

LYTTON MUSEUM and ARCHIVES

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Tiffany Adams wearing Regalia made by her mother and herself.

Photograph courtesy of Freda Loring.

New Author!

The Grade 7,8, and 9's participated in a Historica Fair again this year. Historica is a program dedicated to making Learning of Canadian History more interesting. The first prize winners this year were Tiffany Adams — Grade 9; Chad Michell — Grade 7; Elizabeth Liton — Grade 7; Adrianna Hammond — Grade 7.

The following essay is on the History of the Pow-Wow, by Tiffany Adams.

Many people have seen Pow-Wow dancers dance; however, do they really know about the dances? There are many different types of dances people can

HISTORY OF THE POW-WOW DANCE

do at Pow-Wow's. For the women and the men there are three types of dances that they can perform. The women have the Fancy Shawl, Jingle Dress and the Women's Traditional. The men have the Grass, Men's Fancy and Men's Traditional. There are many similarities between the dances, however, there are some differences too.

The Women's Fancy Shawl is my favourite dance. This is my favourite dance because this is the dance that I know how to do and I travel to many Pow-Wows dancing this style of dance. The Fancy Shawl is a very beautiful dance and the dance is supposed to represent the butterfly. However, the Women's Fancy Shawl is the newest addition to the various dances performed at Pow-Wows. The Fancy Shawl dance originated in the Northern Plains and is noticeable by the women's fancy step work and their beautiful regalia. Their regalia is noticeable by the women holding bright and beautiful shawls over their back and dancing with their arms outstretched.

The Jingle Dress is a fascinating dance performed by many women all over North America. The dance originated from Anishnabe, or Ojibway people near the Canadian border. The Jingle Dress was named after its dress because the dress is covered in old fashioned rolled up snuff can lids. Many dancers can make a jingle dress with simple fabric such as cotton or polyester while

other dancers decide to make their dress flashier and use cuddle satin and other showy fabrics.

The Jingle Dress was performed a long time ago as a medicine dance or prayer dance, inspired by a Medicine Man's dream. The story has a couple of variations. However, this one is told like this:

The Medicine Man had a granddaughter that was very sick and could not even walk. He worried about her, but one night while he was sleeping he had a dream in which he envisioned these women dancing in these special dresses with jingles all over them. He took this as a sign that he should make these dresses and have this dance done and his granddaughter would be healed. When he awoke from his dream, he told his wife and they made the dresses. He explained to his wife how to do the dance, which they did for his granddaughter, and she was so happy she was

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healed and wanted to get up and dance the jingle dance herself. That is how the origin of the jingle dress was believed to be started.

Another dance performed at Pow-Wows are the Men's Traditional and Women's Traditional. This dance is highly popular amongst the men and women's golden age categories (ages 50+). However, it is performed by everyone whatever age they are. The Women's Traditional dance is the oldest form of women's Pow-Wow dancing and originates from the south. The regalia are beautiful dresses that are carefully crafted from buckskin and are characterized by the long, flowing fringe that gives this dance style the elegant look for which it is known. The women also carry an Eagle fan in their hand and as they take small steps in beat to the drum you can see the way their fringe moves ever so elegantly.

Just like the Women's Traditional, the Men's Traditional is also the oldest form of men's dances. However, the Men's Traditional originates from the northern tribes, particularly the Lakota Tribe. When the men are dancing, their steps represent a hunter tracking its prey and their regalia are very noticeable as well. Their regalia can be known by the large bustle that the men wear on their back. In his hands, he will typically carry objects such as an axe, a shield, a wing fan or something else that a hunter or warrior might carry.

Two other forms of men's dances are the Grass and the Fancy. The Grass dance was believed to have come from the Northern Plains. Some say it came out of the warrior societies of the Omaha tribe. The dance style was also created when men would go out and find a new place for their people to live. They would stomp the grass down on the prairies to get the earth ready for special celebrations. Their outfit is made up of mostly yarn (a whole lot of yarn). The yarn is attached around the edge of the

apron they wear and the yoke. They even attach yarn around the leggings that they wear. Bells were also attached to leather straps that are worn around the dancer's ankles.

The Men's Fancy, also known as the Feather dance, originated in Oklahoma around the 1930's. The Men's Fancy dance regalia is brightly coloured with two bustles that they wear on their backs. These dancers move fast and have fancy footwork that allows each dancer to really show off his stuff with spins, turns, squats and hops.

There are many types of Pow-Wow dances and a lot of information about them. There are probably a few more dances that I could tell you about however that may take a long time. If you ever want to know more about Pow-Wow dancing or even just Pow-Wow's in general, the chances are that there will always be one near by on any given weekend! Next time you see a Pow-Wow advertised, you should go check it out, it's a lot of FUN!

Tiffany Adams

SPORTS DAY IN LYTTON

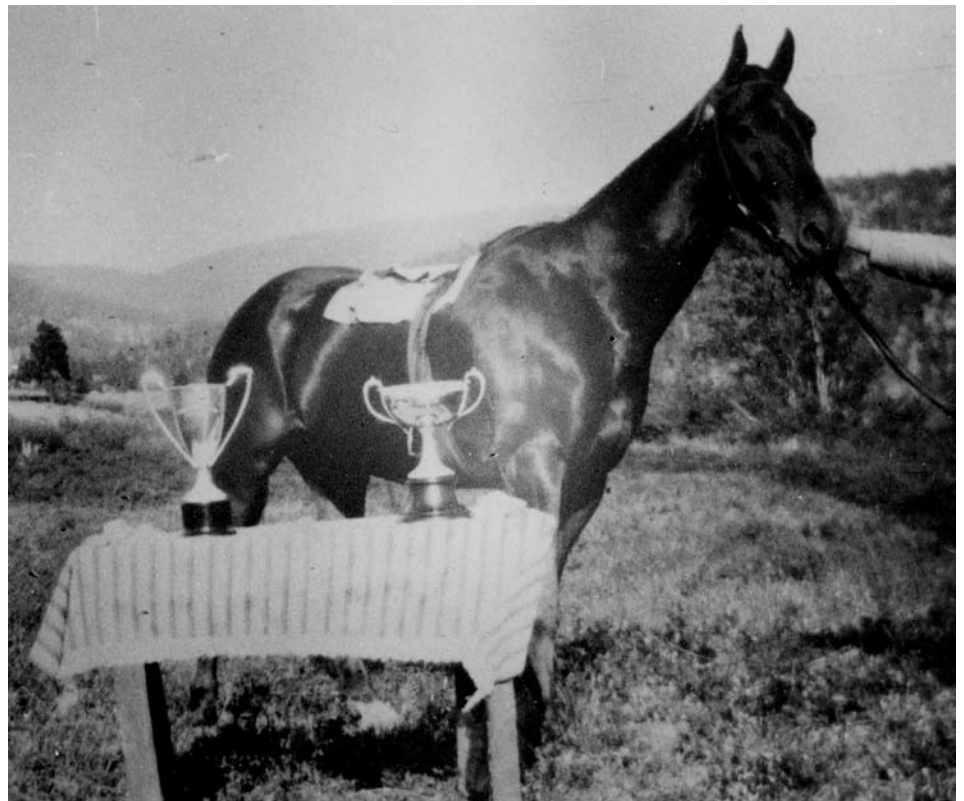
Sports - the highlight of summer!

At this time of year, in the early 1900's, Lytton citizens would be deeply involved in organizing the big day of the year - the July 1st celebrations!

This was the holiday when the farmers and ranchers and everyone else in town joined together for a few days of

meeting with friends, catching up on the news, and partaking of all manner of sports. Dances in the evenings would round up the perfect holiday.

Lytton's Main Street became the playground, the sports field and the race track. (That is not so hard to believe right now, is it?!) There were children's sports, men's and ladies' races, and all



#950: Racehorse 'Hennesy' belonging to John Pasco, winner of two Lytton Stake cups.

kinds of novelty races. The egg and spoon race on horseback was a favourite, and threading-the-needle was another. Barrel turning and stake races were popular. The cowboy race, where the saddle, chaps, and hat were at one end of the street, the cowboy and his horse at the other end, the idea being to get to the end of the street, saddle and dress up, and first back to the beginning wins, was always a riot!

In the 1920's, a race track was built on the flat we now call the 'airport'. Parts of this track still exist. Horseracing was the big draw, with participants coming from all the surrounding communities (Merritt, Spences Bridge, Lillooet, Ashcroft, Clinton) and farms and ranches. A 'Judges' stand was built at the finish line and there were pony races, men's and ladies' races, saddle horse races, and the big one - the Thompson Stakes (1/2 mile) race. Betting on the horses was serious business. Some of the more famous horses were 'Hennessy' (owner John Pasco), 'Platinum' (owner Bill Kane), 'Maxum' and 'Niger' (owner Lorings), 'Birdie' (owner A. Hautier), 'Singer' (owner Walter Baillie).

While the races were taking place, there was a rodeo going on in the middle of the field. Sometimes the celebrations started off with a baseball tournament, so there was always plenty to do and no excuse to be bored. There were always concessions available, providing lots to eat and drink - but not all the liquid was supplied by the concessions!

The last race of the day was always the Point-to-Point Mountain race, one of the main attractions.

Contestants would start their horses on a flat area several yards back from the top of a very steep incline, approximately 1000 feet from top to bottom. The spectators would be across the field waiting breathlessly for the race to start.

Suddenly, over the top they came, manes and tails a-flying! One contestant



#1122: Barrel turning on Main Street.

told me that once started down the slope the rider could see only air between the horse's ears, due the steepness of slope.

If there were only three contestants, they came flying over together. If there were more than three, then the race was run in heats. The winners of the heats would then race again for the championship.

When they reached the bottom they raced a short distance to the race track, turned a hard left onto the track and raced the 100 yds. to the finish line. They never lost a horse or rider, but they did have some spectacular tumbles!

In the evenings everyone (who was still able!) assembled at the old Community Hall for more merriment. The fiddles, accordions, guitars and drums were gathered around the piano, and the music makers played their hearts out 'till the wee hours'.

Times change, and now that just about every family has a car, the old town looks pretty lonely on the weekends, and even our celebrations are pretty quiet, by comparison to the old days. It is difficult to find enough volunteers with the enthusiasm and imagination and the will to commit to such events.



The Saga of the Honeybees

Our ardent Internet detective, Peter McArthur, has come up with yet another interesting bit of Lytton history! This one concerns what was very possibly the beginning of the Honeybee industry in Lytton.

"Alphonse Hautier was the driver of the stage when it tipped over. Bees were in the freight. One stung a horse, and over went the stagecoach. This happened opposite the Globe Hotel on the main street of Lytton where Alphonse had grown up. He must have been a young, inexperienced man, since usually the BX drivers soon learned a trick or two about handling delicate cargo. This happened in the late 1880's.

It is not clear when Wing Kee and his fellow beekeepers started to ship bees to the interior but it cannot have been long after completion of the railway. Alphonse must have taken the bees off the train and his coach was on the way to Lillooet. The bees were to be dropped at the Botannie Valley junction for Mr. Loring, but there lay the stage, across the Main Street of Lytton.

Mr. Loring was sent for but nothing could be done in the daylight. Everyone sheltered in the Globe Hotel bar until darkness caused the loose bees to cluster in their hive. Then Mr. Loring was able to take them to their new home, and business cautiously resumed in Lytton."

Two thoughts come to mind: How auspicious of Alphonse to dump the bees right smack in front of his beer parlour, and how many wives really believed that a swarm of bees chased their husbands into the bar? Ah, the good old days!

AN ODD FIND ON THE FRASER



The mysterious pile of buckets, sproket and small parts near Kanaka Bar.

Photo courtesy Richard Forrest

Sometimes, an exploratory trip has unexpected outcomes, and our outing on March 22, 2005 was such a trip.

Braden Fandrich wanted to try out some equipment he was fixing up on his Zodiac, and he had offered to take a trip down the Fraser River after work. We had been talking earlier about the locomotives wrecked along the Fraser River from Lytton down to Boston Bar and Braden had mentioned that he had seen a couple of boilers on a previous trip.

Braden, Lorna Fandrich, Charles Munro and I loaded the small Zodiac to capacity.

The trip from the rafting takeout on the Fraser down river was beautiful. It was a clear March day, cool but not excessively cold. A few minor rapids tested the Zodiac and under Braden's expert guidance, we quickly were in the Siska narrows and canyon, passing under the railway bridges.

sheer drop to the river. What must it have felt like to the workers when they peered out of their dark tunnel and found themselves staring down on the raging Fraser River?

A little further down river we came to Dead Man's Eddy, a small backwater that catches all manner of floating debris. Just above the eddy, on the bank, we strained to find any trace of the locomotive that had crashed here in 1930. While there was a lot of man-made debris, there were no readily identifiable locomotive parts.

We thought that the visible rectangular object up the cliff-side could be part of the cab and it seemed that there were boiler pipes on the beach, but we quickly decided to leave exploration for another day and head further down river, where Braden had discovered an intact boiler on an earlier trip.

A few minutes later, we were near Kanaka Bar.

Pulling around a bend, we made out a



Braden and Lorna Fandrich with the boiler near Kanaka Bar.

Photo courtesy Richard Forrest



The M.D. Coss Dredge operating on the Solomon River in Alaska, showing the bucket chain with similar buckets to our find near Kanaka . Note the man standing on the deck near the left side of the chain.

collection of man-made debris on the shoreline. Braden commented that the debris was at the boiler location, but had not been visible on the previous trip. The silt coating the debris would have made it invisible if the water had covered it even a foot or two.

We decided to investigate, realizing that we might not get another chance when the water would be so low.

As we pulled in to the small bay, we were amazed at the collection of large metal parts clustered together on the shore.

Buckets, large links, various connecting parts and a large five-sided sprocket-like object lay in a loose pile in a corner of the muddy bay, near a natural jetty of large rocks. Further up the beach lies the boiler, on its side, but well preserved. At the up-river end of the bay, there is an old, rusting cable, perhaps two inches through, wrapped around a huge rock. This was obviously used to anchor something in place against the flow of the river.

There were no other readily visible signs to expand upon what we had found. No barge frame, no wood planking broken against the rocks, no small metal fittings, just the boiler, the bucket pile and the cable.

The boiler is obviously too small to be the locomotive that was wrecked at Kanaka Bar, and it is too far up river for that wreck. The lack of other heavy metal parts indicative of a locomotive – frame, wheels, side rods, etc. would indicate that the boiler was not being used as a locomotive when it was abandoned.

It could have been built as a stationary horizontal boiler, especially for providing power to heavy machinery. It could have also started life years earlier as a small locomotive. Having lived out its useful life as motive power, it could have been converted to a stationary boiler. This was a common practice in the early 1900s, when the new, heavier locomotives being built quickly made the light locomotives of the late 1800s obsolete.

I doubt that we will ever know exactly what the origin of the boiler was, but with some research, who knows? Boilers were expensive, and usually there was paperwork involved with their installation and maintenance.

It is easy to invent a fanciful story:

The dredge had spent years scouring the bottom of the river, bringing up occasional heavy loads of gold bearing sand and mud. With the Great Depression in full effect and all of the machinery wearing, the silt of the main flow shows less and less gold.

The crew moves the dredge closer to the bank, where they hope to find an untouched cache. But the bank has large rock outcroppings that are not visible from the surface of high water. The buckets hang up on rocks and the chain breaks, dropping buckets, links and, disastrously, the head sprocket to the bottom of the river.

Discouraged, the crew calculates the cost of recover and repair against the return of gold expected. They decide to take what they have and strike out in another direction.

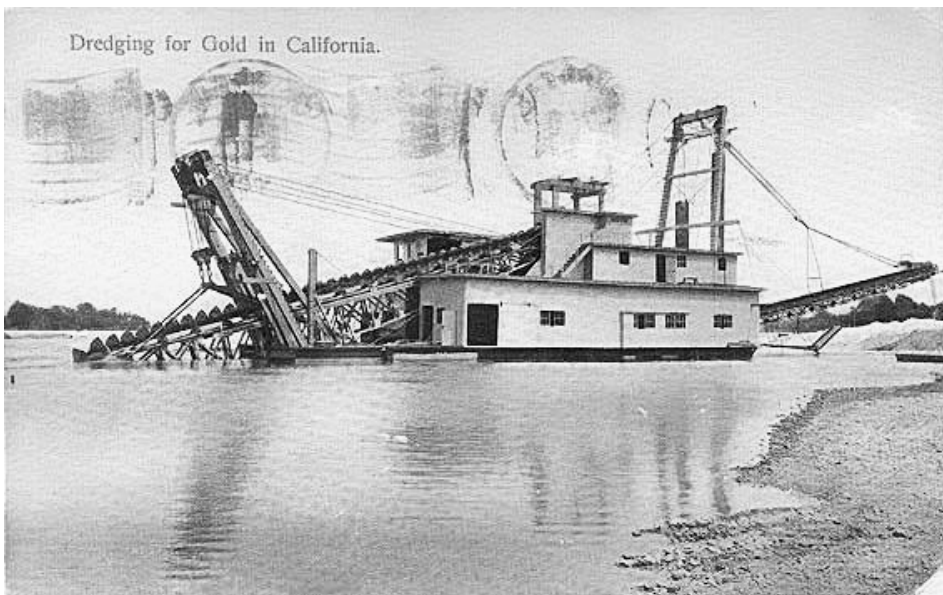
The owners decide to salvage what they can, so they lighten the barge by removing the boiler and float the barge down river to Boston Bar, where it can be removed or salvaged.

Just a story, but it ignores a few of the facts and the real story may be even more interesting

C.P. Lyons, in his 1950 book “Milestones on the Mighty Fraser River”, indicates that there were at least two dredges at Kanaka Bar. One of these may be the source of the buckets, and if so, they have been sitting undisturbed for almost a hundred years.

It is possible, however, that the boiler may not be from the same dredge, and the mystery deepens.

It is worth noting that the buckets are not



A post card titled “Dredging for Gold in California”, showing the bucket chain at left. Note that this dredge had many more buckets than described by Lyons, while the Coss dredge on the previous page is more likely the right size.

attached together with the links as they were designed to be. This would indicate that either they were spare buckets, or that the chain had been disassembled. It is unlikely, however, that the large sprocket would have been carried as a spare, so the most likely scenario is that the buckets and sprocket had been disassembled before they were lost.

Lyons reports that there was a dredge tied up in an eddy near Kanaka Bar in 1950. He describes the dredge as being a clam-shell bucket type of dredge. A picture of this type of dredge is included. This dredge used a small donkey engine to place itself in the river by winching against cables anchored on shore. The bucket would be lowered to the bottom, where it closed, picking up sand, mud and hopefully gold. A diver would then take down a suction hose to “vacuum” up the silt behind rocks and in cracks.

This dredge was working near Lytton when it broke loose while being winched up-river, and had drifted down almost to Siska Lodge before it was beached. It was floated again, and moved down to Kanaka Bar, where it was anchored, abandoned and still visible in 1950.

The buckets we had found were not the

right type for this dredge.

Lyons reports that an all-steel dredge had been built in England, disassembled and shipped to Lytton, where it was installed near Kanaka Bar in 1906. It iced over and sank in a severe storm before it even began to work. In 1939, an effort was made to salvage the machinery, but this became a tragedy when the diver died underwater. The barge silted over and its location is now unknown.

Lyons calls this the “Million Dollar Dredge”, and it appears that the name indicates the loss it incurred, not the earnings.

Our buckets and sprocket could be from this dredge, however, there may have been a third dredge.

Lyons also reports that an all-steel dredge had been built in England, disassembled and shipped to Lytton, where it worked the Van Winkle Bar. This one-hundred by thirty foot dredge had thirty-two buckets fixed into a chain, which ran on a huge, ladder-like boom. This type of dredge is also pictured. The buckets we found are very similar to this type of dredge.

The dredge failed to make any signifi-

cant gold recovery and the decision was made to move the dredge down river to Kanaka, where it was anchored and sat idle. It sank before it was put into use again. A diver was sent down to try to salvage the dredge, but it was broken in two and was considered beyond recovery.

So the question arises: Were there two dredges sent from England, both of which ended up at Kanaka Bar? Or are the two descriptions mentioning the same dredge?

The buckets are definitely from a dredge similar to the large ones lost at Kanaka Bar and may have been sitting undisturbed since 1906, or since 1939, as part of the failed salvage attempt.

But what about the boiler? Was it from the same dredge as the buckets or from the dredge anchored in the cove in 1950 that Lyons mentions?

Unfortunately, without more information on the dredges, we may never know if we have stumbled across two wrecks or one. Like any good mystery, as we uncover more information, each question we answer sparks more questions.

We do know, however, that we made a discovery on that March day that was well beyond what we had hoped for.

Richard Forrest

FROM OUR NEWS CLIPPINGS FILE:

Sept. 13, 1978:

“St. George’s-in-the-Country Golf Club is planning an open tournament for Sunday, the 17th. It begins at 9 a.m. The men play 18 holes for a fee of \$5.00, and the ladies play 9 holes for \$2.50. Everyone should pre-register with Dave Johnston at the Liquor Store. There will be lots of prizes, lots of fun, and hopefully lots of sun!



New Acquisitions from the Past.

We have a real treat for all you Lytton history buffs on your next visit.

Former Lytton citizens, Dave and Margaret Caughlin, paid us a visit a few weeks ago, loaded with 'goodies' for the Museum.

The most amazing item was an old Globe Hotel Register, dated April to November, 1912.

The Register was found in an old vault in the basement of the Clinton Government office in 1967.

B.C. Forestry employees were told they could use the basement for an office and if they cleaned out the old vault they could use it for storage. Everything in the vault was to go to the dump, but being the collector that Dave is, he recognized the fact that the Register was a valuable piece of history and kept it for his collection.

The register was printed especially for the Globe Hotel. Each page is separated by a blotter page - in those days they used real ink!

The front flyleaf is marked 'Exhibit E', so it was probably used as evidence in a court case.

There are many local signatures included in the register, including the old families such as the McKays, the Lorings, the Murphys, the Watkinsons, the Kanes, the McGillvrays, and more. Buckshot Bill from Rattlesnake Flats stayed at the Globe Hotel!

Addresses from Vancouver, Prince Rupert, Lytton City, California and Spuzzum are among those recorded. It is really a fascinating read.

Dave also brought a huge cheque book from the vault. It is titled 'Province of British Columbia Official Cheque' and the cheques are written on the Bank of

British North America [ca1912]. They are imprinted with 'Road Superintendent' under the signature line.

In his travels with the Forestry, Dave also picked up:

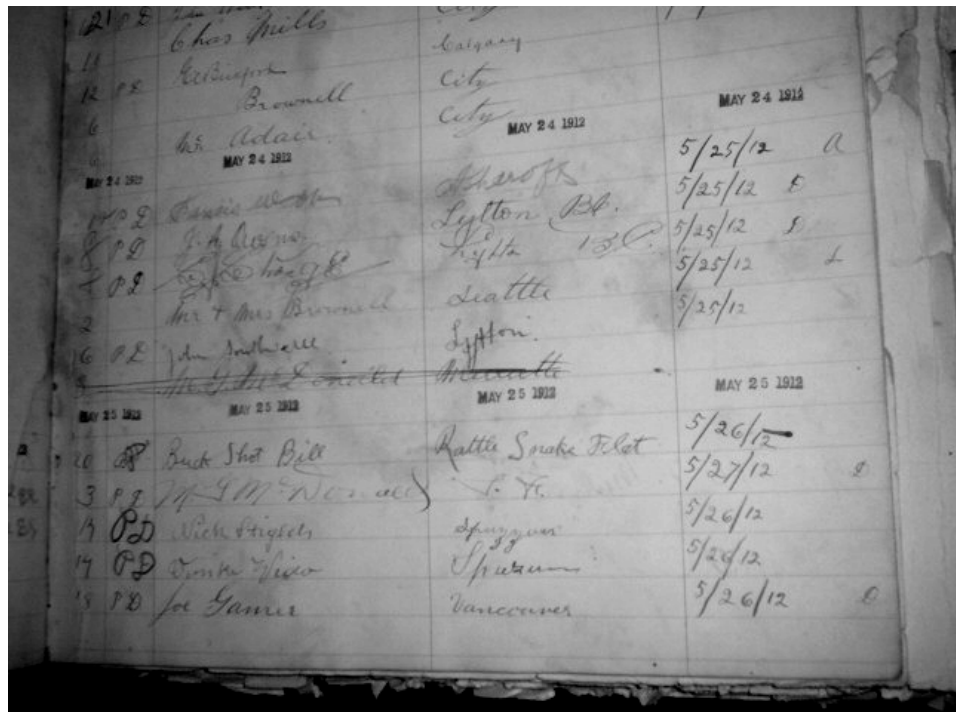
- an old candle holder from the Spences Bridge dump
- two mint-condition apple-box labels from Earls court
- an old, old cedar root basket found in an old abandoned cabin
- a 'blow pan' he found with a metal detector at the site of the Van Winkle gold mine, and
- three branding irons, one of which we have been unable to identify.

He rounded off this amazing donation with 4 photocopied archaeological books pertinent to our area.

Lots to see! Come for a visit!



*The Globe Hotel Register and the blow pan from Van Winkle Bar.
Photo Courtesy Dave Caughlin*



A page from the Globe Hotel Register.

Photo Courtesy Dave Caughlin

DO YOU KNOW?



The mystery object from last issue.

Photo courtesy Richard Forrest

It seems that many people had the answer to where the article pictured above is.

For those who did not know, it is just down river from the outlet of Lytton Creek near the rafting take-out.

However, more people seemed to be more interested in what it is.

The answer to that is: it is the frame and pulley of a Marion-Osgood Company Number 344 loader (or donkey, or winch) engine.

The loaders was invented about 1895 and were made by many companies. In the early years, they started life powered by steam.

They were basically an early form of winch — big, awkward, cumbersome and very powerful.

They often worked in the woods, pulling



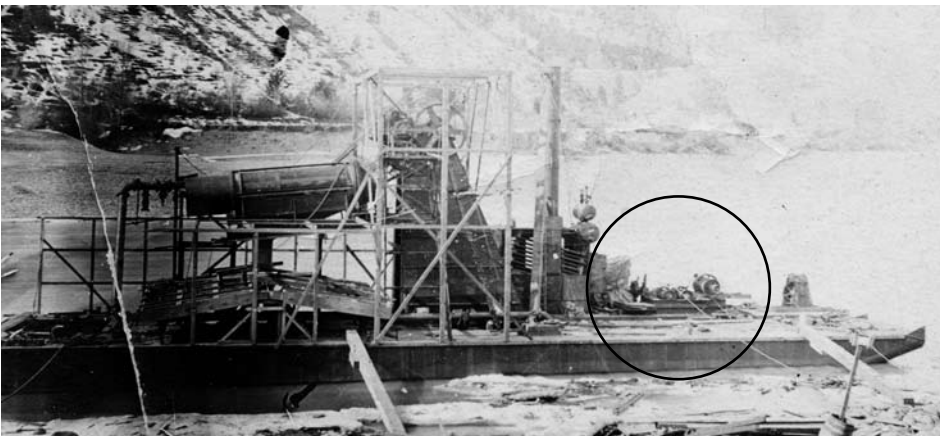
A steam shovel from the CPR circa 1930.

Photo courtesy Doreen Arneson

logs to the waiting train cars from where they were cut down. In this capacity, they were often called donkey engines. By the 1930s, they were replaced by larger, more powerful engines and now skidders do the same work, pulling logs to waiting log trucks.

They were also used by railways to power large steam shovels. The steam provided the power and the loader reeled in and out the cables. A Canadian Pacific Railway shovel of this type is pictured above.

A quick search shows that the Marion Company of Osgood, Ohio made many types of machinery, notably steam



A Lytton gold dredge with a loader engine similar to our mystery object mounted on the front (see circle).

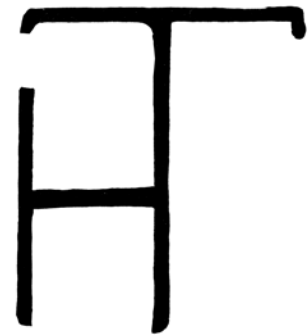
shovels and small engines similar to this one. Oddly, it is difficult to find any Marion-Osgood Company information, but Marion is a notable manufacturer.

This one is rumored to have come off a gold dredge that worked the Fraser River. It may have started out powered by steam, but extensive cutting and welding at the back end suggests that it may have been modified to be run by an internal combustion engine in its later life.

The loader would move the dredge through the water by pulling on cables anchored to rocks on shore.

It is an interesting piece of Lytton's past, not yet taken by the scrap metal dealers.

WE NEED YOUR HELP!



This sketch is the business end of a branding iron.

We have not been able to identify it. Queries to Ownership Identification Inc. brought no help, the books on branding for 1964 and 1972 had nothing, and B.C. Archives informed us that although they do have all brands listed from 1924, they do not have the staff to do a search - we would have to go there ourselves.

So - does anyone out there recognize this brand? It was found [ca 1975] partially buried in the mud, and the donor can not remember where he found it.

Please notify the Lytton Museum if you can help us.

Phone 455-2254 or 455-2268.