had a tree and a lovely dinner. There were two other guests—Mr. Frank Richter and Mr. Bash, the American

Customs Officer. We were a jolly party and had lots of fun. On December 27 we rowed across the lake and had a turkey dinner with the Krugers.

The Indians had left for home on the 20th with the packs, and on the 29th we commenced the last lap of our journey accompanied by Mr. Richter. We crossed the lake at a ford in the Narrows, stopped for a chat with the Krugers and then headed for Richter Pass. We had lunch with Mr. Richter at his ranch, then struck out for the bench trail overlooking the Similkameen River. Where the Customs House stands now, we branched off on a lower trail passing the McCurdy and Barcello (now W. H. Armstrong's) ranches and finally reached our own gate. I could see a light far ahead on the bench—another Barcello house where Mr. Shaw now lives.

Then we turned a corner and we saw our home—a neat log house, weather-boarded and painted white and brown. That is the beginning of the red ranch-house as it stands now. Mr. Cawston called out, lights flashed, and out came the household to welcome us. Inside, though bare, it was bright and clean with fresh paint and wallpaper, and I was very pleased with my future home. My long and interesting trek had ended and a new life had begun.

* * *

(Note—It was several years before Mrs. Cawston went back to visit her Ontario home and by that time she had realized her wish to talk with the Indians in their own tongue.)

The Okanagan Historical Society has been asked by the Veterans' Land Act Department to assist in naming the new Westbank and Cawston subdivisions. The Society has submitted to the authorities the names of pioneer settlers which it feels might be commemorated in the two subdivisions.

Arthur Cosens, 1872-1949

MIRIAM E. DARLING

British Columbia today is rich in the spirit of enterprise and integrity inherited from her pioneers. They came from many lands and from many stations to find adventure and gold; but although they discovered few fortunes, they left in the story of their lives a heritage of character that is of incalculable wealth to us all. To everyone who knew him, Arthur Cosens exemplified the qualities of honesty and endeavour that contributed to the prosperity we now enjoy.

His generosity and kindness endeared him to many friends throughout the province. A natural modesty deterred him from seeking out companions, but a unique sense of humour attracted life-long friends. Old friends remember his dignity and charm made striking by a handsome appearance.

To his family he was always the gentle father and life at home betrayed none of the hardships or rough experiences which were his life in the pioneering years. His notably beautiful hands and fondness for the music of the opera "Martha" were typical of my father and gave the clearest hints to his early life.

Dad was born on June 30, 1872 in Sunston, Sussex, England, the second son of Cornelius and Ellen Cosens. His family had lived at Manor Farm for over four hundred years. Memories of his childhood were of daffodils growing in the moat which surrounded the manor house and of occasional family visits. There were visits to Ireland, to his father's cousin, one J. Cosens Parnell, a barrister, who lived in an ancient stone castle of great interest to small boys.

On his mother's side of the family there were visits to Brixton Hill in London where his Grandfather Wheeler conducted a woollen exporting business, and was for many years an alderman of the City of London.

In 1881, at the age of nine, my father attended Winchester school. As he was for some time the youngest there, one of the older boys was commissioned to see that he washed behind the ears!

Dad left Winchester in 1886 at the age of fourteen and travelled to Germany. In Hanover he lived and studied with a remarkable old gentleman, an art collector. They attended lectures, operas, concerts and galleries in happy companionship. The young lad carried home many a bulky treasure for the elder after a successful foray into dusty shops. On July 1, 1889 my father took a position as English correspondent with an Eduard Gartner who had a cloth and buckskin wholesale house in Hanover. In this establishment there were French, Italian and Spanish correspondents—each with his cane, striped trousers and tall silk hat and equally tall hard stool. On these they sat all day—each composing and executing in longhand the correspondence of the firm to his native land. My father stayed with Herr Gartner for three years and then returned to England to take a similar position as German correspondent with his uncle who now owned Wheeler Bros.—woollen exporters. Dad was only there for a few months when his younger brother became fired with enthusiasm by tales of gold in British Columbia. They left England together in the late fall of 1892. They travelled by boat and train and arrived at Sicamous in February, 1893. From here they rode on horseback into the Okanagan valley. As is so typical of our British Columbia history, these two young men—well born, cultured and traditionally educated knew nothing of hardship or hardrock mining. They did whatever came to hand—splitting rails, driving cattle near Vernon and working for W. T. Shatford in his store at Camp Fairview. In 1894 they were joined by the elder brother Sydney Cornelius and together they founded Cosens brothers — the Universal Providers — at Fairview and Camp McKin-

ney.[1] The store "grub-staked" the prospectors of the Rock Creek, Greenwood, McKinney and Fairview districts. The Cosens brothers were exceptionally fond of horses and riding. They spent a good deal of their spare time enjoying the surrounding country on horseback and thereby earned for themselves the title "the Cayoose Cosens."

By the spring of 1898, tales of the Yukon were the main topic of conversation at Camp McKinney. Here five friends formed a firm partnership—my father, Daniel Lindeborg, Andrew Lindeborg, James Proudfoot and William James. Of Proudfoot and James we know little, but of Dan and Andy Lindeborg a good deal. They were big men, but gentle and soft-spoken. Their friendship with Dad remained firm through the years and made our childhood warm and happy.[2] These five went together from Fairview to Seattle to be "outfitted." There they found wild confusion with men willing to pay any price for passage in any craft to the gold fields. Dad and our "Uncle Dan" were fond of the story of how they went to inspect the ship on which they had first booked pasage. They found the hull was of rotting timber from which the rusty nails could easily be pulled. The ship sailed without them and sank just outside the harbor off Cape Flattery. In May, 1898, they set sail for the Yukon on a windjammer, the *Hayden Brown*. The ship reached St. Michaels on Norton Sound on July 2 and from there the partners sailed in two small boats (22 feet by 5 feet and 24 feet by

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1 Camp McKinney was situated a few miles east of what is now Oliver and was one of the oldest mining camps in the southern portion of the province. In the early '60s prospectors marked the sands and ledges of Boundary creek and Rock creek on the way north to the gold of the Cariboo. This quartz to the placer hunter of those days was but a suggestion of pay dirt. But the ledges around McKinney proved free-milling and in 1894 the Cariboo mine mill was started, the first free-milling quartz mine in the province to pay a dividend.

2 The story of the Lindeborg brothers is an interesting one in itself. They were the blacksmiths at Camp McKinney, and in addition to their regular work forged delicate crochet hooks and candlesticks for the ladies of Fairview and Camp McKinney. Daniel Lindeborg later staked the claim which became the Big Missouri mine and founded the townsite of Hyder, Alaska.

6 feet) across the Sound to Cape Darby, through very stormy seas. From Cape Darby they sailed through the Baring Straits, past Cape Prince of Wales, across Kotzebue Sound to Cape Blossom. Here they found great activity and a rush to the Kotzebue Sound "gold-fields," and decided to travel up the Kowak river—the larger of three rivers emptying into Kotzebue Sound. They were able to row up the river for the first sixty miles, then the current became too strong—the partners from McKinney plunged waist-deep into the roaring river and hauled the boats themselves. Fighting and straining against the river, past small rapids and banks of perpetual ice topped with mossy vegetation but no trees, they pulled the boats up two hundred miles of river in three weeks. Here they made camp and prospected the surrounding rivers and streams with no results. In mid-September they moved rapidly downstream where they built an Arctic cabin at Kowak, "16 feet by 20 feet—small poles raised on an incline, surrounded by moss, dirt and then sods piled around." It resembled an ancient fortress and contained about 100 tons of material. "This is our home in latitude 67, north of the Arctic Circle and somewhere I should judge where one might might reasonably be expected to change cars for the North Pole. On the whole the climate is inhospitable and we have already seen it 60 below zero."[3] There was no game here, no fresh meat or vegetables of any kind, and many died of exposure, scurvy or mumps. Our five kept well on a diet of potatoes, a little dried fruit, boiled spruce and citric acid.

On June 5, 1899, the Arctic winter finally broke and they rowed and sailed their two small boats back across Kotzebue sound, through the Bering Straits again to Cape Nome. At Anvil creek they found "gold everywhere, pay diggings right on the street, but of course, all located. "They clean up thousands of dollars every twenty-four hours—wages seven and eight dollars a day and board. Right now on the beach for ten miles there is pay dirt—500 men are working there and make from ten to forty dollars a day with

3 Excerpt from letter writen from the Arctic to his brother.

rockers to the man. Here you have just to pitch camp and get to work."[4] This my father did, but in the fall of '99 he was glad to break even and return home to Camp McKinney.

News had reached Dad in the Arctic that his brother Syd had gone to England and returned to McKinney with their parents—so we can imagine the happy reunion. My grandparents were happy in Camp McKinney and became pioneer residents. A two-storey log house was made ready for them and a housekeeper installed. To this they brought their paintings, silver and Chippendale furniture. My grandfather was a gentle soul, happy with his guns and his dogs, enjoying the good hunting and fishing. He had a cabin on Long Lake on land which is now Cosens Point and was purchased by the Earl of Aberdeen. "The Old Lady" as she was always called—autocratic, proud, crippled with arthritis—must have been an odd figure in the mining town.

On the trip down from the Arctic my father contracted typhoid fever and from this stemmed one of his most vivid memories. He arrived home to McKinney very ill and was confined to a small cabin. He would often tell us how Dr. R. B. White rode the 28 miles from Fairview on horseback and stayed with him to save his life.

Dad left McKinney and brought his mother down to Vancouver in 1902. Here he founded what later became the Canada Rice Mills. He formed a partnership with his cousin, Arthur Kindon, and imported rice from Japan. Then they began to import raw rice and polish it themselves . The business grew and they took a Mr. J. Effingham Mason into partnership in 1905. The temperaments of Mr. Kindon and Mr. Mason were not compatible and in 1907 Mr. Mason bought the business. He later sold the rice mill to American interests at a handsome profit.

On September 12, 1907 my father married Verena Mabel Frith, of Vancouver. She, too, had been born in Sussex but had spent her childhood on Turks Island, British West Indies. Her father had in-

4 Excerpt from letter written from the Arctic to his brother.

terests there in the shipping of natural salt. The home they made together was exceptionally happy and united. They had three daughters and two grandchildren.

In December, 1907 Dad joined the firm of Leeson, Dickie, Gross, which later became the Western Wholesale Grocers. He became their top salesman and enjoyed countless trips through the Interior which he knew and loved so well. Later he became a member of the board of directors.

In 1921 Dad again entered a period of private enterprise and the company of Putnam Cosens and Wright Ltd. was incorporated. Dad was president and managing director until his retirement in December, 1947. The firm supplied oil, brake lining, chamois, spark plugs, etc., to automotive dealers.

Through all the phases of such a varied career as correspondent, cowboy, storekeeper, prospector, miner, miller, grocery salesman and oil broker my father never altered in his simple dignity. Neither the West nor the North affected his gentlemanly charm—but left it as a rich heritage for us all.

James Armstrong Schubert, Okanagan Pioneer

M. E. Hunter

The demolition of the oldest building in Penticton, the store built by James Schubert in 1900 at the north end of Ellis Street, brings to mind the life and work of the youngest member of the Overland Party of 1862.

James Armstrong Schubert was born at St. Paul, Minnesota, on March 7, 1860. He was a very small child when the long and arduous trip to British Columbia was undertaken by his family. As a young man he was apprenticed to a building firm in Victoria, and he spent a year there learning to glaze windows. He then returned to the upper country, and took up land where the town of Armstrong now stands. He drove the stage from Kamloops to the Mission, and had many adventures. On one occasion while the stage was descending a steep hill, a keg of nails fell off and broke open. Since nails were precious, the passengers had to alight to assist in retrieving as many as possible. On another occasion, when this same steep hill was covered with ice, the stage skidded and slid down backwards, dragging the terrified horses with it. The exposure to cold weather and the dust of summer brought on an attack of tuberculosis, and Mr. Schubert departed to Santa Barbara to recover his health.

When he returned to the valley, he went to Vernon where he built the first house on Schubert Street (named after him). He was instrumental in having a post office opened in Vernon. At that time, the mail was brought in by stage, to be sorted and distributed at O'Keefe's, where the stage waited about fifteen minutes while the Postmaster put up the mail for the points farther south. The

Postmaster was very dilatory and one day the stage left without the mail. An inspector was sent in, and after looking into the situation, he decided that a post office should be opened in the new townsite known as Priests' Valley. While the inspector was riding with Mr. Schubert on the stage, Schubert suggested that the name was unsuitable, and might well be changed to Vernon in honour of the family which had a large holding of land there.

Mr. Schubert was later made Road Superintendent, and with David Lloyd-Jones he built the first road on the west side of Okanagan Lake from Penticton to Trout Creek. Only a few hundred dollars had been appropriated for the work, so all they could do was to widen and improve the old Indian trail far above the lake. Some portions of it can still be seen. He also built a bridge over Okanagan River, the first swing bridge, and with a gang of men, constructed a road along Dog (Skaha) and Vaseux Lake to the mining town of Fairview. When an enormous rock face was reached, they ran the road underneath it, and for many years this curious overhanging rock at Vaseux Lake could be seen above the public highway. They were plagued greatly by the rattlesnakes which hampered them while they cleared brush. The men slept on the ground inside their tent, but one newcomer made himself a bunk of cut saplings so that he would be safer. One cold morning, on waking, he found a rattler coiled on his chest, enjoying the warmth. He hastily asked for his time and departed. Mr. Schubert's health again broke down at this time, and he had to be transported most carefully to the hospital at Kamloops.

After he had recovered some of his strength, he remembered the many commissions he had filled for friends while he was stage-driver and road superintendent, and he decided to open the second store in the little settlement of Penticton. From Tom Ellis he purchased the land through which Ellis Street runs down to the lake front. He built a store, which later contained the post office and a baker's shop, and which became the first high school, later the home of the *Penticton Herald*, then a fruit packing house and eventually a flour and feed store. When he came, there were only two chil-

dren of school age in Penticton, but Mr. Roadhouse moved in with his family, and Mr. Schubert brought his own boy to live with him. In this way, it was possible to open the first public school in the district in 1902.

There was still no connection by rail between Penticton and the Coast cities or the American cities to the south. Supplies were all brought down Okanagan Lake, and four or six-horse freight wagons were loaded at the wharf or at the two stores to carry goods along the single winding road to Keremeos, Hedley, Fairview, Princeton and the other settlements.

The mining development at Hedley attracted Schubert's attention, and he left Charlie Reveley to manage his new store at Penticton. At Hedley he built a large department store and post office, which was to be destroyed by fire in 1914. Although the Nickel Plate stamp mill was being built and the town was soon booming, the Indians still followed primitive customs. The wife of the chief at Ashnola, for example, still wove hats on the bleached bones of white men who had been killed in the early days. There was panic among the Indians when the first motor car, or "devil wagon" was driven in.

Mr. Schubert spent ten years in Hedley, and then left the store under the management of W. C. Lyall. He then acquired a store in Tulameen and began placer mining. On the upper Tulameen River there is a very deep hole called "Schubert's Pool" where an attempt was made by one of the companies to divert the river.

Later, Mr. Schubert became interested in the breeding of Jersey cattle and he brought in pure bred sires from the Fraser Valley to improve the strain of milk cows in the district. This interest led indirectly to his death. He died at Tulameen on March 17, 1938, after suffering an attack of his old trouble as the result of undertaking to build a stack of hay.

He was laid to rest in the quiet beauty of Tulameen's hill cemetery. A few years before, in 1932, he had interested himself in obtaining markers for the graves of the few old timers whose sleep he now shares.

Camp McKinney

Hester E. White

Twenty-eight miles to the east of old Camp Fairview, Mount Baldy, 7500 feet high, towers over the mountains of the Boundary country, catching the last rays of the setting sun and serving as a weather-vane for those who have a view of it. On its southern slope, in a timbered wilderness, stood Camp McKinney. In 1884, croppings of free gold-bearing quartz were discovered by Goericke and Runnels a short distance from the old placer diggings of the early '60's on Rock Creek. The following year there was excitement at Granite Creek, and in 1888 Al. McKinney and Fred Rice located the claim which became famous as the Cariboo Mine. The Rock Creek Quartz Camp, as Camp McKinney was first known, was the first lode mining camp of the province to pay a dividend.

In spite of transportation difficulties, for there were only trails over which to bring in machinery and supplies, Camp McKinney prospered for the next few years. In 1889 Charles A. R. Lambly was appointed Mining Recorder and Assessor. He remained until 1892 when the office was closed and he was moved to Osoyoos. William G. McMynn was the first Constable, and then Howard Bullock-Webster was appointed.

In 1893 Burnyeat and Coryell, surveyors, were instructed to make a survey for a road from Fairview through McKinney, Rock Creek, Midway and on to Grand Forks. This road was eventually extended to Marcus. In 1895 James Schubert was put in charge of the road work. After lumber had been whipsawed, a cluster of buildings arose along the road to give the appearance of a public street. The first building the traveller saw as he approached the Camp was the hotel owned and operated by Charles Deitz. Thomas

Freighters' Barn at Camp McKinney.—From left to right: No. 1, Henry Nicholson, J.P.; 2, Sydney Cosens, storekeeper; 3, Charlie Jones, later at Camp Fairview's "Golden Gate" Hotel, now of Oliver, B.C.; 4, Lorne Sanborn, clerk in Shatford Bros. store; 5, Arthur Cosens, partner in Cosens Bros. store, later of Vancouver, B.C.; 5, Johnny Blough, miner, married "Bronco Liz" and ranched on Anarchist Mountain; 6, Andy Kirkland, stage driver, killed at "Jolly Jack" Creek; 7, Henry Main, druggist, later at Fairview; 8, Hughie Cameron, Mine Host of "Hughie's Hotel" and "Father of Camp McKinney."

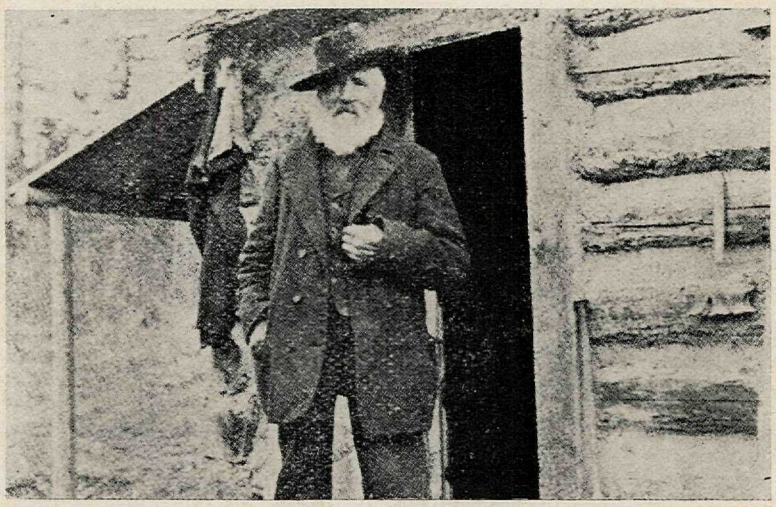
Elliott had the general store where everything from rope to red flannel could be bought.

Among the most important claims of the many that were staked were the Cariboo, known as the "discovery" claim, which was owned by an American company, the Cariboo Mining, Milling and Smelting Company, headed by James Monahan (Spokane Jimmy) of Spokane Falls, and which after work amounting to $5000 had been done on it, showed ore of $60 a ton; the Amelia lying to the east, staked by LeFevre and Barnham in 1885, but later owned by the Cariboo Company; the Okanagan farther east, owned by Johnny Moran, Charlie Winkler, Matt Hodder and Steve Mangott, and later sold to John Irving; and the Alice and Emma

held by the Gold Quartz Mining Company of Victoria. Adjoining these claims were the Maple Leaf, held by James Leech and Jimmy Copeland, and the Eureka, owned by the Douglas Mining Company. This company spent $35,000 in sinking a shaft 150 feet deep, and erecting a shaft house, assay office and boarding house. Adjoining the Amelia and the Cariboo was the Minnehaha, staked by LeFevre, and later held by William G. McMynn. South of the Alice and the Emma lay the Kamloops, owned by Johnny Moran, who spent $700 in work on it. Among the other claims were the Argent held by J. A. Mara; the Vancouver, which was Crown granted; the Fontenoy, formerly the Carbonate, held by Hugh Cameron for the A. D. Stronek estate; the Evening Tide, owned by Dougall Cameron; the Anarchist, belonging to R. G. Sidley; the Sailor Boy, held by Charles Deitz; the Boadicea staked by Edward James; the Snowden, also staked by James and held by him and Thomas Elliott; the Alpha, owned by George Reynolds; and the Victoria staked by Goericke and sold to J. C. Haynes.

Considering the expenditure of money in developing the claims, it is hard to believe that the Camp was deserted by October, 1893, except for two men, Charles Deitz and Hugh Cameron. The chief reason for the failure was that the provincial government had not supplied a road by which machinery could be brought in. In addition, lode-mining required considerable capital because of the expense involved in sinking shafts, digging tunnels, making cross-cuts, building hoists, acquiring assaying equipment, and erecting stamp mills. Most of the miners secured their claims by doing the necessary assessment work, and then held them for speculative purposes.

James Cronin, who later made a financial success of the St. Eugene mine at Moyie, was in charge of the Cariboo in 1894. At that time the first five stamp unit was hauled from the Rainbow, an abandoned mine in Washington, across the Line at Osoyoos. Monahan had no money to pay the duty, and gave a cheque which bore no signature, but by the time this fact was discovered, there was money to pay the duty many times over. In 1894-1895, the



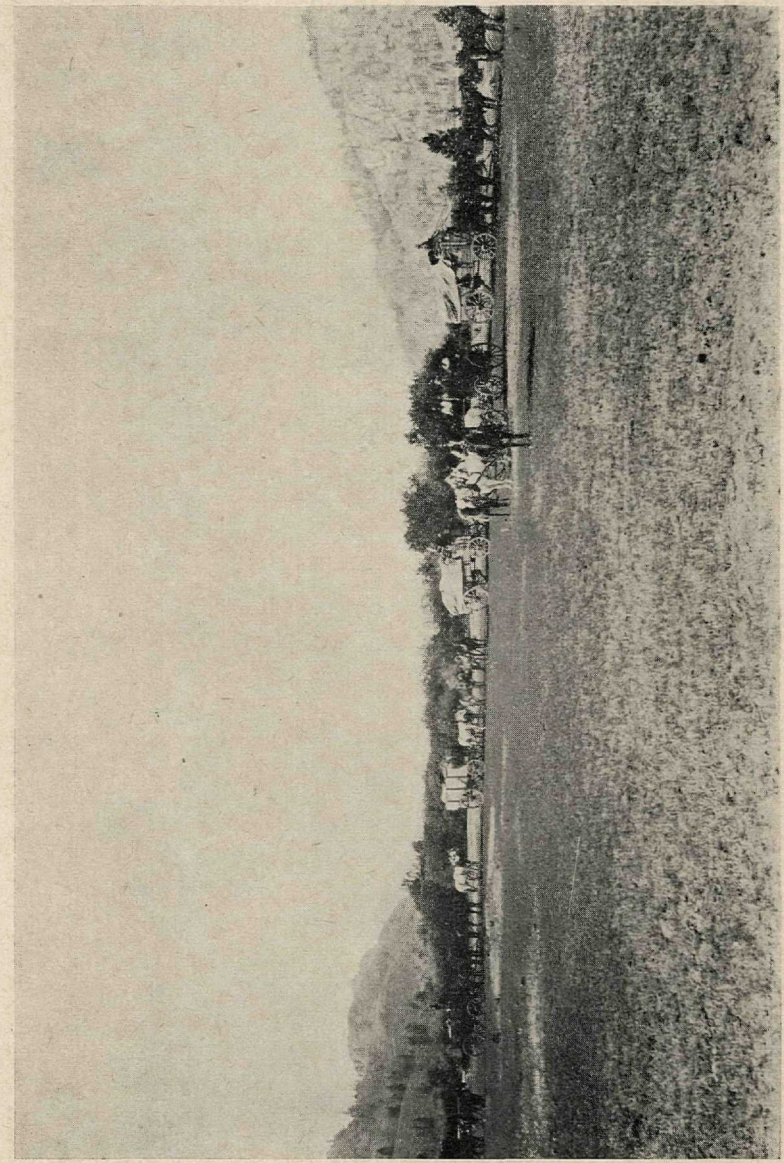
"Jolly Jack" Thornton, in front of his cabin on Boundary Creek. The second prospector in the Boundary Country, Thornton came round the Horn in 1858.

Butte Boston Company had a bond on the Cariboo but did not do much with it. Then George B. McAulay, J. P. Keane and James Monahan, who had been engaged in silver mining in the Couer d'Alene country until the price of silver fell, secured control of the property. Shortly afterwards a new company was organized. It was known as the Cariboo-McKinney Mining and Milling Company, Limited, and it had capital stock of $1,250,000 in one dollar shares. The managing board consisted of Robert Jaffray, president; H. M. Pellatt, vice-president; George B. McAulay, managing director; S. W. McMichael, treasurer; J. P. Keane, mine superintendent; and Thomas Long, A. Ansley and G. B. Smith. The company acquired possession of the Okanagan, Sawtooth fraction, Amelia, Alice, Emma and Maple Leaf. Its deepest diggings were 600 feet, and it did much cross cutting and drifting on various levels. While George B. McAulay was manager, the company spent $35,000 searching for the faulted vein. When it was found, it yielded over $200,000. Although the "bluish" quartz of the

Cariboo was low grade, pockets were discovered in the mine of fabulous value. In 1901, 16,862 tons of ore yielded 9,439 ounces of gold bullion, and 428 tons of concentrates. There was then enough ore in sight to keep the mill running for two years. The plant included two boilers, a 60 horse-power hoisting engine, four batteries of five stamps, a 60 horse-power Corliss engine, two Johnstone vanners, a Wilfley table, a Blake crusher, a Gates crusher and other appliances in the concentrating mill. Each month 400 tons of ore, valued at $15,000, were crushed. In addition, there were the concentrates which were hauled to Midway and from there by the new Canadian Pacific Railway line to the Hall Mining and Smelting Company's smelter at Nelson. From 50 to 60 men were employed. Up to October, 1900, dividends of $478,087 were paid, and in 1902, $496,837.

It was the Cariboo which brought fame to McKinney. A Toronto company which had a ten-stamp mill also did a lot of work. In addition, in 1896, C. B. Bach, former United States Customs Officer at Osoyoos, formed the Lemon Mines Company, and bought the Victoria and other claims. It was the closing of the Cariboo in December, 1903, however, which sounded the death knell of Camp McKinney.

At the time of McKinney's heyday, there were five hotels with saloons. The first was "Hughie's," where one could always be sure of a welcome from Hughie Cameron. The Cariboo was owned and run by Sandy McAulay and Harry Rose, and the Sailor had Danny McDuff at the bar. Hughie Cameron, the genial host of "Hughie's" was born at Cape Breton. At an early age he shipped, in December, 1869, in a 53 ton schooner on a six-months' journey around the Horn. From California, he went to Alaska and the Aleutian islands, and, failing to find gold, returned to San Francisco. In 1873 he went to Victoria, then crossed to the mainland and prospected in the Cariboo. He and his gold were soon parted in San Francisco, and then he packed his blankets and struck north for Oregon. He arrived at Camp McKinney in 1887. He and Charles Deitz were the only two men in the camp in 1892 and 1893. All



their supplies they brought from Rock Creek, 20 miles distant. When the Cariboo mill commenced operations in 1894, Hughie purchased the log hotel from Deitz. He had to move it off the company's ground and re-erect it on the "Teaser" claim, where he remained for many years.

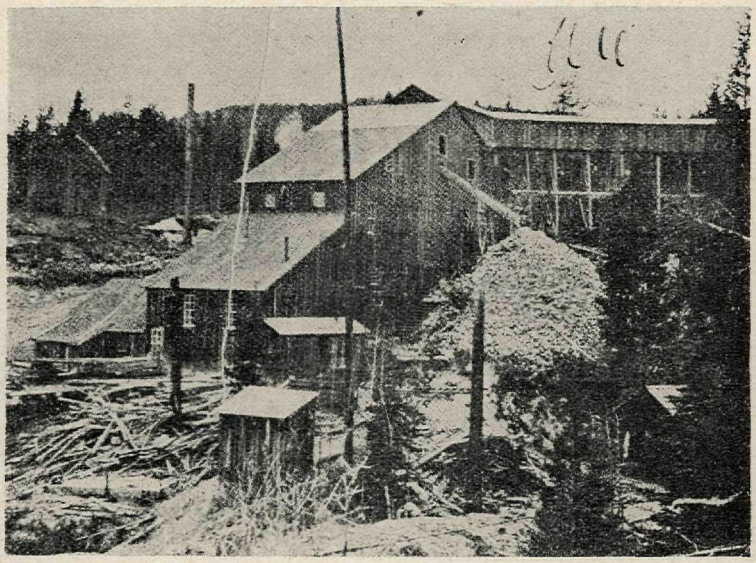
The experience of the writer will help to illustrate some of the difficulties of stage travel over the McKinney road. Late in October, 1899, I left the Lancashire at Midway at eight o'clock in the morning on the stage which had arrived from Greenwood. I was to sit on the high seat next to driver Curtis, so I climbed up with one foot on the hub of the wheel, and the other on a small metal step on the stage box. Curtis piled the mail bags under my feet for support, and then my year-old child was lifted up to me. A passenger sat on the outside of the seat on my left, and there were eight passengers in the back of the open stage, one a dear little prim lady, with a dolman wrapped closely around her, and a small black bonnet tied with a bow at the side of her face. With a crack of the whip, the four horses were off. We stopped at the post office where postmaster E. A. Hane threw up another mail sack, at Tom McAulay's hotel, where another passenger got in at the back. The steady jog-trot of the team took us past Jackson's ranch across the Kettle River on the left. A few miles farther on, Ingram's ranch was at the right of the road. We crossed the river and about noon drove up in front of Sam Larson's stopping place. Dinner was ready, and we sat at a long table covered with oil cloth. Half an hour later we started off again with four fresh horses. Just before we forded Rock Creek, we passed through Chinatown. Ah Kee's store was the first on the right. Across the creek we stopped at Harry Pittendrigh's log hotel where one more mail sack was put under my feet. In 1893, this stopping place had been

Bassett Bros.' five and six-horse teams at their headquarters at Okanagan Falls, B.C., with four-horse stage in foreground. Henry, Jim, Dick, Topp and Fred Bassett were well known and noted freighters on the Penticton-Camp Fairview-Camp McKinney-Midway and Greenwood roads. Also on the Nickel-Plate Mine road.

known as "Haddigan's Saloon," although it was kept by Malcolm McCuaig. There were three separate log cabins, one of which was the saloon, another the dining-room and the third the sleeping-room. The Mining Recorder, W. G. McMynn, and his wife and child lived here, as did James Haddigan the postmaster.

With patient, steady steps the horses pulled the heavy load up the steep road with its many switch-backs towards Camp McKinney. At each turn we had a view of Kettle River fringed with autumn-coloured trees. Occasionally the fellow passenger on my left would relieve me of my small son, for there was no support at the back of the high seat and the strain was continual. In the late afternoon the stage pulled up in front of C. W. Hozier's stopping place. Curtis handed me the reins and all the passengers walked into the saloon, leaving only the little lady, Mrs. Croyell, in the back of the stage. While we were waiting the bartender approached the stage carrying a very small tray with two glasses of port wine, which he presented with Mr. James' compliments. The kindly thought and the wine lifted our spirits, and the steady up-hill haul of twelve miles still to come did not seem so impossible to endure.

It was dusk when we crossed the bridge over Jolly Jack Creek, named after Jack Thornton, the second prospector to come into the Boundary. As the stage crossed over the bridge there was a sharp turn to the right up a very steep grade. As the team strained on the tugs to take it, Curtis said, "This is where Andy Kirkland was killed." He went on to relate that Kirkland had started out early one morning from McKinney, driving the Concord coach, a closed-in stage. He had "Bronco-Liz" on the high seat beside him, and inside were Henry Nicholson and a passenger from Owen Sound. There was fresh snow on the ground, and Andy, who had had "more a'd plenty," was driving too fast. The horses galloped down Jolly Jack hill, and instead of taking the left turn, kept to the right and plunged into the rocky gorge of the creek. Harvey Garrison, who happened along, rode "hell bent for leather" to McKinney to summon Dr. R. B. White who was at "Hughie's." Dr. White found Kirkland dead, and Bronco-Liz with a broken collar bone.



Cariboo Mine Stamp Mill at Camp McKinney, B.C.

Henry and the other man were still sitting inside the stage, afraid to move in the case they would go into the creek.

As we crossed the head waters of Rock Creek, we saw the comforting lights of the Lemon mines. Eventually we arrived at Hughie Cameron's. In his kindly way, Hughie helped Mrs. Coryell and myself down from the stage. Supper was ready for us, and out in the main room, men were sitting and smoking around a large iron box stove. We were to leave on the Fairview-Penticton stage at eight o'clock in the morning, so I was up early the next morning.

Since there was about four inches of fresh snow on the ground I wrapped my small son papoose fashion in a grey flannelette blanket I had bought in Greenwood. Outside I found the "Thro' Brace," the Concord coach, with its four horses and Billy Armstrong, the driver. Two large "drummer's" trunks were piled on the boot at the back of the stage, which listed at a crazy angle. Although I protested, Armstrong said we would have to sit with our

backs to the horses. Skidding and swaying, we started off at a fast pace down the hill. I thought of Andy Kirkland and my heart sank. We had gone about a mile when I said to Mrs. Coryell, "We cannot travel thirty miles like this. We had better get out, and if you will care for my child, I will walk back to Camp, get a hack and driver, and get down safely." She agreed, and I knocked on the top of the stage and called through the peep-hole to Armstrong that we were getting out. He replied that he was throwing off the "drummer," and he got off the stage, threw the two big trunks in the snow and drove off, leaving the "drummer" standing beside them. We settled ourselves comfortably in the back seat, although the road was all down hill and there were two deep creek bottoms to climb down into. About noon the stage arrived at the junction of the Fairview-Okanagan Falls road below Wolf Town. There the Fairview stage, driven by Bob Hall, was waiting for passengers and mail. I got out of the coach and said good-bye to the little lady, and started for home in Fairview.

The first means of carrying freight to the mining camps in the Boundary country was on the backs of pack horses or mules. Each animal usually carried a load of 250 pounds, but stories are told of packing over the trails by this means such articles as a safe, piano, and mill stones. W. J. Snodgrass, who had earlier had a lumber mill at Okanagan Falls, was the first freighter from Penticton to McKinney. Then in 1897 Jim Bassett brought his freight teams and wagons over from Trail where he had been hauling to Rossland in the boom days. His four step-brothers, Henry, Top, Dick and Fred drove freight wagons from Penticton to Okanagan Falls, and from their headquarters there to Fairview, and east to McKinney and Rock Creek, Midway, Anaconda, Greenwood and Grand Forks. The only wagon road went through McKinney. One year the McKinney road was so bad that freight was hauled over the "old Reservation road" via the He-He Stone, McDonald hill, the Mary Anne hill, Chesaw, and down Myers Creek to Rock Creek, a distance of 45 miles from Osoyoos. This road was really the old Colvile road to the Okanagan. It was later that the Anarchist Mountain road was

The Sailor Hotel, Camp McKinney, B.C. On the left, Dr. R. B. White and a little fox terrier, about to ride the twenty-eight miles to Camp Fairview. The snow is three feet deep, and the only house on the road is McCuddy's.

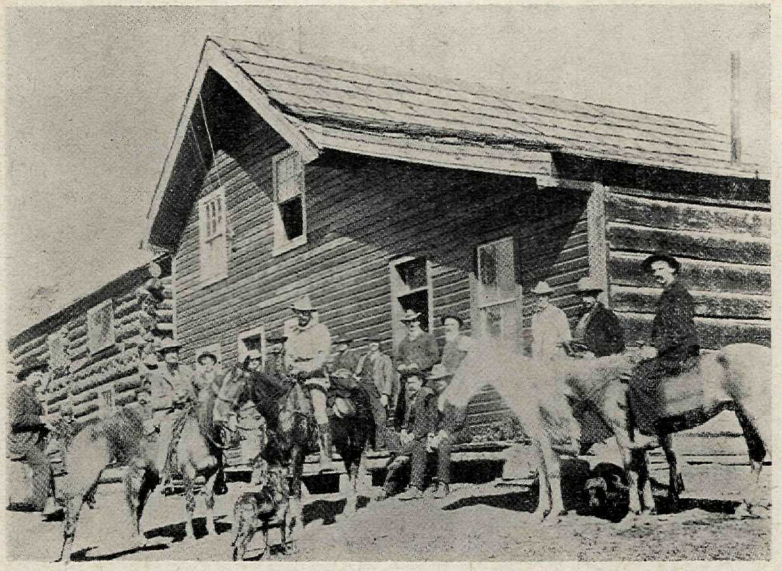
built. The load hauled on the freight wagons weighed three tons. The teams travelled about 15 miles a day—from Penticton to Okanagan Falls; from the Falls to upper Inkameep, or Wolf Town; and on to McCuddy's, or more commonly, Camp McKinney.

Many strange characters were to be found in McKinney. One could meet the tin horn gambler with his sensitive fingers, the card sharp, always looking for the easy mark, the blustering bully, the two-gun men always looking for a fight, the "Bronco-Lizs," and many others. Actually, the camp represented a cross-section of society. In addition to those mentioned, there were mining men who had travelled extensively, mining engineers, assayers, and mine bosses. Among the memorable persons were Hughie Cameron and his brother Dougall, Joe Frank, Charles Deitz, Jack Thornton (Jolly Jack), James Monahan, G. B. McAulay, J. P. Keane, James Atwood, Danny McEachern, C. D. Boeing, Nick Tholl, A. Dal-

rymple, J. Deardoff, N. R. Roe, Jno. Blough, Jimmy Lynch, Arthur, Sydney and Spencer Cosens, Henry Main and Jack Luce. There was also Pat Synon, a true son of the Emerald Isle, who once sent a fine nugget which he found on his claim, the Gladstone, to the great Home Ruler, and received from him a letter, which became famous in camp, and which when read always called for a round of drinks. Some of the miners remained in their cabins near the second crossing of Rock Creek for years.

In 1919 the West Kootenay Power and Light Company built their power line from Bonnington Falls over the mountain through old Camp McKinney. A devastating forest fire raged for days that year, destroying all the old buildings and the beautiful timber, but through the efforts of Howard Foster, the lineman, Walter McKay and R.V. Jack White, the power line was kept intact.

No reference to Camp McKinney would be complete unless it



Hughie Cameron's famous hotel, Camp McKinney, B.C. Hughie is fourth from the right among the miners and prospectors.

included the story of the gold brick robbery in August, 1896. This was written by Arthur K. W. Cosens and appears in the *Seventh Report*, pp. 41-43. I can add to Mr. Cosens' story the information supplied by Tom Graham who was at Camp Fairview not long after the event. He had brought the gold brick there to ship by stage, and was about to leave for Camp McKinney, when an unknown woman, who had posed as a clairvoyant and water diviner during her short stay in Fairview, asked him if he would give her a lift. He took her there, and she remained a few days. Only after she had left Camp McKinney did suspicion grow that she was Mrs. Matt. Roderick. It is supposed that she found the bricks and took them to Spokane. It is known that she had money and that she went to the Yukon later.

It is a long time since men filled the mining camps of Okanagan and Boundary, facing the greatest hardships in searching for gold to fill the poke. It is a long time, too, since patient pack horses carried heavy loads over steep, narrow, rocky trails, and stage horses laboured up the steep, winding roads. Famous freighters with teams number 16 to 20 horses sometimes loaded their wagons within the sound of S.S. *Aberdeen's* whistle echoing through the hills of the Okanagan.

The Vernon City Council in October, 1949, authorized negotiations for the acquisition of articles in the W. C. Pound estate to form the nucleus of a museum. The collection contains mounted heads of wild animals and birds, as well as Indian relics including pipes of peace, baskets, coats, gauntlets, etc.

W. T. Hayhurst

Amy Winkles

William T. Hayhurst was born in Goodminham, Yorkshire, on July 30, 1862. He came to Ontario as a young man of eighteen, and a few years later travelled to San Francisco. From there he went north to Victoria to find employment in the drydocks at Esquimalt. He soon sought further adventure, and went to the Cariboo to mine gold and later to drive the stage along the old Cariboo Road.

After he had spent a while cattle-ranching in the Nicola, he was lured to the Okanagan, and in 1888, he came to Lansdowne. There, in partnership with the late Leonard Norris, he was engaged for several years in cattle-ranching. The land they held is now the farm of S. F. Marshall. With several other old-timers he homesteaded in 1889 what is still the home farm, four miles north of Lansdowne. He transformed the solid bush to a farm of broad and productive fields.

In 1896 he married in Kamloops Mrs. Edith MacCowan, of New Westminster.

Since he was deeply interested in agriculture, Mr. Hayhurst served for many years as a director of the Armstrong Fair, and he exhibited at it for over forty years. He was public spirited and served on the City Council and on the School Board.

He died on March 23, 1948. He is survived by his widow and two sons, John W. and Clifton A. Hayhurst, and a step-daughter, Mrs. William Winkles.

Reuben Swift

H. R. Denison

Those of us who have spent more than fifty years in the Okanagan miss that cheery greeting of "Hello Old Timer" which was characteristic of Rube, who left us for the "Happy Hunting Grounds" on January 3, this year (1949).

Rube was not given to talking about himself, so little is known of his youth except that he was born in Nottinghamshire in 1865 and that he came to Canada in his early twenties. Prior to leaving England, he had acquired a good working knowledge of farming and had been well schooled in the art of holding a straight bat and he was, for many years, a prominent member of the Vernon cricket XI.

We do know that Rube worked on the construction of the Shuswap and Okanagan Railway, between Sicamous and Okanagan Landing, so he was in the Valley in 1891, but we do not know if he was here before that time. He must have been in Canada more than sixty years for he worked on farms in Ontario and in Manitoba before coming to British Columbia.

The first time that I remember Rube was early in 1894 during my first drive up White Valley, through Lumby and up to Creighton Valley. As was usual at that time, we made a very early start, travelling in a democrat.

In those days White Valley was very sparsely settled between the Coldstream Ranch and Lumby. After passing the hop yards there were no buildings until the Learmouth road, when one saw the Brewer ranch nestling against the foothills on the south side of the Valley, surrounded by small poplar bluffs. (This ranch was later owned by Earl Grey, when he was Governor-General of Canada).

Next came the Keefer ranch on the right of the road, or perhaps I should say, wagon trail. This ranch had a windmill and was about half a mile west of the railway crossing. On the railway crossing was George McAuley's log house of two or three rooms. Both Keefer and McAuley had a chin whisker and the latter looked just like a short edition of Uncle Sam.

The next habitation was that of Ned Woods, who had a log cabin of possibly four or five rooms close to where the road crosses over past the new community hall and continues to the Lavington school. This was the last building until the Lavington ranch was reached. In those days the road skirted the hillside to where the Vernon Irrigation District syphon pipe now crosses the old creek bed. The old bridge was just about at this point. It was seldom used, for there was a very good flow of water and there was an excellent place to water the team. Down over the bank we went and it was then that Rube appeared to pass the time of day with my father.

Rube was then foreman of the Nelson Duteau ranch, which is now known as the Lavington ranch. The same old house which is built of logs (now covered with lumber), stands in the same place, and with the farm buildings on the opposite side of the road and the roads are in exactly the same place as they were then. There were a few fruit trees at the back and on either side of the house and just above the bridge over Duteau creek (now Nelson creek). Above the bridge stood the first water-power grist mill that I had seen and for many years the farmers of that district took their grain to that old red mill to have it ground into flour and chop.

The other thing that remains in my memory was the great wash-out just beyond the ranch. I learned that it was the result of the collapse of an irrigation dam which was not strong enough to stand the spring freshets. This was possibly the first attempt to irrigate, on a large scale, in this part of the valley.

Now to get back to our old friend Rube and his varied career. It must have been about that time that he married Duteau's eldest daughter. About 1895 or 1896 old Duteau died and Rube and his wife inherited the ranch and ran it most sucessfully for a few years.

On the death of his wife about 1898, Rube became sole owner of the ranch. Shortly afterwards, he sold it to Sir James Buchanan, who in turn sold to the Soldiers Settlement Board. The Board sold later to Dave Willis and James Coleman and some three or four years later it was acquired by the present owner, William Bunting.

About 1903, when Rube sold the ranch, the first telephone line from Vernon to Kelowna was being constructed and Rube became foreman of construction. Up to this time Rube had spent most of his time at teaming and farming, so it was quite a surprise to his friends when he entered the real estate business. Possibly one of the first sales he made was to himself, when he purchased the lots where the National Hotel now stands. He built the Royal Hotel in 1906. He soon disposed of this hotel, but he was back in the hotel business again in 1913, when he built the Regal Hotel in Kelowna and purchased the old log-built Vernon Hotel, standing in the same grounds as the present hotel but a bit further east of the present site. I do not think that he kept either hotel for very long as he was back on a farm in the Larkin district in 1914.

In 1917 he disposed of his Larkin property and bought a place at the east end of Okanagan lake, where he lived until 1941. During about eight years of the time that he was on this property he was government road foreman.

Sometime prior to World War I, Rube successfully ran for alderman and served in that capacity for eight or nine years and in recognition of his service we have the street named Swift avenue in the north end of the city.

Rube was one of the fathers of cricket in the valley and gave generously of his time and skill in coaching the more inexperienced players. After his playing days were over, he was much in demand as an umpire. In politics he was an ardent Liberal until late years, when he became a very staunch supporter of the Honourable Grote Stirling.

In 1941 Rube retired, taking up residence at 4005 Hankey avenue. There he lived until the time of his death. He is survived by his widow, six sons and four daughters. Tom, Ted, George,

Geoff and Mrs. R. Richards reside in Vernon, Mrs. Michalcheon in Kelowna, while Harry, Norman and Mrs. Bert Welch live at the Coast and Marion lives at home with her mother. Another son, William, paid the supreme sacrifice in World War II.

Vernon and White Valley will long echo with that cheery greeting of "Hello Old Timer" and the broad, good natured, infectious grin that always accompanied that greeting will long be remembered.

The Place Name "Armstrong"

A. G. Harvey

In the *Twelfth Report*, p. 197, in my article "Okanagan Place Names," I gave G. H. Armstrong's *Place Names in Canada* as authority for the statement that the town of Armstrong is named after "Hector Armstrong, of London, England, who negotiated the bonds of the Shuswap and Okanagan Railway in 1892." Further enquiry has revealed that the town was named after William Charles Heaton-Armstrong (1853-1917), M.P., J.P., F.R.A.S., F.R.G.S., etc., lord of the Manor of Roscrea, Ireland, head of the firm of Armstrong and Company, London, merchants and bankers. The following biographical sketch has been prepared by a son, Major Heaton-Armstrong:

William Charles Heaton-Armstrong was born in Gmunden, Upper Austria, on September 1, 1853, younger and only surviving son of John Armstrong (who by Royal Licence assumed the additional surname and Arms of Heaton of Mount Heaton), the impoverished head of an ancient Scottish-Irish family, whose warlike exploits on the Border live on in history and legend.

John Armstrong married Josephone Mayr, daughter of Franz Mayr of Leoben, Styria, Austria (whose son introduced puddling into Austria and was created a Baron of the Austro-Hungarian Empire).

Mr. W. C. Heaton-Armstrong ran away from school, joined the Merchant Service and worked his way up to Captain, spending the greater part of his sea service in the Far East and Central American waters.

As a young man he was very keen on boxing and on one occasion defeated an ex-heavyweight champion for a five pound purse!

Towards the end of his seafaring days he was employed on a survey of the coast of Labrador and Nova Scotia, always in search of adventure.

He joined, in 1877, the Imperial Turkish Navy with the rank of Lieutenant-Commander and served in that capacity throughout the Russo-Turkish war.

During the Chilean-Peruvian war he served with the Chilean navy for a short time, bringing a warship through the blockade to safety.

Tired of seafaring, he now went into business in the City of London and, after much hard work and many disappointments, made good and founded the firm of Armstrong and Company, merchants and bankers, of which he remained the head until his death in 1917.

In 1885 he married the Baroness Bertha Maxmiliana Zois of Carniola, Austria, by whom he had two sons and a daughter.

In the early '90's, having got in touch with some of the leading men in British Columbia, he arranged a successful issue of bonds for the Shuswap and Okanagan railway and became a financial agent for British Columbia. About 1892 he visited the country and the township of Armstrong was named after him, an honour of which he was not a little proud.

Soon after his return from Canada he contested Mid-Tipperary in the Union interests against the Gladstone Home Rule Bill, but was heavily defeated, though he more than doubled the Unionist vote. He was a Justice of the Peace for the county.

Some years later he petitioned the government for an Irish peerage, which had been offered to his grandfather, who died suddenly before the papers had passed the Hanaper office. Though the petition was backed by all the Irish members of both parties, the petition failed.

At the beginning of the century Mr. Heaton-Armstrong, being an ardent Free Trader, had been driven into the Liberal camp, and in 1906 he entered Parliament as Liberal member for South Suffolk. He did not stand again at the next general election as,

owing to his political duties, he had been unable to attend to his business, which had suffered considerably in consequence. The outbreak of war in 1914 proved a further heavy blow to his fortunes.

In later life Mr. Heaton-Armstrong was a keen motorist and was in the habit of spending his holidays on the continent. He was a good rifle shot and every year spent a few weeks or months stalking chamois and red deer in the Alps.

He died after a short illness in 1917 at his London home, 5, Cornwall Gardens, S.W., and is buried in Kensal Rise cemetery.

Vernon Street-Names

Stuart J. Martin

When "The City of Vernon Street Name Changing By-law, 1947" (By-law No. 947) was passed by the Vernon City Council on October 20, 1947, the end of the era in which the memory of pioneer settlers, reigning monarchs and dignitaries was honoured in street-names, was reached. In the interest of efficiency and to facilitate the house delivery of mail, a system of numbering streets was adopted. Names which had been in use in some cases for half a century or more were given up. Since a civic plebiscite held before the passage of the By-law had revealed opposition to the scheme, to satisfy the attachment of old-timers to the memory of old friends and neighbors, the names of some 18 persons were retained. Attached is a list of names which remain as evidence of Vernon's romantic past, with a note concerning the position the holder had in a pioneer community.

Girouard Street. Luc Girouard was the first settler in Priests' Valley, pre-empting Lot 71, through which the western end of Barnard Avenue now runs in 1867, and receiving the Crown Grant in 1887. He was Vernon's first postmaster (1884-1891), and his cabin in which mail was sorted is now in Polson Park. His ranch was just west of the Vernon Hotel.

Langille Street (now Langille Avenue).—Rev. Paul F. Langille was the first Presbyterian missionary in Vernon, and Presbyterian minister from 1890 until 1894. The Presbyterian church, the first church to be built, was opened in February, 1892.

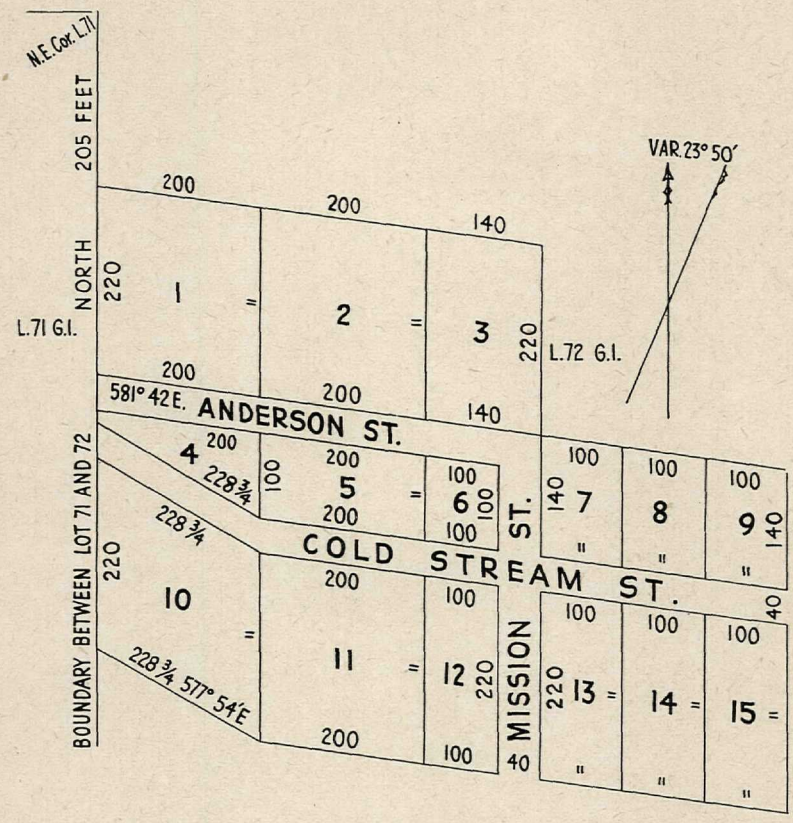
Carew Street (now Carew Avenue).—Captain A. C. Carew, a retired British naval officer, who settled in Vernon in the late 'nineties, served several terms at alderman, and was also mayor.

Lyons Street.—James Lyons was an early settler at Swan Lake, and his name appears on the Okanagan Polling Division list for 1878. In the '90's, he and his brother Samuel had a ranch at the corner of Pleasant Valley Road and Carew Street, which was later divided into 10 acre building lots. In 1893 James Lyons was a member of Vernon's first City Council. He and his brother later returned to Ireland.

Schubert Street (now Schubert Avenue).—As a young child, James Armstrong Schubert accompanied his parents on the Overland Expedition of 1862. In 1891 he built the Schubert Block in Vernon and in 1892 was appointed inspector of construction of the Court House. He also ran a furniture store in Vernon for several years. After Vernon's incorporation in 1892, he served on the first City Council. Later he moved to the southern end of the Valley, was postmaster at Penticton in 1905, and then took up residence at Tulameen, where he died in 1938.

Barnard Avenue.—Francis Jones Barnard, who arrived in Victoria in 1859, started a pony express from the Cariboo to the Coast, and founded Barnard Express Company, which was succeeded by B.C. Express Company. Barnard purchased the B.X. Ranch at Vernon in 1864. He served in the Legislative Council of British Columbia as member from Yale in the pre-Confederation period, and was later Member of Parliament representing Yale. After his death in 1889, his business was carried on by his son Francis Stillman (later Sir Francis) Barnard and Stephen Tingley. F. S. Barnard was one of the members of the syndicate, Okanagan Land and Development Company which laid out the townsite of Vernon, constructed the Coldstream Hotel and Kalamalka Hotel, installed a waterworks system, and started the *Vernon News*. Later, he was Lieutenant-Governor of the Province.

Ellison Street (now Ellison Avenue).—Price Ellison, who arrived in the Valley in 1876, drove the stage from Enderby to Vernon, and later became a large-scale cattle-rancher. He had a long career in public office. He served as Member of the Legislative Assembly from 1896 until 1916, and held cabinet posts as Chief



Centreville (Vernon) townsite, 1892.

Commissioner of Lands in 1909 and Minister of Finance and Agriculture in 1910.

Dewdney Street (now Dewdney Avenue).—Walter E. Dewdney, a brother of Edgar Dewdney, was Government Agent at Yale in 1881 and at Enderby in 1884. When the Provincial Govern-

ment Agency was moved from Enderby to Priests' Valley in 1885, he became the first Government Agent at what was to become Vernon. He held the position until 1892.

Mara Avenue (now Mara Street).—J. A. Mara, one of the Overlanders of '62, was engaged in various enterprises around Kamloops and Shuswap Lake in the '70's. He was Member of the Legislative Assembly from 1875 until 1886, Speaker from 1883 until 1886, and he represented Yale in the federal parliament from 1887 until 1896. He was a member of the Okanagan Land and Development Company and a share-holder in the Shuswap and Okanagan Railway.

Leishman Avenue (now Leishman Street).—John Leishman was the first Inland Revenue Agent at Vernon. He also served on the City Council as Alderman.

O'Keefe Street.—Cornelius O'Keefe went to the Cariboo in 1862. Later, in company with Thomas Wood and Thomas Greenhow, he drove cattle from Oregon to the Big Bend mines in 1867, travelling up the west side of Okanagan Lake, and camping at the head of the Lake. In 1868, he pre-empted land at the head of the Lake, and remained in partnership with Wood until 1871 when Wood sold out to Greenhow. In 1883, O'Keefe bought 715 acres from the Houghton estate at Okanagan Landing. His large holdings were disposed of in 1907, when they were acquired by the Land and Agricultural Company. O'Keefe was the first postmaster when Okanagan Post Office was established in 1872, and was made a Justice of the Peace in 1887. One of the most colorful of pioneers, he was known as "The O'Keefe of Okanagan."

Tronson Street (now Tronson Avenue).—E. J. Tronson pre-empted land on the eastern side of Okanagan Lake in 1868, resided at Okanagan Mission in 1878, at Pleasant Valley in 1882, and in 1885, with his partner, Charles Brewer, laid out the townsite of "Centreville." He built and ran the old Victoria Hotel, and also operated a saw-mill at an early date.

Fuller Street (now Fuller Avenue).—A. G. Fuller was a member of the first City Council in 1893. He was an early manager of

the Hudson's Bay Company's store, and later gaoler at the provincial gaol in Vernon.

Swift Street (now Swift Avenue).—Reuben Swift, pioneer rancher of the Vernon district, came to the Okanagan in 1889. He acquired the Duteau ranch at Lavington which he sold to J. T. Bardolph in 1902. Later he built and ran the Royal Hotel (now the National). He served eight years on the City Council. He died January 3, 1949.

Monteith Street (now Monteith Avenue).—John A. Monteith was Provincial Constable and first Government Assessor at Vernon, 1890.

Knight Street.—Harry W. Knight was first butcher and also served as alderman.

Hankey Street (now Hankey Avenue).—G. Alers Hankey was manager of the first bank, Wulffsohn & Bewicke, which operated in Vernon for a short time in 1892, and which, after the opening of a branch of the Bank of Montreal in November, 1892, took over the agency for the Okanagan Land and Development Company. Mr. Hankey later managed Hankey & Company, a real estate and insurance business.

Greenhow Street.—Thomas Greenhow was a pioneer cattle rancher who pre-empted land in 1868 and was associated for a number of years in business with Cornelius O'Keefe. He died in 1889.

The roads out of Vernon—Coldstream Road, Kamloops Road, Pleasant Valley Road and South Vernon Road continue to be known by their original names. Mission Road, one of the two original streets when the townsite of Centreville was laid out, is now called 34th Street.

The following names have been dropped:

Polson Street, named in honor of Samuel Polson, donor of Polson Park and the site of the Vernon Jubilee Hospital.

Vance Street, named after Alexander Vance, first manager of the B.X. Ranch who resigned his position in 1885 and was killed shortly afterward. He came to the Valley in the late '60's.

Whetham Street, named for Dr. Whetham, one of the members of the syndicate which laid out the townsite of Vernon, who later was an active real estate promoter at Vancouver.

Gore Street, in honor of T. S. Gore, a member of the survey party which tried to find a route for a wagon road from White Valley to Kettle River about 1887.

Mason Street, after Henry S. Mason, who in 1890 owned the site of the Kalamalka Hotel. In 1895 he was one of the trustees of the Haynes estate.

Andrews Street, after Joseph Andrews who was a farmer at Priests' Valley in 1882.

The other streets and avenues whose names have been superseded by numerals include: Lorne, Price, Sully, James, Charles, Pine, North, Lakeview, College, Clarke, King, Frederick, Hill, Belt, View, Hillhead, Aubrey, Elizabeth, Duncan, Elm, Maple, Rand, Hugh, Gray, Baker, Roosevelt, Sherbourne, Victoria, Francis, Shuswap, Wilson, Railway, Connaught, Regina, Alexandra and Taylor.

Okanagan Fall Fairs

F. W. Laing

Readers will note the use of the plural in speaking of fall fairs in the Okanagan, although at the present time the Interior Provincial Exhibition at Armstrong seems to have the field to itself.

It has been said that the fall fair is the show window of an agricultural community If that be so, it should be said that the Interior Provincial Fair is the show window of the whole district, for, with adequate means of transportation, visitors and exhibitors may take part from areas outside of the immediate community in which the fair is held.

Such was not always the case, and in the early years of the present century, particularly in the second decade, there were numerous fairs held in the Okanagan district. The history of these undertakings will be the subject of this historical sketch.

By a fortuitous chain of circumstances the present Interior Provincial Exhibition came into existence as the ambitious effort of recent years, since the end of the first quarter of the twentieth century.

The Armstrong and Spallumcheen Fair Association had been in existence from the year 1903, in which it was incorporated, but about the year 1926 the manager of the fair had a vision of a provincial fair in the interior of the Province and to that end approached the then minister of agriculture for support in broadening the scope, equipment and financial resources of such a fair. His plea did not go unheard and in that year a beginning was made, but it was not until 1930 that the name of the association was changed to that of Interior Provincial Fair Association. To sustain such an ambitious nomenclature the provincial department of agriculture made a special grant for building purposes of $2,000 and the communities

through their urban and district organizations raised additional funds for the erection and reconstruction of buildings. Thus the fair was well away to accomplish its ambitious proposals.

By the time this reorganization had been accomplished there were no other fair organizations in the Valley or neighboring districts to detract from the efforts of the Armstrong organization. For years the fair at Armstrong has been looked upon as the gala celebration for people in the surrounding districts. Exhibitors and visitors are attracted to the fair from places as far away as Kamloops and Revelstoke. All the Okanagan communities co-operate in making the fair what it is called—The Interior Provincial Exhibition.

It must not be thought that appropriation of the term "Provincial" has been unnoticed elsewhere. Another organization has used the term "Provincial Exhibition" for over half a century in describing its fair. Over that word there was much contention in 1882 between the organizations at Victoria and and New Westminster. At that time the *British Columbian* newspaper, published at New Westminster, alleged that Lieutenant-Governor Cornwall had intimated that he would act as patron of the Victoria fair on condition that the society should be made provincial in reality as well as in name. Even to this day the fair held by the B.C. Agricultural Society is called "Provincial."

The fair at Armstrong was by no means the first in the Okanagan Valley. As early as July 15, 1891, an association was incorporated at Vernon. It was the Okanagan and Spallumcheen Agricultural Society, but after the year 1913 there does not seem to have been a fair held there. Records of the B.C. Fairs Association show that after the year 1914 the Armstrong fair seems to have superseded the fair at Vernon.

Incorporated under the Agricultural Societies Act of 1888 an association was formed at Kelowna under the name of the Okanagan Mission Agricultural and Trades Association in August, 1896. Fairs were held for several years, then on February 25, 1922, the name was changed to Kelowna Fair Association. No fair was held

in 1927, but fairs were held later. In 1935 the charter was cancelled.

In the south end of the Valley the Penticton Agricultural and Horticultural Association was formed and even before the incorporation of the organization was completed on March 11, 1912, fairs were held.

In the extreme north of the Valley there was the Enderby Agricultural and Horticultural Society with incorporation dating from March 11, 1912. Although a record appears of a fair held in 1914 there is nothing to show that others were held at later dates.

On the west side of the lake was the Summerland Agricultural Association which was incorporated on July 13, 1910. During the years 1910 to 1922, with two exceptions, fairs were held. Later a number of shows, devoted exclusively to apples, were held.

In more recent years the Westbank Women's Institute held fairs for some time, but not as a regular fair society. Peachland Women's Institute has conducted annual fairs for a considerable period.

The Kalamalka Agricultural Association was incorporated in February, 1914, at Oyama, but it seems to have held only two fairs before the year 1920. The association ceased to exist after the year 1930.

Lumby District Agricultural Society was not incorporated until October, 1921, and is shown on the records of the B.C. Fairs Association as holding fairs until 1932.

During the period covered by the records of the B.C. Fairs Association grants are shown as having been received by fairs in the Okanagan Valley for building purposes with the Armstrong Association leading, having received grants in 1913 and 1926 aggregating $4,500. At Vernon, a grant was received of $3,000 in 1910, but it is said that these buildings located on the Swan Lake road were burned down. Summerland received a grant in 1911 of $2,000 and Kalamalka in 1914 of $1,500. No grants for building purposes appear to have been received by the associations at Kelowna, Penticton, Enderby and Lumby.

There were associations in the areas tributary to the Okanagan

Valley which had an influence on the district. The Salmon Arm and Shuswap Lake Fall Fair Association was incorporated on August 21, 1911, and with some exceptions held fairs until the year 1932. A fair was conducted in Salmon Arm this year.

The Kamloops Agricultural Association carried on at intervals from 1895 to the outbreak of the World War II, but of late years had been superseded in importance by the annual bull sale and the fat stock shows organized under the B.C. Beef Cattle Growers' Association and the provincial department of agriculture. These latter efforts do not come within the scope of an article devoted to fall fairs in the Okanagan Valley.

Commentary on Okanagan Fall Fairs

BURT R. CAMPBELL

My old friend F. W. Laing, whom I had known since 1895 when he was Revelstoke's only school teacher, has made a splendid contribution to the history of Okanagan Fall Fairs. His flair for research work together with personal knowledge of the question gained through long service as secretary to the Minister of Agriculture would doubtless make this task interesting to him. However, he does not attempt to deal with any of the earlier Fairs and a few comments along these lines may be in order.

When the first exhibitions of Okanagan and Spallumcheen Agricultural Society were held at Vernon, fruit growing had not advanced to the commercial stage. Though there was some fruit exhibited it was more or less secondary to vegetables and grain. Of the latter, fields of considerable area were to be found in all parts of the valley. Even prior to the advent of the Shuswap and Okanagan Railway in 1892, wheat was grown in North Okanagan and shipped by steamer from Enderby to the combined flour and sawmill of Shuswap Milling Company at Kamloops for milling. Later flour mills were operated at Vernon and Armstrong, the first of these functioning in the late '80's.

Those were the days of wild range cattle rather than the domesticated dairy herds of today. Consequently that branch of exhibits was not large. On the other hand, horses were plentiful—almost everyone had either a driver or saddle horse. Therefore, a better showing in that line could perhaps be made then than now. Leading in horse breeding was the B.X. Ranch which, under the management of W. R. McCluskey, raised a good line of animals for use on B.C. Express stages into Cariboo from Ashcroft.

It is interesting to look back and recall what happened after Lord Aberdeen in 1891 bought the Coldstream Ranch from Hon. Forbes G. Vernon and had the property subdivided for sale as fruit lots. Probably with a view to stimulating land sales by assuring a market for fruit, Lord Aberdeen had a cannery erected in Vernon in 1893. Built almost simultaneously with planting of the trees, this large factory building stood along the railway north of the Pioneer Sash and Door Factory of today, but then operated by S. C. (Dad) Smith.

By the time fruit was produced in any quantity nearby markets were created by the development of the mining towns of southern Kootenay, the growth of Vancouver, and also the prairie provinces. The result was that the cannery never operated except for the canning of some jam. As for the Kootenay market, it is believed that D. E. Gellatly was the first to explore that outlet. I recall meeting him in Revelstoke (1897 I think), en route to that district personally to dispose of a carload of produce from his Okanagan Lake farm. This consisted largely of tomatoes. Mr. Gellatly was a former Vernon carpenter, his home being the square building on Coldstream Road opposite the brick school.

The Provincial Exhibition in New Westminster in the early days of the present century found interest for interior points with different communities vieing for supremacy in the showing made. As Mr. Laing has shown, the first decade of this period, or soon thereafter, found exhibition associations springing up at different Okanagan points. Personally, I have recollection of one year setting in type five prize lists for various points between Salmon Arm and Penticton. This would possibly be about 1911 when the *Vernon News* was still the only possessor of a linotype in the Okanagan.

From Mr. Laing's article one could infer that the last Fall Fair to be held in Vernon was in 1913. This writer has no recollection of it. However, from Chief Fred Little of Vernon Fire Department, the date of the burning of the Vernon Exhibition Building on the rock to the east of the race track has been definitely set as October 5, 1913, at 3:50 a.m. The property was valued at

$3,500. This calamity doubtless wrote the quietus to Vernon Fall Fairs.

One, or possibly two, Apple Shows were held in the Curling Rink which stood along the railway track in Polson Park just off Seventh Street. At the same place a poultry show was held in 1913, and there may also have been another. There was at that time Vernon Poultry Association (or Society), the leading spirits of which were Chief R. N. Clerke, City Clerk J. G. Edwards, P. W. Welch of Okanagan Landing, and J. E. Briard. There is doubt as to whether this organization was incorporated and in any event it died in the early days of World War I. It should also be noted that the Curling Rink went up in flames on October 23, 1932.

Reference is also made by Mr. Laing to the incorporation of Okanagan Mission Agricultural and Trades Association in 1896. Whether a Fall Fair was held that year is not stated. The next year (1897), I was on a brief visit to Vernon from Revelstoke when an excursion was advertised to attend Kelowna Exhibition. We made the trip on the S.S. *Aberdeen*, the deck of which became a dance floor on the return journey that evening. Kelowna had but a small population and what buildings there were stood near the lakeshore. The chief event of the day was horse racing, and to witness these a somewhat long trek was made to a prepared meadow to the northeast of town.

There were horticultural shows held at Armstrong and Summerland. An Armstrong writer in 1912 claimed that the show held there that summer was the first in the interior of British Columbia and was a successful event.

That the Interior Provincial Exhibition under the management of Mat Hassen has long been an outstanding event is well known. It is perhaps all to the good that this should be assisted by neighboring towns rather than each attempting a show.

Throughout the year Okanagan apples have become famous in many showings against strong competition in this country and abroad. The aggregate of prize winnings would amount to a considerable sum.

Okanagan Baptist College at Summerland

FRANK HASKINS

Okanagan Baptist College was established at West Summerland in 1907 by the Baptist Churches of British Columbia. At the tenth annual convention of delegates from the Baptist churches of the province held in the Olivet Baptist Church of New Westminster in July, 1906, a resolution was adopted recognizing the "obligation to encourage and promote in all possible ways, the means for general education in our province." The convention went on record as being willing to accept the promise of gifts of land and financial support.

The decision to build the College on the hill known as Giant's Head on a site overlooking Summerland and Okanagan Lake was based upon a report submitted by M. L. Rugg, Charles S. Stevens and J. S. Reekie. The agent for the College who was actively engaged in promoting the enterprise was Rev. A. J. Saunders.

In an article entitled "Okanagan College of Today" which appeared in *The Western Outlook* on April 15, 1908, Professor Aaron J. Perry stated that the College building was situated 600 feet above Okanagan Lake and observed that "the student who, after such a climb and after such a view, could not be inducted into all the intricacies of mathematics, or instilled with all the beauties of literature, is surely 'hopeless' educationally." Mr. Perry continues: "The College residence is a handsome frame building, eighty by forty, with an L, forty by thirty, three and one-half storeys, with concrete basement. The building is heated throughout with hot water, and lighted by electricity. Every flat is supplied with hot and cold water. . . . The students' rooms are large and commodious. . . . There is ample accommodation for between forty

and fifty resident students, besides teachers and household staff. The class rooms number seven, all large, airy and bright, and furnished with special classroom chairs, having arm rest attached. In addition to these are: a large chapel, music rooms, reception room, principal's office, and in the basement the dining room, seating 100 students.

"The enrollment for so new a venture is certainly extraordinary. Up to April 2, the total number on the register was 71. These are divided as follows: Young men, 37; young ladies, 34. Ministerial students, 5; from Ontario 1, Saskatchewan 3, Alberta 1, British Columbia 66, Summerland 33, outside of Summerland 38.

"We are aiming this year to give four distinct courses, viz. (1) the Academic, consisting of four classes: senior, junior, first and second year, and a preparatory class. (2) Commercial, including the bookkeeping or business side, and typewriting and stenography course. (3) Pianoforte. (4) Vocal.

"Upwards of 40 students are in the Academic Department, 10 of whom are seniors. These will matriculate in June, and will form a freshman college class next year, when we hope to begin College work in earnest. Our course in Academic work is largely modelled after that of the British Columbia high school curriculum.

"In the Commercial Department, 12 students have been at work. In the Musical Department about 15 have been enrolled in pianoforte and the same number in vocal . . . good work has been done, as attested by the first Musical Recital given a few weeks ago.

"The work is new, the beginnings are small, but good ground work is being done in all our departments."

The staff included the following members: Principal Everett W. Sawyer, M.A., who had been instructor in Latin and Greek in Horton Academy and Acadia College; House Master, Aaron J. Perry, M.A., head of the Department of English Literature and Director of Commercial Work, who had taught in schools in New Brunswick and had been principal of the Kamloops High School for a short time; Rev. A. G. Campbell, M.A., an honors graduate of McMaster in Philosophy, in charge of History and Modern

Languages; Professor C. DeBlosy Denton, M.A., a graduate of Acadia who had had considerable experience in boys' schools in Nova Scotia, head of the Department of Mathematics; Mrs. A. J. Perry, graduate of Union Baptist Seminary at St. Martins, New Brunswick, assistant in the Commercial and English Departments; Miss Eunice Haines, an honors graduate of Acadia who taught Pianoforte, and Miss Catherine Davison, of Moncton, who was in charge of the Vocal Department.

By the autumn of 1910 a gymnasium and a women's residence had been added to the buildings. During the time the College functioned, the members of the Summerland Baptist Church donated 22 acres of land and paid over $40,000 to the College.

Principal Sawyer was compelled because of failing eyesight to resign on May 1, 1914. He was succeeded by Rev. S. Everton. Okanagan College carried on its teaching program in partial affiliation with McMaster University.

Heavy indebtedness and declining enrolment contributed to the decision of the Board of Education of the Baptist Union of Western Canada in the autumn of 1915 not to reopen the College. The venture had been poorly timed, but during the short period of about seven years it functioned it permitted a number of students to receive the benefit of higher education at a nearby institution.

The college building was totally destroyed by fire in 1941. The former women's residence is now the property of the Home for the Friendless. The gymnasium located on Giant's Head Road was for a time used as a fruit packinghouse. It has recently been acquired for the joint use of several youth organizations.

To mark the opening of the new hospital in Vernon on September 8, 1949, *The Vernon News* reprinted the addresses delivered on the occasion of the opening of the first Vernon Jubilee Hospital on September 27, 1909.

History of the Kelowna Club, 1903-1948

E. M. Carruthers

Unfortunately there are no records to be found regarding the initial start of the Kelowna Club. The first we have is dated January 19, 1905. The early history is dependent on the memory of the writer, which, after a lapse of over forty years, may not be absolutely accurate.

The first idea of forming a club came from a discussion in the Lakeview Hotel bar, mainly on the shortage of Old Country papers, the late Mr. Colin Smith making the remark that he was getting tired of seeing only the *Farmer's Advocate* and the *Montreal Star*. This was about October, 1902. Eight of us then adjourned to the baggage room of the hotel, and discussed the possibility of forming a men's club. The eight were: Colin S. Smith, T. W. Stirling, George C. Rose, W. R. Pooley, H. S. Stillingfleet, J. F. Pridham, H. Wallis, E. M. Carruthers.

We each subscribed a small amount sufficient to order certain Old Country papers, and rent a room. The room we obtained is now 245 Bernard Avenue, where the new theatre is being built. At that time it was rented to a barber called Louis Ledger, and we rented half of the barber shop. This we occupied for a short time, and then moved to the Kelowna Shippers Union block at the corner of Bernard and Abbott. There we had two rooms, and felt we were really doing something. The late Mr. Featherstonehaugh, known as "Squire," was our first caretaker. We had no need of a bar in those days, as the Lakeview Bar (where the weary could be refreshed), was just around the corner.

After a few months in the above quarters, we got ambitious and decided we would try to build a real clubhouse. It is a great pity

that no record was kept of the original members, but I am giving a list of those I remember. The plan of financing was for every member to pay up $25 to $100 on a note carrying interest at 8%, and repayable, if and when possible.

The names I remember are:

Colin S. Smith, T. W. Stirling, G. C. Rose, W. R. Pooley, H. Wallis, H. S. Stillingfleet, J. L. Pridham, E. M. Carruthers, Geo. Mappin, John Collins, John F. Burne, Bert Crickton, Allan Crichton, D. W. Crowley, E. R. Bailey, E. Weddell, Frank Fraser, W. Pritchard, H. B. Burtch, D. W. Sutherland, W. A. Pitcairn, Louis Holman, F. A. Taylor, H. C. S. Collett, R. Upton, Jim Bowes, Dr. H. L. A. Keller, C. K. Pyman, H. Lillingston, W. J. Knox, R. D. Sullivan, H. W. Haymer, and R. H. Parkinson.

The early members who joined as soon as it became apparent that a club was going to be formed were: W. R. Barlee, Dr. B. F. Boyce, Billy Barnes, F. Sutcliffe, Charlie Quinn, Frank Quinn, J. Morrison, E. Elworthy, H. M. Spedding, H. E. de Latour, H. Deane, R. C. H. Mansfield, M. Featherstonehaugh, Jim Bailey, R. A. S. Allen, W. D. Walker, R. D. Sinclair, C. Balcombe, P. DuMoulin, Neil Gregory, H. S. Rose, G. F. Healey R. D. Sullivan, J. M. Wilks, J. Barclay, O. Dendy, E. Wilkinson, B. P. Marshall, W. H. Legge, G. R. Binger, Tom Lawson, Hugh Jenkins, Walter D'Aeth, H. B. D. Lysons, A. V. Begbie, Dinky Hardman, E. J. Maguire.

Of the above, there are not many left to tell the tale. They are: E. J. Maguire, H. B. D. Lysons, P. DuMoulin, W. D. Walker, Dr. Knox, Charlie Quinn, W. R. Barlee, Jim Bowes, H. Lillingston, H. C. S. Collett, Bert Crichton, G. C. Rose and E. M. Carruthers.

The following were the committees for the first three years during the time when the club was really getting started: 1905—C. S. Smith, W. R. Pooley, T. W. Stirling, H. W. Raymer, J. F. Burne, D. W. Sutherland, E. M. Carruthers.

1906—C. S. Smith, T. W. Stirling, D. W. Sutherland, H. W. Raymer, J. F. Burne, G. C. Rose, E. M. Carruthers.

1907—T. W. Stirling, C. S. Smith, D. W. Crowley, F. E. R. Wollaston, G. C. Rose, J. F. Burne, E. M. Carruthers.

A committee was formed to arrange for our registration under the Friendly Societies Act, and the lot where the old building stood on the corner of Pendozi and Leon was purchased for $300. Plans for the new building were then worked out, and the late Mr. H. W. Raymer took over the contract.

Incorporation took place in 1904, and work commenced in 1905, at a cost of about $4,500.

The club was first opened in 1906, but the reports of the early meetings are very incomplete. In April, 1906, we purchased the four other lots for $900. In 1912, an offer of $20,000 was refused for the whole property. The year before, we had purchased the lot on the opposite corner of Leon and Pendozi, the idea being to move the clubhouse, and build a new club. This plan fell through. This, as it turned out, was a very good thing, as before many months had passed the club was getting into deep water, the depression of 1912-13 having begun.

In 1919-1920, we had arranged a chattel mortgage to meet our current debts. We had sold the lot opposite, but there is no record of the price we received.

In 1918 we had a serious fire causing damage amounting to $2,500. This year also saw a Khaki room built. This was done partly out of private subscriptions from members, and partly out of funds belonging to the club from insurance.

During that year it became necessary to raise more money to complete repairs. Members subscribed from $20 up, interest at 8%, repayable by annual drawing of names.

In 1932 new furnishings were purchased for upstairs. In 1935 the club was again in a very poor financial position. It had to be reorganized, and in 1937 new life was put into it, and $3,700 was spent on club alterations and furnishings.

Since that time things have run smoothly.

Okanagan Hotel Fire

BURT R. CAMPBELL

Vernon's most tragic happening came in the early morning of Tuesday, August 10, 1909, when the Okanagan Hotel was destroyed by a fire which caused the death of eleven guests.

The building, located on the northwest corner of Barnard Avenue and Vance Street and owned by Albers and Sigalet, was of wood construction with brick veneer, three storeys high, the inner walls being lined with muslin and oilcloth and then papered.

When the fire was discovered the structure was a seething mass of flames. Since both back and front stairways were on fire before firemen arrived at the scene of the holocaust, the rescue of the guests was most difficult.

The hero of the night was Archie Hickling, 23, a teamster, who after escaping himself and assisting a daughter of Mr. Sigalet to reach safety, espied a young woman in a precarious position at an upper window. Without hesitation he plunged into the burning building, remarking as he went, "I'll save her or I'll die." This was the last he was seen alive.

When all was over, ten other bodies besides that of Mr. Hickling were recovered from the smouldering ruins. The unfortunates were: Wilbur Smith, carpenter; J. J. Funston, laborer; James Anderson, deliveryman for J. W. Glover; Julius Fuerst, bartender, a relative of Mr. Sigalet; George Gamme, Calgary; George Seltgast, M. Crabtree, A. Bohemin, George McKay and William Cook. Five other guests received treatment at the hospital, the best known of these being W. J. Nichols, plumber. He was for long thereafter a resident of Vernon.

The burial of the victims was the occasion of a civic memorial

closing with citizens turning out en masse to pay their last respects. Four received private burial, the remaining seven finding a resting place together—as they had died.

Subsequently a meeting was called with a view to taking steps towards commemorating the name of Archie Hickling who had lost his life so gallantly. A committee was appointed to solicit subscriptions toward a monument, donations of individual subscribers being limited to fifty cents. So great was the response that the required amount was soon realized and the stone with the memorial tablet was first erected in the City Hall grounds. Today the monument rests in Polson Park as a lasting memory of the hero of that summer's night.

Vernon City Band—Vernon Fire Brigade Band, 1893-1920

BURT R. CAMPBELL

Band work in Vernon dates back to the winter of 1893-1894 when in November or December of 1893 an organization meeting was held in the *Vernon News* office. Doubtless contributing to interest in the movement at that time was the fact that but a few weeks previous the Okanagan and Spallumcheen Agricultural Society was obliged for the second time to engage the Kamloops Pioneer Band to provide music for the exhibition.

The first exhibition was held in the Kalamalka Hotel during its building in 1891, stock being shown at Luc Girouard's yards where the home known as the Dr. O. Morris place now stands. The second Fall Fair, when the Kamloops Band first appeared, was in the Columbia Flour Mills warehouse next to the Vernon Hotel. Evening attractions at this included a concert sponsored by citizens, and a dance held by the visiting band. The locale of these events was Cameron's Hall over the newly-built store of W. F. Cameron where the Pioneer Park is now located.

Again in 1903 the Kamloops Band participated in the exhibition held in the same building as its immediate predecessor. However, in the interval the race track had been completed and the first race meet took place. This could only be reached by vehicle via the Kamloops road, though there was a footpath winding through bush where Seventh Street is located. In 1894 an Exhibition Building was erected on the rocky hill to the east of and overlooking the race track. A bandstand was there provided from which music was thereafter supplied to the combined exhibition and race grounds. A three-

day (October 9-11) exhibition and race meet was held in 1894. This building was destroyed by fire about 1909.

Following the band meeting above mentioned, funds for the purchase of instruments were soon raised by subscription. These were ordered through A. C. Cann who for a short time operated a book store. When all was in readiness, rehearsal quarters were found in the first brick school building, on Coldstream road.

First conductor of the new organization was R. (Bob) Fraser, a Scottish carpenter who was one of the earliest settlers toward the north end of Maple Street. There were but few experienced bandsmen in the new organization, but all took their task seriously and good progress was made. Mr. Fraser was a baritone player, but took up cornet.

Then, as for many years, May 24 was celebration day in Enderby and attracted many Vernonites. The musicians by this time had advanced to a stage where they felt a practice in playing on parade should be held. Accordingly, they took advantage of a somewhat deserted town for a stroll Coldstreamward, but as the afternoon was extremely hot—one which contributed to the 1894 flood—they had not gone far before some bandsmen fell out. The last of the paraders reached a point somewhat to the west of the property until recently owned by M. S. Middleton. There they sought the shade of a rail fence before the return journey was started "at ease."

Reaching the band-room, refreshments were brought from Murchison's Soda Water Works nearby, the bandsmen relaxing for a time. The first open air concert took place that evening on Barnard Avenue about where the Bank of Montreal now stands.

The annual Armstrong celebration was scheduled for Dominion Day with Vernon City Band as one of the features. To fulfill the engagement the bandsmen engaged a democrat and four-in-hand, the leading horses of which were S. C. (Dad) Smith's well-known pintos, with the reins handled by Walter Gardner, an experienced driver. The route was via Kamloops road, west side of Swan Lake.

The personnel of the band at that period is disclosed by a photograph then taken on the school grounds. Included are: H. C. Cooper,

G. G. Henderson, C. H. Archibald, M. Davidson, Arthur Weeks, J. F. McCall, Robert Fraser, Burt R. Campbell, "Tommy" Crowell, W. A. Cryderman, Alex Birnie, G. Howard. The members were equipped with caps and uniforms.

An eventful occasion in the history of Vernon was the reception tendered the Earl and Countess of Aberdeen, who were accompanied by their daughter and son, Lady Marjorie Gordon and Hon. Archie Gordon, on October 20, 1894, when Lord Aberdeen made his first visit after becoming Governor-General of Canada. Two years previously he had become associated with the district through purchase of the Coldstream Ranch from Hon. F. G. Vernon.

This reception took place at the Canadian Pacific Railway station and was followed by an elaborate banquet with "all the trimmings" at the Kalamalka Hotel, and attended by the City Council and others. However, the honored guests refrained from partaking of the champagne and other liquid refreshments. Services of the band were requsitioned to take part at the depot and also do duty as orchestra on the hotel grounds during the banquet.

Oftimes bandsmen are somewhat temperamental and the night before the big day proved, at rehearsal, to be one of those occasions. Bandmaster Fraser became aggrieved and walked out, with the base drummer, Arthur Weeks, throwing down his drum-sticks and following.

At such a time this incident for a moment looked serious, but good fortune had been provided. A few days earlier there arrived from Calgary, to establish a shoe repair shop, Harry Wright, who was a rather good cornetist and was present. Mr. Wright was asked to assume the leadership and did so. The writer of this story had been in Kamloops during the summer but was back temporarily and was asked by the conductor to take over duty as drummer. It was one of those days when "all is well that ends well" and the reception engagement was fulfilled, the bandsmen being served at the banquet tables when others had finished.

Band engagements in those days, other than for statutory holidays, leaned largely to church lawn parties in summer and in the

winter the odd ice carnival. The first Vernon skating rink, operated by S. T. Elliott, stood between Vernon Hotel and Girouard Creek.

Having survived its first year, Vernon City Band became fairly well established with new recruits being trained and the occasional experienced player arriving. Mr. Wright continued the leadership for some time and was succeeded by A. G. Burnyeat, former leader of the Pioneer Band in Kamloops, who had joined his brother, J. P. Burnyeat, in survey work.

About 1898 the organization met with misfortune in the burning of the A. G. Fuller store building over which the band-room was then situated. Some of the instruments and uniforms were destroyed. This caused disruption for a time.

During 1899, largely due to the effort of S. A. Shatford, reorganization took place when the band became sponsored by the Fire Department and known as the Vernon Fire Brigade Band. This long proved to be a firm foundation with Mr. Shatford acting as manager. There is some uncertainty as to who was the first leader of the Fire Brigade Band but it is believed A. G. Burnyeat was in charge with possibly Robert Fraser substituting on occasion. Harry Wright, a former bandmaster, was a member but died soon after reorganization, the band taking charge of the funeral. One of the earliest conductors was James Varnes, an employee of Neil and Cryderman, who came from Revelstoke where he had been a member of the Independent Band and was a baritone player.

The move of William Sawyer from Armstrong to engage in a confectionery store business brought the services of an additional cornetist. Mr. Sawyer subsequently assumed the leadership and under his guidance the organization grew numerically and gained proficiency. He was a brother of R. H. Sawyer, leader of the Revelstoke band at the time.

The Provincial Exhibition held annually at New Westminster, was during the early years of the century an outstanding event. To stimulate further the interest of residents of the Interior, W. K. Keary, the manager, conceived the idea of engaging a band from

the upper country. Honors for this outing fell to the members of Revelstoke Independent Band in 1904 and 1905.

Vernon Fire Brigade Band was chosen in 1906 and this performance of the musicians was so successful as to stimulate interest of the home folk. A second trip to the coast followed in 1907 and these became an annual outing for the musicians for several years. Up to this time the duties of conductors had been by voluntary service. In the spring of 1908 the policy of engaging a paid leader was introduced.

First of these was W. G. Babcock who came from the coast. Mr. Babcock was not a band instrumentalist and was not of great assistance in that respect. However, there are perhaps yet a few who will recall the band's first public appearance under his leadership. This was as escort for the Oddfellows' parade for service at the Presbyterian Church. The bandsmen were not equipped with uniforms but at their front strutted the bandmaster dressed in a Prince Albert coat.

Soon thereafter a change was made in the leadership by the engagement of James Austin, an elderly cornetist. It was he who accompanied the band to New Westminster in 1908 when its popularity at the exhibition was further enhanced. Home interest in the organization had increased to an extent that financing, which is always a problem in band management, was not a serious matter. To illustrate this may be cited the fact that Herbert G. Archibald, one of the band's solo cornetists, and whose occupation was bricklayer and plasterer, had gone to Fernie to assist in the rebuilding of that city following the big fire. For the trip to the coast he was recalled and brought with him Leon McCandless, a popular clarinetist of Nelson, and Mr. Case, who came from Coeur d'Alene, Idaho, also a clarinetist. Mr. Austin, band leader, did not remain long in Vernon.

Early in 1909, W. R. Kendrick, an exceptionally good cornetist, assumed leadership and the band was otherwise strengthened. The usual attendance at Armstrong Dominion Day celebration was one of the features of his time. During the performance of a program that day Mr. Kendrick, who was in good form, rendered as a cornet

solo, "The Holy City," to the gratification of all who heard. Mr. Kendrick contributed largely to making the band an outstanding one.

At this period and for some time before and two years after, concerts were given from a bandstand on the present site of the Hudson's Bay Company's store. There being but few automobiles, the audience was largely seated on the wooden sidewalk on the east side of Seventh Street. In the gathering there could usually be found, sometimes bringing a chair, Rev. J. H. Lambert, elderly Anglican clergyman, who was a lover of music. This bandstand was moved to Polson Park to make room for the store, built in 1912.

Mr. Shatford was ever on the job and had the financial backing of a number of supporters whose names were not generally known. Several costly instruments were bought for the band and it was said that all he need do was state the requirements and the money would be forthcoming.

Further changes in leadership followed in 1910 when W. B. Hughes and William Leggett, respectively, carried on. While manager Shatford was able to offer a fair amount of remuneration to his bandmasters it was not always considered sufficient, and other inducement was necessary. In the case of Mr. Leggett it was a "light job." This was furnished as driver for Vernon Hardware and early in the carrying out of his duties a range fell on him. He was ready to leave when George Davis, a clarinetist, suggested he join him as barber's apprentice. This while "light" also had its drawbacks, as for example: The writer was particularly hard to shave and in going into the shop one day found only Mr. Leggett's chair vacant. The customer seated, the would-be barber applied the lather while Mr. Davis smiled quietly and finally remarked, "Bill, you can't shave him." Being told to go ahead, the apprentice made a pretty good job, but while doing so sweated beads of perspiration. He left soon after without completing the apprenticeship.

Serving longest of the several bandmasters was W. H. May, a versatile left-handed cornetist who conducted and played at the same time. He took over in 1911 and continued until enlisting for

service in World War I. Under his leadership the Vernon Fire Brigade Band attained its greatest degree of proficiency during 1911 and 1912 when it received special commendation at the Provincial Exhibition. A photo taken at that time includes 23 well-uniformed bandsmen and Manager Shatford—there were some absentees. It should be said that during the years of his able management of the band Mr. Shatford never aspired to becoming an instrumentalist.

The outbreak of World War I in 1914 and the enlistment of several of the bandsmen resulted in the end of the band under Fire Department sponsorship. It has served the community well for fifteen years as Vernon Fire Brigade Band.

Vernon in the summers of 1915 and 1916 was abundantly supplied with music by the several military bands encamped on Mission Hill. In connection with some of these were also orchestras which provided music for the many dances given by the Women's Institute in the Court House as entertainment for the soldiers in training.

There being no mobilization camp in 1917 and a need existing for music in patriotic work being carried on, the few remaining members of the Fire Brigade Band and others with varying experience in the work were brought together. These organized as a Vernon City Band and gradually increased numbers by enlistment of beginners.

The services of Mr. Burnyeat, a voluntary conductor of earlier days, were enlisted and a start was made. However, during the coming two years there were times when the bandmaster's work did not permit of his attendance at rehearsals and two substitutes gave their services at different times. These were A. C. Phillips, grandfather of Herbert G. Phillips of today, and Walter Perrett, father of Lance Perrett. Mr. Phillips, who was for long a Salvation Army bandsman, acted but briefly, leaving the band when his musicians refused to engage in public rehearsals in Polson Park on a Sunday afternoon, rendering programs without previous practice.

With the return of Mr. May from overseas in the spring of 1919, everyone was glad to have him assume leadership of the band. Returning also from service were A. G. Downing and William R.

McCluskey, former Vernon bandsmen, and A. R. Hillier of Revelstoke band who joined the *Vernon News* staff. With additional recruits the band's prospects were brightening.

The big event of 1919 in Vernon was the two-day anniversary of the declaration of war (August 4-5). Always an advocate of the better grade of music, Bandmaster May had been drilling his band but felt a weakness in some sections. An S.O.S. was sent for assistance of Sid Humphrey of Revelstoke, a trombonist, and H. V. Campbell, Kamloops cornetist. Both responded and Mr. Campbell brought with him H. J. (Tug) Wilson of Vancouver, a cornetist who was visiting him after a detour to Boston on the return from overseas. All three were members of the overseas 29th Battalion Band. This, with the home talent, provided the best cornet section the band ever had and Mr. May was elated. A hurried rehearsal was called and a few of the heavier selections were run through including the "Zampa" overture, a somewhat difficult number. The band added greatly to the celebration.

Though again becoming fairly well established, the spring of 1920 found the band lacking funds which permitted of a salary sufficient to retain the services of Mr. May. There was some talk of the Elks' Lodge taking over, but this did not meet with favor. Also Mr. May's health was failing and he engaged in a clothing repair business, giving up band work.

In order that the band should not be permitted to fade away, Harold J. Phillips was persuaded to assume the leadership with a small remuneration. Under his baton it continued to give good service for a considerable time.

Later years found many changes with ups and downs in the organization, but this writer feels there are others more conversant with these than he and trusts that at another time the story may be carried on by someone else. What has been written should suffice to show some of the difficulties to be surmounted in the maintenance of such a musical organization. Unfortunately there are no available records of the band, which is one of the city's oldest organizations. The writer has therefore drawn on memory as foundation for what

it is hoped may become a complete story of this musical aggregation.

That the residents of Vernon appreciated the contribution to band management given so generously by Mr. Shatford was shown in May, 1923 when he decided to leave the city. A farewell gathering was held at which he was presented with a printed scroll which referred to the success achieved by the band being due largely to his untiring efforts. This was signed on behalf of the citizens of Vernon by C. F. Costerton, mayor; J. Vallance, president Board of Trade; K. W. Kinnard, exalted ruler No. 45, B.P.O.E., and W. F. Kennedy, president V.A.A.A. At that time, as now, the writer was a resident of Kamloops and recalls the splendid gesture of the bandsmen who motored to Kamloops on a Sunday morning to put Mr. Shatford aboard a Canadian Pacific Railway train bound westward. Such was the parting that he did not long remain away from Vernon, which prior to his departure at that time, had been his home for 32 years.

Recent Books Mentioning the Okanagan

THE VALLEY OF YOUTH, by Charles W. Holliday. (The Caxton Printers Ltd., Caldwell, Idaho, 1948.)

"Dost thou wish I had put forth my matter in another dress?" Bunyan asked his critics. Whatever their reply, the answer of posterity has been a thousand times "No!" Nor would we have *The Valley of Youth* other than it is. It is quite evident that the author did not set out to write literature, but to tell a story, and the absence of striving after effect has made the book a reflection of life as the writer knew it. It is a good story, one worth the telling. The overall impression is of listening to a man rather than of reading a book.

In the first part, "Fifty Thousand Miles," (p. 17-117), we read of great seaports in the '80's: London, South Shields, 'Frisco; and of the sea, ships and sailors. "After a lapse of nearly sixty years," he still remembers the smell of pine tar, "that all pervading smell of the sailing ship," and wonders about the accuracy of his nautical terms (p. 111). In these is nothing to which Dana or Conrad could take exception. Mr. Holliday does not eschew the robust language of the sea, nor the homely phrase born of the soil. It is a fitting introduction to the main part of the book, "The Land of My Dreams," (p. 119-357), our own Okanagan Valley which is for him "the Valley of Youth."

Having sailed before the mast, and learned to look out, day after day, over a great expanse of sea, and having seen the Golden West, Mr. Holliday could never be the same again. It was unthinkable that he should settle down to routine life in the Old Land, and so he rounded the Horn a third time, and came at length to Victoria, British Columbia. Here he felt at home in the "peculiar

British atmosphere of unruffled tranquility which even today it still retains."

Invited to join C. E. Perry, who was about to leave for the interior to run surveys for a projected railway, he found the "Land of His Dreams" in the Okanagan, where everyone seemed to live " a carefree, happy existence. . . . Everybody seemed to be perennially young." Here was "The Valley of Youth," (p. 122), and here he made his home for the next fifty years.

In these days the valley to the north (Armstrong to Sicamous), was known as Spallumcheen, but now all is included in the name Okanagan (p. 134). One chapter gives "some impressions of our Indians." Those of the south were much more "alert" than those of the north. To Mr. Holliday Indians were "quite definitely an inferior race," and utterly devoid of any sense of gratitude (p. 159). Yet, "they had a happy, care-free existence," and the Roman Catholic missionaries had done much to offset evils introduced by "civilization." In spite of this, the "Indians are dying out and degenerating," (p. 147). Mr. Holliday did not like Indians. His "impressions" suggest conclusions which will be widely challenged.

The origin and growth of Okanagan life is told in broad outline—Vernon, Kelowna, Penticton, etc. A whole host of characters, belonging to every walk of life, are recreated from memory, and portrayed with truth and humour: ranchers, settlers, prospectors, cattlemen, loggers and railwaymen, law-makers and law-breakers, and the pioneers of "religion, rough and ready." Early navigation on the lake, stage coach days, Father Pat on errands of mercy, hotel keepers and their guests, the merriment of the dance, all are reflected in *The Valley of Youth.* It is not the "Wild West," to which "thriller" and picture had accustomed us, but a more human springtime of development in a great valley seen through the eyes of a young Englishman.

Born in London in 1870, and educated in private schools, Mr. Holliday went to sea in 1886, and after three voyages round the Horn, settled in the Okanagan Valley. He took up painting as a

hobby, and later as a profession. He and his wife, the former Elizabeth Harding, have lived in Victoria, B.C., since 1937.

The Valley of Youth, his first book, has fifty black and white illustrations, and one in full colour, "In the Sunny Okanagan," by the author, as are many of the other illustrations. It is a worthy companion to H. J. Parham's *A Nature Lover in British Columbia,* also on the Okanagan bookshelf.—J.G.

* * *

A HALF CENTURY OF MINING IN BRITISH COLUMBIA, issued by The Granby Consolidated Mining, Smelting & Power Company, Limited, in June, 1949, to mark the fiftieth anniversary of its mining activities in British Columbia.

This forty-page booklet has a number of excellent photographs, well chosen, illustrating Company sites, workings and personnel. In a concise, though comprehensive, preface Mr. A. S. Baillie, President of the Company, reviews operations from beginnings in Phoenix in 1899, to Anyox (1910-1935), and Copper Mountain and Allenby (1936-1949). The earliest specific date in Company records is in A. B. W. Hodges' report for 1899: "About the latter end of June, 1899, I returned to Grand Forks and commenced the clearing of the land and grading of the smelter site and also the grading of the flume."

Following the preface are articles on "The Phoenix Project," by C. M. Campbell, engineer and superintendent, 1904-1919; "The Grand Forks Smelter," by C. M. Campbell, resident manager during demolition, 1920-1921; "The Present Operation at Copper Mountain and Allenby—The Power Plant at Princeton," by W. I. Nelson, general manager; "The Copper Mountain Mine," by R. S. Douglas, mine superintendent; "Granby Milling Operations," by L. H. McKay, mill superintendent, who writes of the Anyox Concentrator; and "The Cassidy Coal Mine," by C. M. Campbell, resident manager, 1921-1924. In addition to the illustrations is a chart showing Granby's record of production in graphic form.

Dr. F. W. Andrew's *Klinker, A Country Doctor's Dog*, (Toronto, 1948), has the Okanagan for its locale.

* * *

In its series on British Columbia towns, *The Vancouver Sun* had printed articles on Westbank by Mrs. David Gellatly, August 27, 1949, and on Salmon Arm, September 3, 1949, and Oliver, September 17, 1949. * * *

The story of the Westbank Cairn and the addresses given at its unveiling on August 24, 1949, appeared in the *Kelowna Courier* on August 22, 1949, and September 5, 1949.

* * *

An article by Rev. John C. Goodfellow on Hope-Princeton Highway which was first printed by the *Penticton Herald* was reprinted in the form of a brochure by the Princeton Board of Trade and commemorated the opening of the highway on Nov. 2, 1949.

* * *

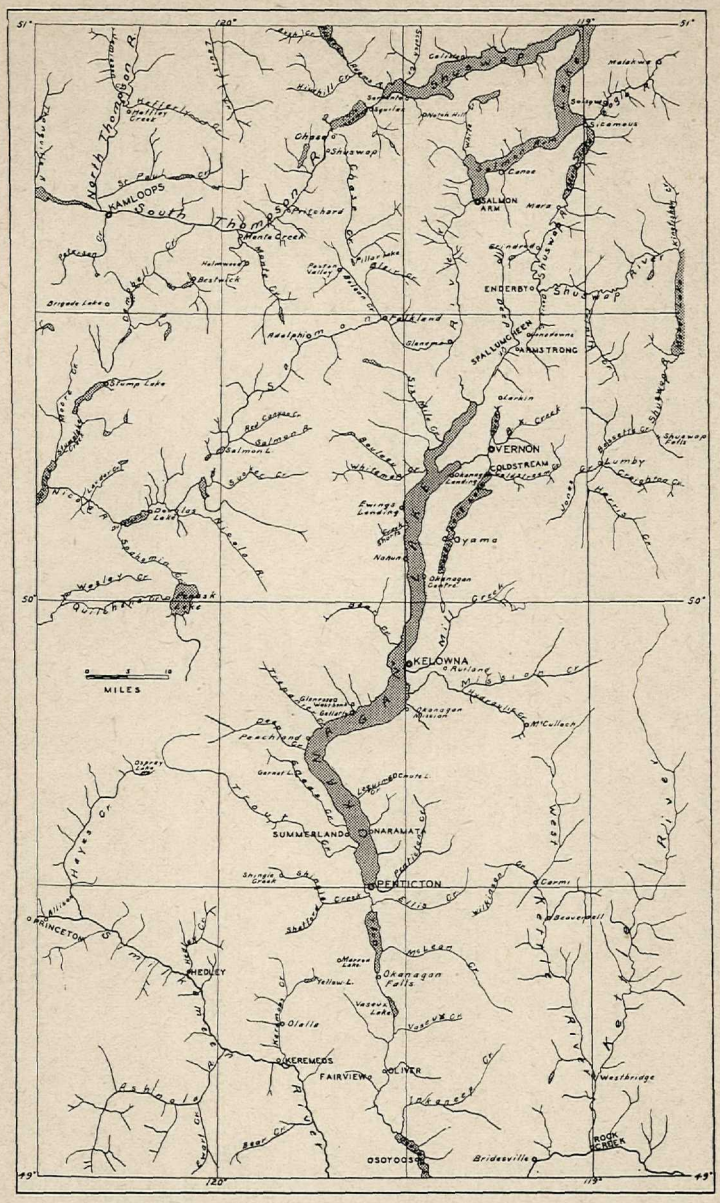
Mr. B. A. McKelvie wrote a short sketch of the life and work of Dr. "Bob" Mathison of Kelowna which appeared in the Sunday Section of the *Vancouver Daily Province* on March 26, 1949.

* * *

Mr. A. G. Harvey's article on "Okanagan Place Names" which appeared in the *Twelfth Report* was favourably reviewed by Erwin G. Gudde of the University of California in *Western Folklore*, Vol. 8, April, 1949, p. 161. The reviewer stated that "Mr. Harvey has given a small but substantial contribution toward a future Dictionary of Canadian Place Names."

* * *

Richard L. Neuberger's, "There's No Boat Like the Minto," in *The Saturday Evening Post*, April 30, 1949, contains a number of references to Captain Otto Estabrooks who is well known in the Okanagan, and is a patron of the Okanagan Historical Society.


KAMLOOPS
SALMON ARM
ENDERBY
SPALLUMCHEEN
ARMSTRONG
VERNON
COLDSTREAM
Oyama
KELOWNA
MILES
SUMMERLAND
NARAMATA
PENTICTON
PRINCETON
HEDLEY
Okanagan Falls
OKEREMEOS
FAIRVIEW
OLIVER
OSOYOOS
Bridesville
Westbridge
ROCK CREEK
Shuswap
Sicamous
Canoe
Salmon
Mara
Chase
Shuswap Falls
Kamloops
Stump Lake
Douglas Lake
Nicola L.
Nicola R.
Coldwater R.
Nicola Lake
Quilchena
Merritt
Aspen Grove
Peachland
Trepanier
Westbank
Okanagan Mission
McCulloch
Rutland
Glenmore
Okanagan Centre
Ellis Cr.
Penticton
Okanagan L.
Vaseux Lake
Vaseux Cr.
Inkaneep
Osoyoos L.
Similkameen R.
Tulameen
Princeton
Hedley
Keremeos
Olalla
Oliver
Fairview
Rock Creek
Bridesville
Westbridge
Carmi
Beaverdell
Okanagan R.
Kettle R.
Kettle Valley
Midway
Greenwood
Grand Forks
Christina L.
Kettle Falls
Boundary Falls
Cascade
Bonnington
Nelson
Slocan
Slocan L.
Kootenay L.
Kootenay R.
Columbia R.
Columbia L.
Revelstoke
Revelstoke L.
Shuswap L.
Shuswap R.
Salmon R.
Salmon Arm
Sicamous
Malakwa
Sorrento
Scotch Creek
Celista
Chase
Kamloops
North Thompson R.
South Thompson R.
Thompson R.
Nicola R.
Nicola L.
Merritt
Spences Bridge
Lytton
Lillooet
Pavilion
Clinton
Cache Creek
Ashcroft
Kamloops
Chase
Shuswap
Salmon Arm
Enderby
Armstrong
Vernon
Kelowna
Penticton
Summerland
Oliver
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