

# LYTTON MUSEUM

## and ARCHIVES

December 2009

420 Fraser Street, Lytton, B.C.

Issue 10 Number 2

### A Cannonball in the Thompson River



We have received a cannonball into our collection.

The cannonball, pictured at left, is a 2.5 inch (6.35 cm) iron ball weighing just over 2 pounds (1 kg). The cannonball itself is not remarkable, but where it was found is what gives it significance.

The cannonball was given to us by Kumsheen Rafting Resort, and was found in the Thompson River below the Pitquah Bridge.

We know that there is no record of a battle involving artillery anywhere near Lytton, but there has been a persistent story about cannonballs and the bridge.

This cannonball is consistent with a ball from an English Falcon cannon. This type of cannon was about 6 feet (1.8 meters) long and weighed about 680 pounds (300 kg). This type of gun would have been used on the decks of the British navy ships that frequented the coast of British Columbia in the late 1800s.

The bridge, pictured below, is a beautiful example of the Scottish stonemason's art from the late 1800s. Unfortunately, it cannot be seen except from the river below or from the Canadian National Railway tracks on the opposite shore.

Over the years, many people have heard that cannonballs were used in the construction of this bridge, but we have had trouble confirming this until now.

The Pitquah Bridge carries weights well beyond what was expected when it was built - at a time when the locomotives weighed less than some freight cars do now. Billions of tons of freight travel over the bridge each year, and it has never had to be closed for repair.

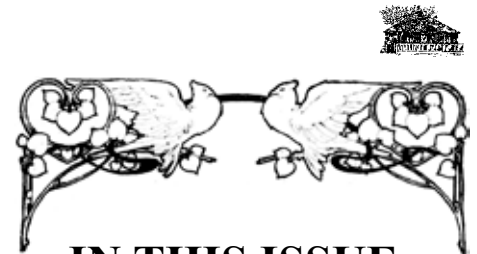
The secret is the cannonball. The stones used in the bridge are not cemented in place, but are "dry fitted" and the cannonballs act as "keys" to keep them from moving.

From the "Rocky Mountaineer":

"... each block of granite (some weighing over a ton) has a small half circle carved out of the middle and an old

cannonball is placed in the hole with another block carved the same way placed over it."

This allows the bridge to withstand the vibration of the trains travelling over it and it does not suffer from the eventual deterioration of the mortar that might have been used.



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# THE JADE SADDLE

the year 1967.

Peter A. White



This saddle is presently on display at O'Keefe Ranch in Vernon. It's close connection to Lytton is in the beautiful gemstones decorating the saddle, most of which came from the Lytton area. Mr. Peter White and guide, Mr. Art Kent, made many forays into Kwoiek Valley and surrounding areas over a period of some 15 years, to collect these gemstones. The saddle was put on display in the lobby of the Lytton Elementary School in the late 1960's when it was first completed, and left a truly indelible impression on all those lucky enough to visit it. We wish to thank Mrs. Judy (White) Hanna for her generosity in sharing the photographs with us. They are now in the Lytton museum for viewing.

The history of this saddle, the reasons for its construction and what the various parts stand for, is as follows in the words of Mr. White himself, whose inspiration and creativity are responsible for this project.

*Note: Mrs. Virginia A. McNiven was*  
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*the carver of the leather saddle.*

## THE JADE SADDLE

*A portrayal of the history of British Columbia*

In about 1960 the Canadian government urged its citizens to create projects to help celebrate Canada's Centennial in 1967. Being a Westerner, I decided to create something unique and totally Western in concept using only high quality British Columbian materials, which would relate to the history of British Columbia.

The Western Saddle was chosen as a vehicle to tell that story because of its international influence and historical background in the conquest and development of the West.

Other factors - the discovery of gold and nephrite jade in vast quantities in British Columbia - made it almost imperative to combine the foregoing into a historical piece which would tell our history to

## THE JADE SADDLE

1,967 British Columbian gemstones set in 10 kt. gold mounts. Gemstones comprised of nephrite and mutton fat jade, Idocrase and magnesite. Jade is the official gemstone of British Columbia by act of the Provincial Legislature in 1969. As you look at the saddle you will see:

### **CROWN (on the horn)**

Represents the Royal houses who conferred dominion status on our country and also represents our continued support of the British Commonwealth.

### **SEAT (or cantle)**

Represents the "establishment" or "seat of power" Forty matched light green cabachons of Idocrase set in an engraved 10 kt. gold overlay.

### **TOTEM POLE**

Carved in leather on the saddle fenders. A graphic portrayal of the Thunderbird and Bear totem to honor our native inhabitants.

### **DOGWOOD CLUSTERS**

Magnesite bracts of the four-petal "Biblical" dogwood portray settlement of the territory by the white man in union with Christianity.

### **NOTES ON GEMS AND CONSTRUCTION**

It will be noted that most groups of stones are matched for color and size. Colors range from white to blue-grey and green to jet black. A number of stones were chosen for their picture and/or color and design combinations to display the diversity of gems in the territory. Some gems reflect conforming natural patterns: i.e. the dogwood clusters and leaves are unmatched to show variations of colors and shades. Most small dogwood leaves are a delicate light green except where sunlight has been denied them. As a result, these shade off into streaked greys and greens.

The older, larger matured leaves are dark green.

Many contrasting stones are shown for example, on:

**The BREAST COLLAR**

Center stone - depicts a storm at sea.  
Outer stones - depict snow-capped peaks and glaciers.

**The CROWN**

Large stone set In the crown (horn) depicts in color the terrain of British Columbia:

Deep blue at the base for the ocean.  
Dark green for the forest cover.

Black for the outcrops of mountainous peaks.

Light green for the vetch and moss above the timberline.

The twenty stones surrounding the large stone on the crown are graded clockwise from light green to apple green to show subtle and delicate shades of color.

All stones are set in 10 kt. gold and fastened through the leather with pure nickel screws.



**From “THE YEARBOOK OF BRITISH COLUMBIA 1911”:**

The Lower Thompson valley includes Ashcroft, Spence’s Bridge, Lytton and Savonas, where grapes, peaches, apples, melons, tomatoes, etc., are grown to perfection. The Ashcroft potatoes, for instance, have a provincial reputation and are invariably quoted the highest in the market. At Lytton, Thos. G. Earl, the pioneer fruit-grower of the province, has had special success in growing peaches and grapes.



**COMMUNICATIONS — 1872 STYLE**

In 1871, the Government of British Columbia leased the telegraph line from Western Union, taking over its maintenance and operating costs. This resulted in an expenditure of \$10,574 for the year, with revenue of \$4,788. The estimated shortfall was \$5000 to \$6000 per year, which was considered an acceptable loss because the telegraph revenue would increase “in consequence of the opening up and peopling of the land.”

The rate for sending a message was not cheap, with a telegraph sent from Lytton to New Westminster costing 50¢, or the best part of a working man’s wages for a day. It is interesting to note that there seems to be no standardized pay scale, with the Matsui operator being paid triple the New Westminster operator, and some not being paid at all.

From the 1872 British Columbia Report of the Hon. H.L. Langevin, C.B., Minister of Public Works:

“The following is a statement of the names of the telegraph operators, and of their respective stations. I add to the list their ages, salaries and date of appointment, and I point out whether they are operators only, or whether it is their duty at the same time to see to the repairs of the line.

[NOTE: table is below.]

The operators at Burrard Inlet, Lytton, and Spences Bridge do not appear in this list as receiving any salary, and the following is the reason:-

The branch from New Westminster to Burrard Inlet, was built by Messrs. Moody and Co., for their use, the Western Union Company furnishing the materials and Messrs. Moody and Co. paying the cost of construction. That arrangement was then made, it would appear, because the other establishments engaged in the lumber business refused to contribute their share. Messrs. Moody and Co. pay the operator and have, I am told, a right to send their dispatches over that branch without paying, the line nevertheless belonging to the Government. I am satisfied that arrangements might easily be made with that respectable firm for placing this part of the telegraphic system on the same footing as the principal line.

The operator at Lytton has the right of sending his own messages “Without charge, in consideration of which he performs the duties of operator without salary”.

The operator at Spences Bridge performs the duty, it would appear, as a relaxation and receives no pay.”



Stations	Names of Operators	Age	Monthly Salary	Date of Appointment	Remarks.
Victoria	F. H. Lamb, Supt.	29	100	1 <sup>st</sup> June 1870.	
Sehome W. T.	W. Larman	39	65	1 <sup>st</sup> Sept. 1870.	Operator & repairer
Matsqui	John Maclure	40	90	1 <sup>st</sup> Aug. 1870.	Operator & repairer
New Westminster	Geo. B. Murray	33	30	1 <sup>st</sup> Sept. 1870.	Operator
Burrard Inlet	C. M. Chambers	31	nil.	1 <sup>st</sup> June 1870.	Operator
Chilukweyuk	Jno. McCutcheon	29	40	1 <sup>st</sup> Sept. 1870.	Operator & repairer
Hope	J. G. Wirth	50	30	1 <sup>st</sup> Sept. 1870.	Operator & repairer
Yale	John Nicholles	17	40	1 <sup>st</sup> Feb. 1871.	Operator
Lytton	T. R. Buie	34	nil.	1 <sup>st</sup> Sept. 1870.	Operator
Spences Bridge	Jno. Murray	35	nil.	1 <sup>st</sup> April 1871.	Operator
Clinton	J. L. S. Hughes	44	25	1 <sup>st</sup> Oct. 1870.	Operator
83 Mile House	Murdo Ross	31	40	1 <sup>st</sup> Oct. 1870.	Operator & repairer
Soda Creek	Henry Yeates	39	80	1 <sup>st</sup> Oct. 1870.	Operator & repairer
Quesnel	A. Barlow	35	30	1 <sup>st</sup> May 1871.	Operator
Barkerville	J. B. Leighton	20	80	1 <sup>st</sup> June 1871.	Operator

# Helmut Godau's View of the Fraser Canyon



*Above: A concrete truck is off-loading to a crane to place concrete into the formed wall at the right. It is possible that this photograph records the construction of the retaining wall at the s-curves below Tank Creek Hill on the Thompson River.*

*Right: A dual axle tank truck shows off its underside. Construction perils abounded and this photo shows the effects of a soft road base. Other pictures show a temporary bridge collapse, pouring huge bridge piers without modern pumper trucks and mixing immense amounts of concrete by the bag. Helmut's collection is a fascinating look at the rough work conditions and the equipment of fifty years ago, used to build one of the most difficult sections of what we now know as the Trans-Canada Highway (Highway 1).*



Joe Chute recently received a collection of almost 100 2¼ inch negatives from Helmut Godau, an old friend. Joe chose to donate the photographs to the Museum and they were scanned and converted to positives by Freedom Graphics.

Although Helmut is not able to provide great detail about the photographs (it was fifty years ago), they are so clear that many details can be made out, such as the 1957 license plates on the unfortunate tank truck below.

The photos show several sections of the canyon, and some detective work may be necessary to identify exactly where they were taken.

Most seem to be of the late 1950s, and we know that Helmut worked in locations from Spences Bridge to Alexandra. The photo on the next page at top is certainly the west-bound approach to the new Alexandra Bridge, while the photo at left is probably along the Thompson near the s-curves.

A few non-construction photos found



*Above: A Bucyrus Erie Model 54-B diesel shovel clears the new right-of-way. A large machine for the time, it could handle 2½ cubic yards per bucket load. A large dump truck is just visible rounding the corner at the far end of the new road. The old Alexandra bridge is visible to the right, while the new Alexandra bridge is just visible between the trees above it. The condition of the roadway leading into Spuzzum at the far end of the suspension bridge suggests that traffic is still using the old road.*

*Right: Canadian Pacific semi-streamlined G-3 Pacific 2390, possibly at North Bend. Helmut sent us two pictures of this locomotive at rest. The other shot is from the rear and shows a freight house and water tower with another locomotive filling up with water.*

*The location looks like the Fraser Canyon, and North Bend was the center of the canyon for the Canadian Pacific Railway.*



their way along as well.

There are several train pictures, including the classic “three quarter” view of Canadian Pacific 2390 below. There is even a picture of Shriners in a parade promoting their circus at the PNE Forum in Vancouver, taken in front of the Plaza Hotel and the Commodore Café.

This photo collection provides another link into our past, and details for us the true nature of the struggle to open the Fraser Canyon. The bridges, tunnels and roads were not always there. They were the results of hundreds of man-years of labour, with machinery that we find quaint and antiquated today.

Anyone interested in viewing the entire Helmut Godau Photograph Collection can view the “contact sheets” at the Museum. Larger prints can be ordered from the Museum for a reasonable fee.

As with most of our collection of photographs, permission must be obtained in writing from the Museum before the photos can be used in any publication or other form.



# WHERE DID THAT NAME COME FROM?

**British Columbia:** Captain Walbran in his book on coast names says:

“Named by Her Majesty Queen Victoria in 1858. In the *Letters of Queen Victoria*,’ which were published in 1907, appears one having a historical interest for this province. It is dated Osborne, 24 July, 1858, and was addressed by the Queen to Sir E. Bulwer Lytton. At that time objections were being made in France to the name of New Caledonia being given to the proposed colony between the Pacific and the Rocky mountains. The Queen wrote: “The Queen had received Sir E. Bulwer Lytton’s letter. If the name of New Caledonia is objected to as being already borne by another colony or island claimed by the French, it may be better to give the new colony west of the Rocky mountains another name. New Hanover, New Cornwall and New Georgia appear from the maps to be names of subdivisions of that country, but do not appear on all maps. The only name which is given to the whole territory in every map the Queen has consulted is ‘Columbia,’ but as there exists also a Columbia in South America, and the citizens of the United States call their country also Columbia, at least in poetry, ‘British Columbia’ might be, in the Queen’s opinion, the best name.”

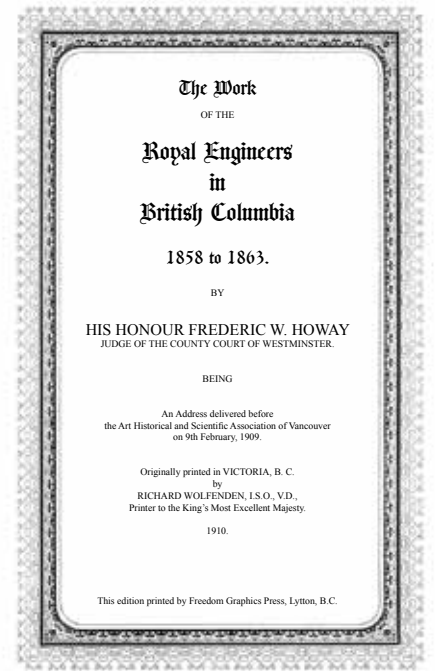
**Lytton:** After Lord Lytton. On the main line of the C. P. R., 156 miles east from Vancouver. Population 675. (Tributary population 4,000.) At the junction of the Fraser and Thompson rivers; a distributing point for interior towns.

**Fraser River:** Is the great water course of the province, named after Simon Fraser, of the North West Company, who in 1808 led an expedition of discovery to its mouth. Rising in the Rocky mountains, about midway along the eastern boundary, it runs almost due west in two branches for some 200 miles, and these joining it flows southerly through the Cariboo, Lillooet and Yale districts

till, near Chilliwack, it abruptly turns to the west and finds an outlet to the Pacific through the gulf of Georgia. Several tributaries of importance add to its volume, among them being the Thompson, draining the Kamloops and Shuswap lake areas, the North Fork, Chilcotin, Nechaco, Blackwater, Quesnel, Lillooet, Nicola, Harrison and Pitt. From its last westerly turn it flows through a wide alluvial plain, mainly deposited from its own silt. It is navigable for vessels drawing 20 feet to New Westminster, about 15 miles from its mouth, and light-draught boats can travel to the town of Yale, 95 miles farther inland. Another stretch of 100 miles in the interior is also navigable for small craft, from Soda Creek to Fort George canyon. The waters of the Fraser team with salmon, and the canneries near its mouth give employment to many thousand men during the fishing season. Its total length is about 750 miles.

**Thompson River,** so called, is practically two distinct streams flowing at right angles to each other into the eastern end of Kamloops Lake. It was named by Simon Fraser in 1808 after David Thompson, the explorer and astronomer of the North West Company. The South Thompson, having its source in the Clearwater lakes, Cariboo, flows due south through a wide valley, suitable, with irrigation, for agricultural purposes. For a considerable distance both rivers are navigable. The north branch of the North Thompson, which rises in the vicinity of Tete Jaune Cache and empties into the main river at Victoria point, 195 miles, is also an important stream, draining a large area of agricultural and grazing land. The main river flows west for 50 miles and then flows south and joins the Fraser river at Lytton. Kamloops lake is an expansion of the Thompson.

From *“THE YEARBOOK OF BRITISH COLUMBIA 1911”*



Sir Edward Bulwer Lytton, in a letter written to Governor Douglas on the 16th October, 1858, wrote:

“The superior discipline and intelligence of this force, which afford ground for expecting that they will be far less likely than ordinary soldiers of the line to yield to the temptation to desertion offered by the goldfields, and their capacity at once to provide for themselves in a country without habitation, appear to me to render them especially suited for this duty...”

This Address, given in 1909, details the importance of the Royal Engineers in the formation of British Columbia, in keeping the peace, building the first road through the wild Fraser Canyon, building schools and churches and bridges and establishing entire towns.

This reprint, originally published in 1910, contains the entire text of the original and restored and re-formatted photographs. It is available from the Museum and other locations around town.

**The Work of the Royal Engineers in British Columbia 1858 to 1863.**

ISBN 978-0-9812906-3-8

49 pages, 8 photographs.

\$9.95

**Freedom Graphics Press**

Lytton, B.C., V0K 1Z0



# Lytton Museum and Archives

## Report of the Chair

### 2009

The past year has been another interesting one for the Lytton Museum and Archives.

In the first part of the year, we were running the Museum without a Curator, as Dorothy Dodge was away with personal matters. This was an interesting period, as our volunteers were involved in a number of projects during the winter and spring.

Dorothy returned as Curator for a brief period before finding the extra work too demanding on her personal life. She is continuing as a volunteer, but at a pace that is less of a strain for her.

We all thank Dorothy for her continuing hard work with the Museum.

We are presently operating without a Curator, but the duties of that position are being divided amongst the Executive as well as Dorothy.

In February, the Village of Lytton had our building re-sided with new Hardi-Plank and trim. Many thanks to the Village Council for attending to this continuing issue.

In March, the St. Bartholomew's Health Site was moved from its seventy year old home to the new building on Main Street. The lobby of the new building was built with a large display area and our volunteers spent a great deal of time creating a large display of the artifacts that we had acquired from the old Health Site.

Peter McArthur inventoried the artifacts with help from Marie Heaster and Peter moved the artifacts stored off site to the Health Site. Lorna Fandrich and Joan Craig moved the balance of the items and set up the very attractive display.

With the large traffic volume the Health Site has, this has become the most visible presence for the Museum within our community. We are presently planning signage, both to identify the items displayed and to direct viewers to the Museum.

Unfortunately, our plans for renovating the back yard went unrealized again this year. We have decided to break the exterior jobs down into small contracts and put them out for bids. We hope to move forward on these improvements in the spring of 2010.

Our summer was also a source of surprise, with unexpected staffing issues and a robbery. While the Museum was able to be kept open during the summer tourist season, the problems associated with not having a clear chain-of-command and a single person in charge became obvious.

Our first robbery of note happened one morning when someone stole our donation box with about twenty-five dollars in it. Joe Chute has since built a very nice replacement donation box. Thanks, Joe.

We have had several interesting donations this year:

Of note, but actually received in November 2008, is the original copper kettle from the Copper Kettle Restaurant, donated by the Baker family.

The Nellie Russell Estate gave the Museum several boxes of papers, including some interesting photographs and memorabilia from the 1930s to the present.

Joe Chute forwarded a number of photographs given to him by Helmut Godau. Helmut worked on building Highway 1 during the 1950s, and the photos show

a number of work crews and locations from the area. We are presently in the process of completing the paperwork on this collection of almost 100 negatives.

Kumsheen Rafting Resort donated a cannonball found in the Thompson River. This unusual find seems to confirm that the stonemasons building the stone bridges for the Canadian Pacific Railway actually did use cannonballs as "keys" to keep the stones from moving.

Roy Lannon has donated a Canadian National tool shed. This original building has been used for storage and chickens in Botanie Valley for many years, but is in reasonably good shape and will make a picturesque addition to our back yard.

Other donations include a round cut from one of the acacia trees taken down in town from Peter McArthur, a write-up and pictures of the Jade Saddle and much more.

Financially, the Museum has also been blessed. We have received several monetary donations including Dr. And Mrs. R. I. Strang - \$1000, Dale and Roberta Dodge - \$500, Mr. Frank Rowluck - \$500, the LFN Ambassadors - \$100, June Koropecski - \$95 and several more kind donations.

It is the support and donations from our members, the public and our valued volunteers that keep the Museum operating.

Among our volunteers that have graciously put many hours into the Museum are Dorothy Dodge with her hours of research and organization, Peter McArthur and Marie Heaster with their assistance to Dorothy, Tom Peglow with his attendance at the Museum, Joan Craig weeded the grounds and cleaned the interior and with Lorna Fandrich set up the Health Site display and renovated the retail area of the Museum. Robert and Sheila Bolan have spent many hours planting and maintaining our gardens to make the outside of the building attractive. Lois Brooks has organized our

*continued on Page 8...*

**Lytton Museum and Archives  
Report of the Chair  
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*...continued from Page 7*

successful Christmas Luncheon and our February Tea and Talk for the past ten years. There are many more volunteers who have put their hours into the Museum. My apologies if I have forgotten to mention you by name. Thanks to all of you. Your efforts are valued.

As well, I would like to take a moment to thank the Executive of the Commission for their efforts. The lack of a Curator has given the Executive extra work this year and everyone has willingly stepped up to perform the extra duties. Irene Steer has been our Secretary, Joan Craig our Treasurer and Joe Chute our Vice-Chair.

Thanks to all of you.

Richard Forrest, Chair

Lytton Museum and Archives Commission



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At right is a photograph of Lasha and Alphonse Hautier.

This wonderful photo, only the second that we have of Lasha, was sent to us by Ruby Belknap.

Lasha is one of the most famous and fascinating of the Nlakapamux elders. A story of the changes she would have seen in her long lifetime was published in our November 2000 newsletter: LASHA - Surviving a century of change by *Graham Everett*.

The Canadian National Railway siding below Botanie Creek Road is named after Lasha.

*From Ruby's note:*

“This is a picture of Lasha and Alphonse Hautier. He was the first white child in the interior of British Columbia. At three months old, he was carried on Lasha's back while Louis Hautier brought his wagon train to Lytton.

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Alphonse married my great aunt Jane McNeill, so was my mother's uncle. Louis built the first Globe Hotel, which Alphonse later took over ownership of. Lasha was 98 years old when the picture was taken. She lived 106 years.

This information is from my mother Dorothy Malloy Brophy.”

Many thanks to Ruby for this photograph.

