

# LYTTON MUSEUM

## and ARCHIVES

February 2004

420 Fraser Street, Lytton, B.C.

Issue 5 Number 1



*Tee Pee Café, Stoyoma Creek, 2 kilometers north of Boston Bar. Built in 1949 by Bill and June Koropecki, opened June 6, 1949, closed due to the building of the Trans-Canada Highway, April 1957.*

### The Tee Pee Café

*Thanks to Anita Nixon, another piece of history has come our way. Anita brought us a photograph of the Tee Pee Café, which was situated two kilometers north of Boston Bar, near the Stoyoma Creek Bridge.*

*We found out that one of the original owners was still alive and corresponding with Mandy Thomas. We found a phone number and gathered some interesting information on another*

*milestone in the history of the Fraser Canyon.*

*Mrs. June Koropecki sent the following history of her family and this unusual little building.*

Quote: "I love the Canyon, and always will. For me, it holds special significance, since four of our six children were born in St. Bartholomew's Hospital. As well, nineteen years of our lives were spent in the Canyon, where we knew achievement, discouragement, and fulfilment.

Motoring from Southern Ontario with bag and baggage, we stopped at Canyon View Kabins overnight. *(Editor's note: This establishment is still in evidence approximately 1 Km north of Boston Bar. It was a beautiful place, with the main house, a convenience store, several cabins and a lovely garden.)*

Come morning we realized we liked the area and decided to stay. With the purchase of fifteen acres of land from a local resident, Bill McKeown, we further decided to build a roadside café. Five of the fifteen acres were suitable for development, with the remainder lying on steep mountainside.

On a calm, snowy day in early February, 1949, with snow up to our hips and axes in our hands, Bill, having floundered several feet into dense bush stopped, squinted at the road, and announced: "This, right here, is where our Tee Pee will stand."

The Tee Pee was wood frame, most of which we brought to suitable dimensions with the use of a blade powered by the rear dual-wheel of our truck geared to twenty miles per hour. The timber had also been purchased from Bill McKeown, a retired C.N. flagman.

The building stood some thirty feet in height and measured approximately twenty feet across at the center of the circle. Clad liberally in nail-on chicken wire, it was then given two generous

*...continued on Page 2*



The Tee Pee Cafe specialized in 'Wimpy burgers'. Bill Koropec and son admiring Bill's handiwork — about 1949.

coats of stucco.

The Tee Pee was a four-story building with a rock-walled basement sporting a converted oil drum furnace. The main floor consisted of the lunchroom and kitchen, with a counter accommodating eight tall stools, while in the centre of the room were two tables, each with 4 chairs. The second floor had two bedrooms, and the tiny peaked attic was used for storage. Everything, from the construction, to the wiring, to the plumbing was done by ourselves.

Domestic water was secured with the laying of a steel pipeline in the Stoyoma Creek chasm, not just once, but twice due to avalanches and floods. Electricity was later obtained from the same water source. Eventually a Briggs and Stratton 5kw diesel plant was installed.

The building was located about two hundred feet from the Lytton end of the old wooden bridge that spanned Stoyoma creek. This bridge was just

wide enough to allow two cars to scrape past each other. The cement foundations at either end of this old bridge are still visible above the highway.

The Café opened with a bang at noon on July 6th, 1949, when a two-direction line of cars were stopped, due to highway maintenance.

The Café was in existence until mid April, 1957, when the Koropecs were given three days notice to vacate. The reason for the closure was due to the widening of the road, that would upgrade it from a canyon thoroughfare to the Trans-Canada Highway. With space at a premium in the Canyon, we were forced to sell to the Government (not by choice or desire, but who can successfully buck Ottawa?) and moved to the Kanaka Bar area.

Operating the Tee Pee for seven years was memorable. It was a time of personal accomplishment, satisfaction and frustration, sometimes enjoyable, sometimes not. All in all, it was part

and parcel of what life is all about. I am fortunate, I feel, to have been a participant.”

June and Bill Koropec were truly pioneers. They built their home and business by themselves, hacking a spot out of the wilderness. During that seven years June not only did all the cooking and cleaning, she managed to have four of her six children as well! Their life was not without its tragedies, as the grave of one of their children in our cemetery attests to, but they moved on.

Bill is gone now, but June carries on. She has written two novels about her personal experiences, and one book of poetry. They are not published yet, but are worth watching for: *Experiences Guaranteed to Last, Life in the Tee Pee, and Impressions.*

There ends yet another piece of Fraser Canyon history.



## VOLUNTEER!



Lytton has many volunteer groups, including the Museum.

If your interests are in gardening, building, collections, model railroading, or any type of community service, there are people like you helping our community.

**JOIN THEM TODAY!**

## BANK ROBBERY! ALMOST...

In the early 1970's, the Bank of Nova Scotia used to service a satellite branch in Boston Bar once a week. The Bank Manager Gary Sapach, two employees, Chief Clerk Doris Loring and Teller Mary Oakman, and several thousand dollars would make the regular run to Boston Bar in the bank manager's car early in the morning and head home again at day's end.

Routine, eh? Not on the morning of June 13, 1975!

The Trans Canada Highway was closed that day, but still open between Lytton and Boston Bar.

As they were traveling along, about 9 miles south of Lytton, a van that had been following them suddenly started passing against the solid line.

As the van passed the manager's car, the side door on the van slid open. A man was sitting there, complete with ski-mask and rifle at the ready.

Doris Loring screamed, "My God, Gary, he's got a gun!"

Gary instantly stepped on the gas (which Doris thought probably saved their lives) but the bandit started firing. He demolished the back tire and also put a bullet through the gas tank.

Gary realized he was losing momentum so he slammed on his brakes - hard!

Both vehicles had been traveling at high speed, and the bandits, not expecting Gary to slow down, shot ahead of him.

Immediately, Gary turned his car



*Doris Loring, one of the robbery attempt victims.*

into the back of the van and actually knocked it off the road, into a 15 foot ditch on the river side of the highway. Gary then sped off to Kanaka Bar to phone the police.

Funny things happen when you are excited. When Gary went to use the pay phone, none of them had a quarter! (They forgot all about the locked cash box in the car.) The young fellow at the garage was not about to cooperate, but Gary quickly convinced him to hand over a quarter (or suffer a broken neck!)

When the police arrived to where the van had been abandoned, they found one dead man in the van who had been shot twice in the chest. The other bandit fled on foot.

Police, with a tracking dog, followed the bandit's trail for about one mile before the trail vanished at the rocks on the river's edge. A helicopter, road-blocks, railway handcars and extra forces were also used in the hunt, to no avail.

The police were hunting not only a

would-be bank robber but a suspected murderer as well. It was revealed later that the dead man in the van had broken his leg in the crash and was unable to flee, and it was assumed that he was done away with in order to conceal his partner's identity.

In an interview on June 20th, 1975 with RCMP Sgt. Collins of the Lytton Detachment, it was believed that the bandit may have jumped into the river, either to escape the dog or to try to swim to freedom.

For whatever reason, the bandit did jump into the river. His body was found on June 21st, at the confluence of the Pitt and Fraser rivers, having been spotted there by a plane.

The BNS employees were incredibly lucky:

One of bandits was left after being murdered.

There were 2 guns and a rifle found in the crashed van.

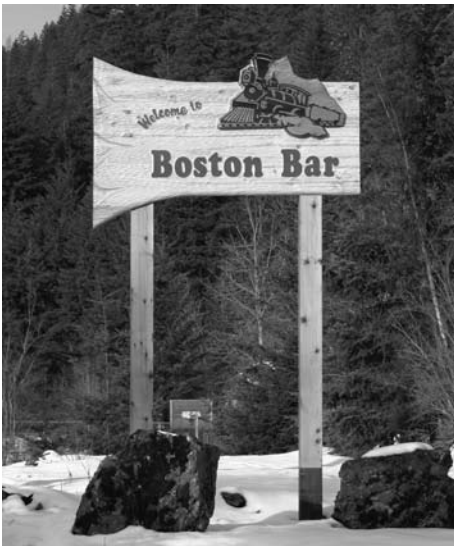
The bank employees had no weapons for protection.

None of the employees was hurt, and no money was lost.

The Bank Manager, Gary Sapach, acted quickly and decisively, and as Doris Loring said in a later interview: "...thank God we had as quick thinking a manager for a driver as we did - he was fantastic!"

Some of the above information was gathered from the Vancouver Sun and the Province news articles, but the details came from our intrepid Chief Clerk, Doris Loring, who remembers the incident as though it happened yesterday.





### **The Boston Bar/North Bend Enhancement Society**

Two “Welcome to Boston Bar” signs have been installed at the north and south ends of town.

The signs were carved by Kevan Jenson of Sointula Woodworking with additional design work by Al Graw of Signs by Al, both of Lytton.

These signs are sponsored by the Enhancement Society.

The Society is planning to host a supper meeting at the Boston Bar Hall. The invitation is to all service organizations in town to participate with details of their activities, so that everyone understands what they do in the community. This will be held during this winter. Once a date is set a newsletter will be sent out to the community.



### ***Did you know...?***

In 1950, our Curator, Dorothy Dodge was amongst the winners of Bronze, Silver and Gold Pins for marksmanship as part of the Lytton Rifle Club.

Have you heard of the ‘Pythian Sisters’?

Over the past several decades the Lytton St. Bartholomew’s Hospital has received many donated items from the Pythian Sisters of Boston Bar/North Bend. They are a very active group and still donate items to our Auxiliary for sale in the ‘Baby Box’ at the hospital (oops, the Health Clinic!). They are a little known but important part of the history of the communities of Boston Bar and Lytton, so we are introducing them to you:

The Pythian Sisters are a fraternal order with members throughout the U.S.A. and Canada. The order is an independent auxiliary of the Honorable order of the Knights of Pythias. They sponsor Cerebral Palsy and the Heart and Stroke fund in Canada and the U.S.A.

The Boston Bar Order raises funds through craft sales, catering to luncheons and dinners in our community, penny drives, raffle ticket sales and donations. We have 15 sisters and one Knight in our membership in Mountview Temple #22.

Each year Temple #22 provides a shoe-size box of gift wrapped cookies for single people with no families in the community. In 2003 we provided 38 boxes of cookies.

This year the Pythian Sisters and the Enhancement Society have put together a Boston Bar/North Bend Service Directory. They will be distributed to new residents in the area, along with our local brochure.

### ***Did you know...?***

In 1950, Lytton had its own Lytton Teen Age Band. We will have a little more on this in our next newsletter, including a picture of the five young people in the band.

## **THE LYTTON WATER SUPPLY: A SKETCHY “HISTORY”**

Lytton Creek is, and always has been, Lytton’s main source of water.

According to our copy of an 1861 Royal Engineers map of Lytton, Lytton Creek ran along the base of the hill below where the CPR is now, to about 4th Ave, turning and heading across Main St. to where the Ablett apartments are to 5th Ave, across 5th Ave to Greto’s, from there along to the Anglican house, out to Fraser St., along Fraser past the hospital and down to the river. People living on this large flat would probably carry their water from the creek to their camps or buildings.

The CPR went through in 1885, but it wasn’t until 1895 that they took out a water license on the creek and built the large water tank to service their steam engines. Did they just use the water up until then without a license? It seems the Village (not incorporated then) took out a license in 1861 - did they have a water-line of sorts in by then? It seems that both the CPR and the Village hooked into the same water line above the town, and went their separate ways. Who looked after the lines? Was this a joint venture? Who supplied the line to I.R.18? So many questions — so few answers.

We tried to get answers from the CPR archives, but they were not cooperative. There is a large culvert under the CPR railroad, in line with 1st Ave., where creek overflow was directed and ran along Main St. to 2nd Ave., where it was directed into another culvert, then into a deep ditch which ran along 2nd Ave., into another culvert across 2nd Ave. and into Hobo Hollow.

There is an interesting anecdote told by

*...continued on Page 5*

the oldtimers. It seems that one New Year's Eve there was a dance at the Community Hall, and in those days we had great dances! While the dancers were dancing up a storm in the hall, there was a chinook blowing outside, melting a heavy snowfall, flooding everything in sight, including the deep ditch along side the hall. The hall was built on supports, the water was washing the earth away from the supports, and the round and round activity of the dancers actually twisted the hall on it's weakened supports!

Now we jump ahead to 1911, to an organization called the Lytton Water Supply Co. The only available records of the LWS Co. state that LWS Co. was incorporated October 25, 1911, in the town of Lytton, with the first meeting being held on November 6, 1911 at 3:00 p.m. Those present were Mr. Anthony (merchant), Mr. Stevenson (Highway Superintendent), Mr. Hautier (hotel owner) and Mr. Bernard Rebagliati (merchant). The official seal of the company was determined and is now in the Lytton Museum.

The first official election was carried out, with all of the above being elected, including also Mr. Keeble, as directors. Mr. Anthony, Chairman; Mr. Graham, Secretary-Treasurer. Shares in the company were available to all property holders to be serviced by the company.

It seems that there must have been some form of organization present before the Company became incorporated, as the minutes of November 23, 1911 state that "all shares (in the company) are practically all applied for, and ready for allotment". Also, at this meeting the secretary was instructed to write to the Public Works Engineer for 'plans' as drawn by Asst. Engineer Napier. They were not wasting any time, as the secretary was also instructed to write to the Dominion Pipe Co. to ask for prices on "2000 ft, 4" hydrant pipe for 250' head",

and he was also instructed to write to the CPR for a written agreement for use of the water. When agreement was reached, the Directors would call for tenders for digging the trenches. The original pipe line laid was of wood stave construction and lasted until the 1950's. One piece of this old pipe is on display at the museum.

By December 15, 1911, they estimated 50 householders would be having water 'laid on' at \$1.50 per month for water supply to each and every building.

During this time the Company Solicitors, Messrs Lucas and Lucas, and the CPR Solicitors, McMullen & Bateman, completed and approved an agreement or contract on the use of the water by the Lytton Water Supply Company. (The CPR had apparently assumed first water rights on Lytton Creek in 1885.) The Government was asked for help with the funding of the new water system and the Company shareholders were notified that 20 more shares were available.

The first Annual meeting of the Company was held April 2, 1912. A new secretary-treasurer was appointed at \$12.50 per month (Miss Lily Blachford) and Mr. Anthony remained Chairman. The new water system was completed and all shareholders were notified that the old system was to be turned off.

At the second Annual meeting in 1913, it was reported that the water system had worked quite satisfactorily, with no shortage of domestic water. There were some glitches, however, that had to be dealt with regarding the fire hydrants. The Catholic Church burned down in 1912 - twice! It was found that the hose connections were unsatisfactory and caused delay when fighting the fires. There were no less than six fires in this year, the worst being the Catholic Church, the new school, and the 'Chinese Quarter', this last because the intake screens on the CPR pipe were

partially blocked with leaves, severely affecting water pressure. The Directors of the water system were well aware that improvements were needed, but since the Government Water Commission would not adjudicate a definite decision as to who had first rights to Lytton Creek (the LWS Co. or the CPR) until the next summer, there was little the company Directors could do about it.

The Annual Statement for 1914 was much more positive. The system was operating satisfactorily, no serious fires had occurred, and those few that had flared up were quickly put down. The water main had been extended to the south end of town, and it was decided that a supplementary storage tank be connected to the main line by a separate line, only to be used in the event of fire. No communication had been received from the CPR regarding the water agreement, so all seemed well.

The years 1916 and 1917 saw many citizens leaving Lytton and although everything was working well, people complained about the high water rates (\$1.00 per month!), so the rates were decreased to \$ .50 per month. Due to fewer water users, and the rates dropping by fifty percent, by June 1, 1917, finances were in such bad shape that the Directors tried to get the Government Water Commission to take over the company.

The Water Commission declined, stating that they were not empowered to take over the domestic water supply. The Directors then approached the CPR, but they also declined. The Company minutes never explained how they finally resolved the difficulties. Also absent from the minutes of the company was any indication that first water rights had ever been resolved.

In the Annual Reports from 1918-1924, it was noted that the system worked

*...continued on Page 6*

well, and any fires in those years were duly noted. The fire hose wheel (now behind the Museum) was the instrument used by the volunteers to fight any fires that did occur. In 1924, the LWS Co. received permission from the CPR to the extension of the water line into the upper part of Lytton creek, the CPR to lay the pipe and the Lytton Water Supply Co. to pay the costs.

From 1930 to 1949 no information has been recorded. However, in 1931 and in 1949 Lytton suffered through its most disastrous fires. Lytton was incorporated in 1945.

In 1949 the main concerns of the Village Commission were the Lytton Water Supply Co. and the inadequacy of the electric power supply. Water took priority, as the Commissioners noted that the water system was falling into disrepair and fire fighting capabilities were proven severely inadequate. Added to these facts were the leaking pipes everywhere; in fact, that winter one block of Fraser Street was actually closed due to ice from the leaking water main.

Consequently, we have a copy of a letter on file sent to the citizens of Lytton stating that the Lytton Water Supply Co. was being transferred to the "citizens of Lytton". The shareholders at that time were "...making a present to the Village of all materials and money, amounting to approximately \$11, 500."

New water mains and extra fire hydrants were installed, resulting in a first class water system. New rates were set and new regulations were written. I remember when the changes were made. For several days the pressure in our taps was very low, and finally part of a mouse came through the tap!

Over the years our water supply has had it's ups and downs. Many things have changed. The Ponderosa Heights Waterworks District was incorporated into

the town system in the 1960's, and the dam and reservoir system was improved in 1974. In the 1970's, in an attempt to secure more water, three alternatives were discussed:

1. Build the dam higher up the creek - this was vetoed. The argument was that if it ever let go, a larger dam might wipe out the Trans-Canada, the CPR and CNR.
2. Tap the small lakes above Lytton, or
3. Build a pump system to connect with the town system and pump water up from the Thompson river.

This latter was the alternative chosen, and ended up a complete and utter disaster that never worked properly and took decades to pay off.

Another battle ensued when the Village was forced to install a chlorination system. Many citizens were very much against this.

In January of 1979, our water supply froze solid - no water for a week! (You could probably smell Lytton for miles!) Trucks hauled in water for the bare necessities and Lytton really hit the headlines. The fear of possible fires was the talk of the town.

Eventually the Village turned to wells for water. This worked well as an emergency supply until this summer. Due to new Government rules we were not allowed to use the well this summer, and it was one of the hottest summers on record.

Other problems continually cropping up include the discovery of old water lines, some with water in them and some empty.

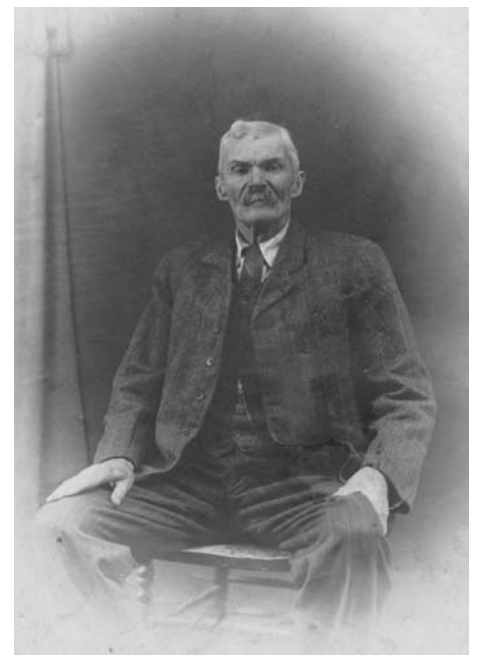
Old systems had not been properly documented or mapped. When buildings were demolished or burned down often the water lines were not capped or closed off when new lines were in-

stalled. In the old days (1920-1930's), when building a house it was the custom to hook into the nearest available line, whether it was a main or just the line going into a neighbours house. Just imagine the chaos when trying to find water lines or map out a system. It has also only been in the last few years that every lot has been supplied with it's own shutoff.

The situation is improving. The Village Administrator tells me that in the near future a mapping system using new technology to trace all the lines in the system will be in place.

This is, at best, a sketchy history of our water supply, using old minutes, news clippings and the remembrances of the old timers. It barely scratches the surface. Much has been accomplished since the days of packing water in buckets, and for that we owe our Councils, past and present, a huge vote of thanks for their hard work on the town's behalf.

*Compiled by  
Dorothy Dodge, Curator  
Nov. 2003*



*Do you know who this is? [ca. 1890?]*

# LYTTON MUSEUM & ARCHIVES

## CURATOR'S ANNUAL REPORT Nov. 28/03

The year 2003 brought over 1200 visitors to our museum from all over the world. We have done several genealogical searches and have received much information in return. At the request of the Village Administrator we undertook a search for photographs of all the Chairpersons/Mayors that have served Lytton. We managed to supply photographs of each one, some in formal poses and some in quite informal poses! These photographs are still to be mounted and hung in the Village Chambers. We look forward to seeing them displayed.

New items in the museum include roller skates (remember those?) to antique hayforks. Mr. Nordheimer, from Kelowna, brought us a miner's lamp in excellent condition, and a tourist came in one day, saw our cameras, and immediately donated a small Brownie Kodak camera for our collection. Lawrence Haugen brought in two old hayforks, possibly used at Earls court, and Isabelle Glasgow brought in a gas iron complete with stand and pump. The most amazing donation came from a man in Florida who used to live in Lytton and wanted his prize items to come back home. They include a beautiful old 'standing basket' (cedar root Native Indian work done in Lytton), a pair of moccasins and a cedar root hot pad.

We received a wonderful donation of \$500 from former Lyttonite, Dr. Ian Strang and Mrs. Strang, and they also made a tremendous donation,

through the museum, to the Village Pool fund, of \$2000. We send the Museum Newsletter and the Rivers Review to the Strang family, which is how they found out about the pool problems. This is a perfect example of community groups working together.

The Village Council has continued to support the Museum fully, and last summer hired a student for 10 weeks. This enabled us to keep our museum open for regular hours and increases our visitor count by approximately 400% for those weeks. A big 'thank you' goes to the Village staff and particularly the Village Maintenance crew, who were always there to answer our cries for help!

Heritage Week 'Tea and Talk' in February was again very successful. We had approximately 30 people attend, to share stories and pictures, and Mrs. Mandy Brown brought some wonderful books to share with all. This is a fun afternoon and everyone is welcome to attend. Watch for posters in February, 2004, for the date of our next 'Tea and Talk'. (Curator's note: February 18, 2004)

We have published three issues of the Museum and Archives Newsletter, which includes stories of our past and our pioneers. Graham Everett is an important contributor to the paper, as is John Haugen. We are very lucky to have Richard Forrest of Freedom Graphics to set up and publish our paper, and please remember, if you have difficulty finding copies, they are available at the museum for 50 cents each. Better still, become a member of the museum and have each issue sent to you free of charge!

We now have a membership of 40, some from as far away as Summerland and Vancouver. Memberships

and renewals will be available at the Christmas market on Dec. 10, or from Joan Craig at the Doctor's office or D.Dodge at the museum.

Last year's Christmas Market was very successful, with many fine local products on display, and a great lunch was available. This year's Christmas Market will be held at the Parish Hall on Wednesday, Dec. 10, from 11am to 2pm. A fabulous lunch of homemade soups, sandwiches and sweets will be available, and at least five tables of local crafts and produce for Christmas shopping will be there to tempt you. As this is our main fundraising event we encourage you to please come and enjoy good food, good company and good shopping!

The Museum is definitely a local project that adds to the pride and education of our citizens. However, volunteers make the difference between success and failure, and we need those volunteers. Our lady volunteers, Lois Brooks, Mona Crowston, Marie Heaster, Dorothy Share and Gwendy Lamont are doing a marvelous job inside the museum; Val Ablett, Joan Craig and Lois Brooks are our gardeners, and Jim Steer and Richard Forrest are the computer fixer-uppers, but, like I said last year, WE NEED CARPENTERS! We need a shelter in the back yard where we can display our large items. Please sign up with either Richard Forrest, Joan Craig or Dorothy Dodge.

Respectfully submitted,

Dorothy Dodge  
Curator



# COMMUNITY MEMORIES

The Lytton Museum and Archives has just been awarded a Communities Memories Project contract for an interactive multimedia exhibition entitled “*LYTTON, Transformed by Transportation*”.

## What is it?

The contract is to make a virtual exhibition for the Canadian Heritage Information Network (CHIN), a Federal Government agency that deals with Canadian heritage institutions. The exhibition will be hosted on the *Virtual Museum of Canada* website at [www.virtualmuseum.ca](http://www.virtualmuseum.ca).

The exhibition will also be available on compact disk through the Museum and will be set up as an exhibit in the Museum and, from time to time, throughout the community. Copies will be donated to the local schools as a teaching aid.

## What is the theme?

As we all know, Lytton is at a unique crossroads. Located at the junction of the Fraser and the Thompson Rivers, it is one of the longest continuously inhabited sites in North America.

In pre-contact times, the local First Nations traded dried salmon for all means of trade goods and developed trade routes through the rough countryside to the West Coast and the Kamloops Plateau in the interior of the province.

Simon Fraser first explored the area in 1808 during his search for a trade route to the Pacific. Its location became ever more important as a stop for explorers, then gold miners, resulting first in a mule trail (in 1860) and then in the first modern roadway, the Royal Engineer’s Road, completed in 1863. Portions of this route are still visible above Lytton.

The coming of the first trans-Canada railroad, now known as the Canadian Pacific Railway, caused a boom for Lytton. The town expanded to accommodate

railway workers, including thousands of Chinese hired to build the treacherous Fraser Canyon portion of the railway.

In the 1960s, the present Trans-Canada Highway was built. This reduced the travel time to Vancouver to just three hours and changed the face of Lytton dramatically. As the stores and services in town were lost, for various reasons, they were never replaced. Now the population travels out of town for most major purchases.

Our Community Memories Project is to record the changes Lytton has undergone as a result of the changes in available transportation. Much of this has happened within the memories of our elders, and many of their experiences will be lost if not recorded soon.

## How can you help?

We are looking for both people who want to contribute memories and volunteers who are willing to do a variety of tasks to help us record the memories.

You do **not** have to be a Museum Commission member to help make this Community Memory, and we are also looking for people who would like to learn how to make their own community or family memory projects.

If you are interested in participating either as a volunteer or with some memory of your own, please contact the Museum at 455-2254..

The first organizational meeting will be near the end of February and time and place will be posted.



VIRTUAL MUSEUM  CANADA  
[www.virtualmuseum.ca](http://www.virtualmuseum.ca)

## Are you willing to share what you know about Lytton with the world?

- ✿ Do you have old photographs of Lytton and the surrounding area?
- ✿ Do you have old movie film of the river, highways, or Lytton?
- ✿ Are you willing to talk about the old highway and driving the canyon?
- ✿ Are you willing to talk about the businesses we used to have in Lytton?
- ✿ Did you own or work in a business that is no longer here?
- ✿ Do you have an interesting or funny story about travel in the area?

We are particularly looking for photos from twenty to one hundred and fifty years old.

All photographs will be returned promptly as soon as we have scanned them.

A team of volunteers will be transferring old movie film to digital video.

## We need people to:

- ✿ Write short articles about the effects of transportation, reminiscences of Lytton and the Fraser Canyon, etc.
- ✿ Digitize content, including audio interviews, photographs and film.
- ✿ Organize paperwork — we have to have a complete paper trail for the exhibit, including releases for all content.
- ✿ Interview people — we hope to record many people’s memories of the Canyon and Lytton before the present highway was built.
- ✿ Transcribe interviews from audio recordings.
- ✿ Edit and proof read content.
- ✿ Take photographs of Lytton and the area for inclusion in the exhibit.

**NO EXPERIENCE IS NECESSARY!**