

LYTTON MUSEUM

and ARCHIVES

June 2007

420 Fraser Street, Lytton, B.C.

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LYTTON CELEBRATES!



The Royal Canadian Mounted Police in Red Serge dress uniforms lead the 2007 Lytton Days parade, May 2007.

Courtesy of Richard Forrest

Lytton's community celebrations usually mean everyone is out on the streets!

A true celebration has to have a parade, first and foremost. It can be Gala Days, Lytton Days, July 1st, Labour Day or special homecomings – but we must have a parade!

The parades have consisted of many amazing floats over the years, hundreds of decorated bikes and other wheeled

fantasies, hospital bed entries (for the races later in the day) and lots of horses! It is nearly always led by the Mounties in Red Serge, the firetrucks and the ambulance with well-decorated vintage cars and lots of wrapped candies flying around. Many children are dressed in fabulous costumes – fairies, space men, cowboys, pirates, even a wedding party.

Every parade has to have a Royal party – Queen and Princesses all beautifully dressed, all proud and very excited. In the 1950's when the Rotary Lottery Barrel was still being launched from Lytton, one of the Queen's duties was to cut it loose and send it on its way down the Fraser.

In the old days (early 1900's), when Main Street was a wide dirt track, we had races down the street – adults and children's races, horse races, bed races later on, and everyone cheered them on loudly. The bed races – old hospital beds complete with 'patients' on them, careening madly down the street, pushed by 'doctors' and 'nurses' - were great fun for everyone except probably the 'patient'. There were novelty races - threading the needle, turning stakes – if it was do-able it was done!

We musn't forget the Point-to-Point mountain races held up at the airport – where men on horses bounded over the top of the mountain, raced to the bottom, around the track and to the judges stand. One contestant swore that, once

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*Ernie Glasgow in his vintage Model A Ford takes part in the 1991 parade.
Courtesy of Dorothy Dodge*

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over the top, the track was so steep they never saw ground until they reached the bottom – unless they fell off!

Strangely, we never managed to kill anyone!

As many as 15 contestants entered the race and it was run off in heats. The winner received \$100 and second place earned \$40. The race was banned in the late 1950's as being too dangerous.

In the last two years another exciting celebration was launched — Lytton River Festival! It is the celebration of our two great rivers, hosted by the Lytton River Festival Society, including many of the local businesses, the Village of Lytton, the local First Nations and an army of volunteers.

Held on Labour Day weekend, it includes an incredible list of activities, from the Lion's pancake breakfasts each day to rafting the rivers, children's theater, film festivals, street dances, Pow Wows, salmon barbecues, and on and on.

There are kayak demonstrations at the local pool, kayak performances on the

river, and children's toy raft races on the Nicoamen River.

We've had the climbing wall in for the children and gold panning for everyone.

It really is a wonderful and exciting celebration.



Did you know...

That there was a toll gate installed near Yale on the Fraser Highway in 1939?

(Road Runner, Vol. 5, #2, 1968)



Lloyd Dodge and Corby McKay, both winners in the 2005 parade.

Courtesy of Dorothy Dodge



Top left: Labour Day Celebration, Sept 3, 1951. Retiring Queen Dilys Rebagliati crowns new Queen Lorna Russell. Left to right: Phyllis Dunstan, Shirley Clarke, Lorna Russell, Ann Galovach, Dilys Rebagliati.

Courtesy Lytton Archives

Below: Lytton Main Street, Sports Day [ca 1913]. Crowds and horsemen waiting. Note Lytton Hotel, J.P. Robertson Men's Store, Lytton Lunch Counter, Box Restaurant. Note flags and men in suits.

Courtesy Lytton Archives

Bottom: Jim McMillan and Colleen O'Dwyer ready to tie the knot! (1951 parade)

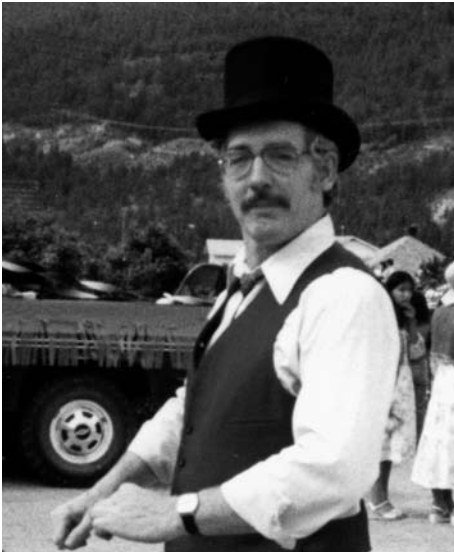
Courtesy Lytton Archives

Bottom left: Eric and Raymond Phillips in regalia for the 1982 parade.

Courtesy Dorothy Dodge

Middle left: Graham Everett dressed for the 1996 Lytton Days parade

Courtesy Dorothy Dodge



Raising The Giant



Left: Locomotive 2687, left behind without wheels after the removal of locomotive 5693 on January 9, 2007. Note the Botanie slide above the tracks. The bank's instability has caused a great deal of trouble.

Below and opposite: On April 1st, #2687 is lifted from the river. After an early start, the workers and equipment have the locomotive two-thirds of the way up the bank by 10:20 a.m. Note the huge crane and several specialty "Cats". The four with side a-frames are usually used for laying pipeline, and were imported just for this job.



In the early hours of January 4th, 2007, a Canadian National freight train hit a large rock slide just east of Lytton.

The lead locomotive went over the bank and plunged into the Thompson River canyon.

Miraculously, neither of the crew were severely injured, although it was several hours until first light, when the local Search and Rescue team could lift them to safety.

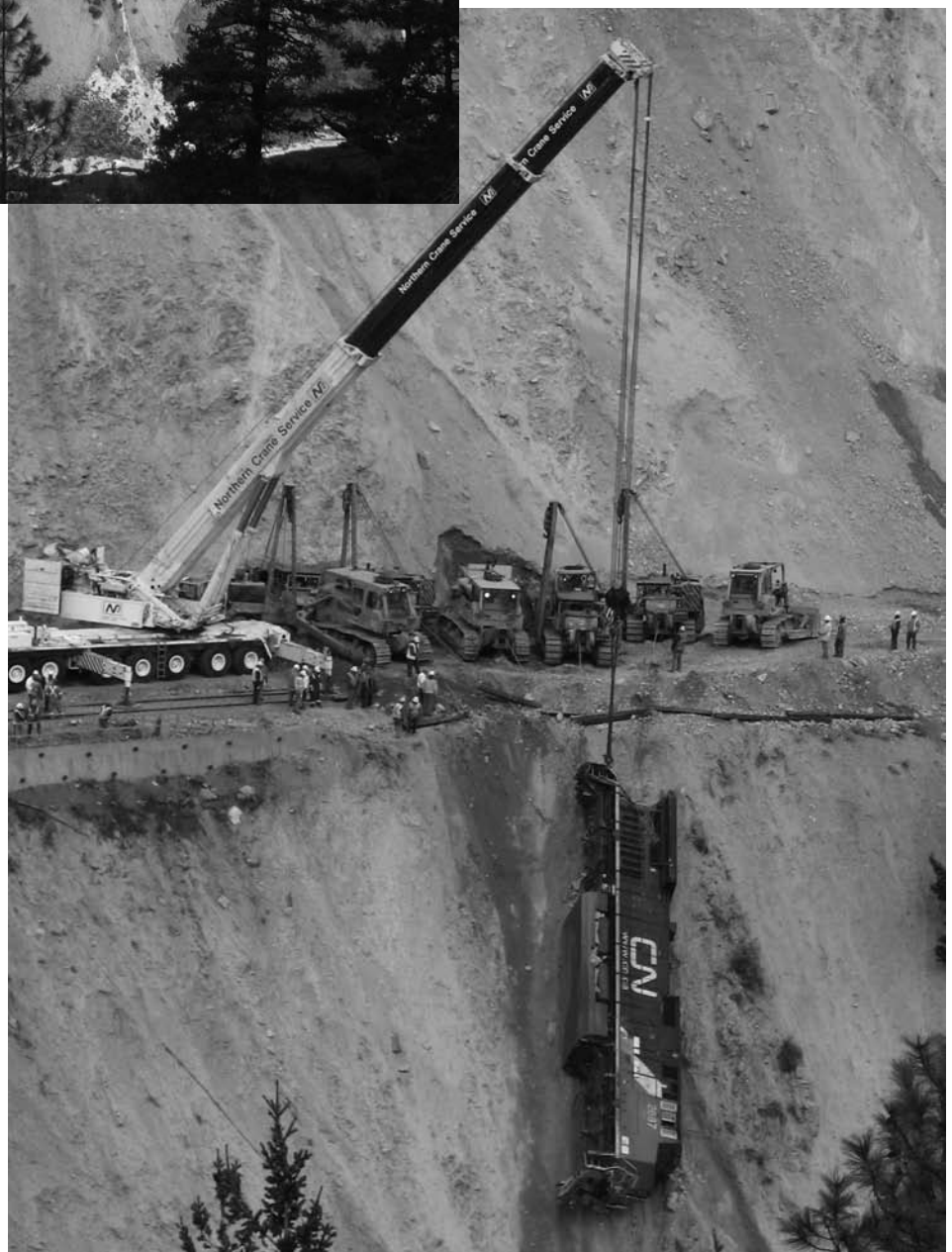
Crowds of people took the time on April 1st, 2007 to watch the removal of #2687. It was really a special sight.

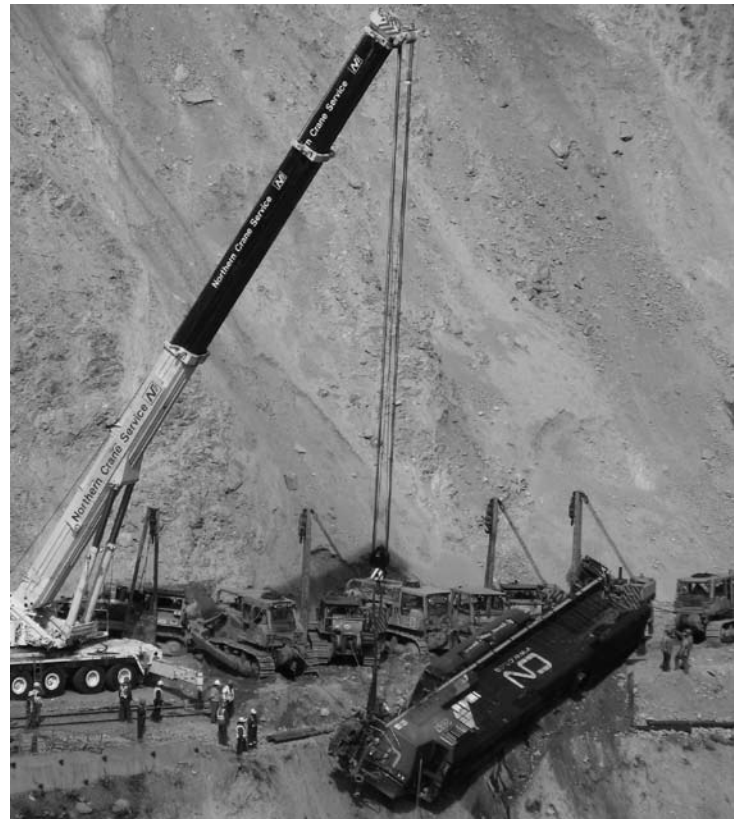
By 10:20 a.m. on April 1st, the workers had moved the locomotive two thirds of the way up the bank (right).

Half an hour later, the rear of the locomotive had cleared the bank (opposite left) and by 12:30, the locomotive was being lifted onto the right-of-way.

Two o'clock saw #2687 righted, waiting for wheels.

It was put onto rebuilt trucks and towed away, being sent to the Winnipeg shop





This locomotive was at least the second to be Canadian National 2687. The first was a 1911 class N-5-a 2-8-0 steam locomotive built by Montreal Locomotive Works. It had 63 inch drivers and a tractive effort of 40,230 lbs.

All photos courtesy Richard Forrest



for repair.

The entire operation took much less time than expected and was a complete success.

The locomotive is 22.3 meters (73 feet 2 inches) long and weighs 179,000 kg

(394,000 lb.), with an output of 4400 horsepower. It has 42 inch wheels and carries 18,900 litres of fuel. It is powered by a V16 turbocharged diesel engine supplying power to GE 5GE752AH DC traction motors in GE HiAd trucks.

VOLUNTEER!

Lytton has many volunteer groups, including the Museum.

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



JOIN THEM TODAY!

Big Things Come In Small Packages

Submitted by Jackie Heywood

There was much excitement in the Grade Two class at Stein Valley Nlakapamux School (SVNS) as we prepared for our field trip to Lytton to learn more about our community. The Lytton Museum was to be our first stop. Housed in a small unobtrusive structure, the Lytton Museum and Archives is located on quoo.OOy (Fraser) Street at moosh (4th) Street.

Just inside the front door Dorothy Dodge, Curator of the Lytton Museum, welcomed us with a friendly smile and a gentle voice.

Dorothy quickly introduced not only herself, but also the stuffed bird perched high up in a doorway. After a fatal run-in with Dorothy's front window, the beautiful sharp-shinned hawk had been preserved and added as an exhibit that could watch museum visitors.

Our visit, which continued under Dorothy's direction, was interspersed with an occasional "Look! That bird is looking at me!" and "Yeah! It's still looking at me, too!"

Naturally, the SVNS students were most interested in the exhibits to which they could easily relate. The antique telephones and toys inspired several questions, while the boys were in awe of the old rifle that hung on the wall. Dorothy was sensitive to the children's aboriginal heritage as she showed them a special display of arrowheads, spears, and hide scrapers once used by their ancestors.

The children also viewed pictures of Nlakapamux chiefs and elders, woven baskets, root-digging tools, and beaded moccasins, gloves, and a coat that had been donated to the collection.

The students enjoyed sharing the root-digging experiences they'd had with their relatives. One boy saw a picture of his great, great uncle standing on the



The Stein Valley Nlakapamux School group with their teacher relax on the bench in front of the Museum.

Courtesy of Dorothy Dodge

back of a horse, while the grandfather of another boy was seen in an old picture of a baseball team.

Inside the museum, the students were enthralled by several of the other exhibits. Everyone loved the brown bear, of course, which has been included as a museum exhibit for educational purposes. After Dorothy had shown us the gigantic plaster cast of a real grizzly bear's footprint, the size of the small brown bear paled in comparison. The students were invited to submit their suggestions for a suitable name for the little brown bear and are awaiting the decision with baited breath.

Next, the rattlesnake's rattle caused some excitement. Dorothy demonstrated how the rattle worked so we could hear the sound without feeling 'petrified'.

Petrified became our big word for the day as we saw a large piece of petrified

wood on display. Dorothy allowed the children a 'hands-on' experience with the petrified wood and they quickly found out that it was much heavier than they had thought it would be. The petrified dinosaur dung, however, was not as popular and brought a resounding chorus of "Ooooooh!!! Yuck!!!!"

The large shiny jewel, a 'Herkimer diamond' from New York's Herkimer Development mine, also attracted a fair bit of attention from the young visitors. The diamond's sparkle helped them to recover from their disgust with the previous exhibit.

The backyard of the museum held more delights for the children. They noted many differences between older and more modern versions of the fire-fighting machine, the bicycle with fenders, a cookstove, and a pair of roller skates complete with key, to name a few.

Once Dorothy gave the word, everyone jumped onto the mini-train for an imagi-

native ride on the rails. The popular mini-train was actually made up of two 'speeders', one from the CNR and the other from the CPR.

The children were unanimous in declaring the visit as: interesting, cool, great, awesome, sweet, and fun! So don't blink as you walk down quoo.OOy Street or you may miss the cute pale green house with the nicely manicured yard, white picket fence, and old-fashioned lacy curtains in the windows.

Watch for the 'Lytton Museum and Archives' sign over the porch of #420 and venture through the front gate. Once through the museum's front door, any visitor will experience far more than a mere eye-ful of local history.

In Lytton, sometimes big things really do come in small packages!



The Stein Valley Nlakapamux School group explores the outdoor displays at the Museum.

Courtesy of Dorothy Dodge

How Lytton Got It's Name

Merritt Herald April 24, 1952

ROMANCE BEHIND

By George Green

When, almost fifty years ago, the writer first approached Lytton, and heard the railway conductor announce "Lytton," memories of the historical romance entitled "The Last Days of Pompeii" arose in vivid memory. Edward Bulwer-Lytton had been Colonial Secretary in England when the gold rush of 1858 occurred along the Fraser River.

An early gold seeker, writing from thirty miles above where now Lytton stands, in a letter dated April 29th, called the place "The Forks," meaning the confluence of the Thompson and the Fraser Rivers. But in June of that same year the government at Victoria appointed a Revenue Officer at "Lytton". It was an important junction in the water communications of gold rush days.

When the Cariboo Road was built up the canyon of the Fraser by the Royal Engineer., Thomas Spence built the road from Boston Bar to Lytton for \$88,000,

and when the CPR was built up the canyon, a syndicate headed by Andrew Onderdonk contracted for Sub-section B, for \$2,573,640.00. It was 29½ miles long. It too, extended from Boston Bar to Lytton.

Edward George Earle Bulwer was born in May of 1805, the youngest of three sons of General Bulwer, of Norfolk in England. He was a prolific writer, and published a volume of poems when only 15 years old, his novel describing the destruction of Pompeii was written when he was only 29. He was the most versatile writer of his age. His father died when he was only two years old and his mother, dying in 1843 left her extensive estates to him, on condition that he assume her family name of Lytton. Thereafter he was known as Edward Bulwer-Lytton.

Being elected to parliament in the Conservative government of Lord Derby, he became Colonial Secretary in 1858 and 9. As such he planned the sending of the Royal Engineers under Colonel R.C. Moody to survey the new country, to build bridges and to police the land.

He was the supreme authority through which the colony of British Columbia was guided to a successful colony of the British Crown.

In his communications with Governor Douglas he always signed himself "Lytton". He was raised to the peerage as Baron Lytton in 1866 and thereafter was known as Lord Lytton.

Speaking before the British House of Commons on July 8th, 1858, he said, "I do believe that the day will come, and that many now present will live to see it when a portion at least of the lands on the other side of the Rocky Mountains, being also brought into colonization, and guarded by free institutions, one direct line of railway communication will unite the Pacific to the Atlantic Ocean." It was not until 27 years later, in 1885, that the last spike was driven in that railway not so far from the town of Lytton, at Craigellachie, which united with a band of steel those two oceans, so prophetically foreseen by Lord Edward George Earle Bulwer-Lytton. He died in January of 1873.



Right, Ellen Blachford examines the beaded coat, part of a new addition to the Museum's collection.
 Courtesy of Marie Heaster.



Did you know ??

A peek into the past: Centre-line painting – the beginning.

The first attempt to mark directional dividing lines on British Columbia highways was done in 1947 with a hand-pushed buggy and a gravity-feed hopper which allowed paint to drip onto a felt-and canvas covered wheel. A poor but effective sort of line was rolled onto the pavement. But the idea of two marked lanes caught on with the motoring public, so the limited painting programme had to be enlarged and a special long four-wheel buggy was fabricated at the Cloverdale shop. This was coupled to the front bumper of a 1934 Ford truck which carried a 50-gallon paint tank, home-made compressor, and traffic-control flags.

(Road Runner, Vol. 9, #1, 1972)

Heritage Week Tea And Talk

The Lytton Museum and Archives Eighth Annual Tea and Talk afternoon, February 21, 2007, took place with 26 visitors attending.

Homemade refreshments and great conversation were enjoyed by all.

Our photograph collection is always popular, and this year we had a collection of paintings by Jim White on display. Jim has painted several of the churches in the area.

The photograph at left shows, from left to right: Lorna Thoms, Anita Nixon, Mandy Brown, Ellen Blachford and Dorothy Phillips. Mary Sitko is facing away from the camera.

Courtesy of Marie Heaster.



Picture Assignment

(From the Lytton Leader, Sept. 1957)

Mr. Joe Chute, owner-operator of the Lytton Photo Service has just completed an interesting assignment. He has taken 200 photographs for Dawson Wade of their construction work between Lytton and Spences Bridge, part of the new Trans-Canada Highway. Within a few

hours he developed them and had them mailed to head office. In his spare time he also does portrait photography, and gives 24 hour service on snapshots, and is in charge of the Camera Club at Lytton High School.

