

LYTTON MUSEUM & ARCHIVES

420 Fraser St., P.O. Box 640
Lytton, B.C. V0K 1Z0

2015 Issue #3

Unlocking Lytton's Past

CPR Trivia Snippets

The Canadian Pacific Railway Company, intended to physically unite Canada coast to coast, was founded in Montreal by a group of business men of Scottish descent: Donald Smith, George Stephens and Richard Bladworth Angus.

Then what happened?

Ding, Dong Bell..

Visit the museum to learn more about this recent acquisition. And see page 6 for more about bells.



INSIDE THIS ISSUE

Snippets
Which Last Spike?
Who's the Kid?
More 420 Fraser St. History
Are You Hearing Bells ?
Cannonball Validity
Curio Corner

Museum Members Annual Dinner

The potluck dinner that replaces a formal June meeting was held June 30. As always, there was a variety of dishes to choose from,



including a birthday cake to celebrate our 20th year of operation.



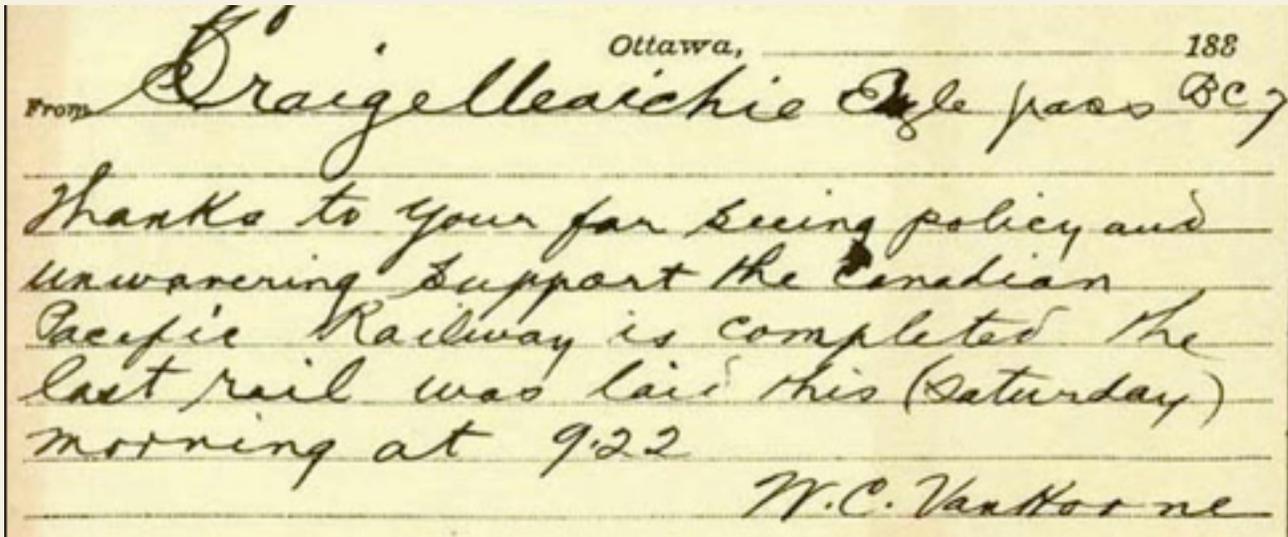
J. Steer photos





1885 - 2015 : 130th anniversary of the Last Spike ...errr...which last spike?

On November 7, 1885 Sir John A. MacDonalld received the following telegraph:



Spike #1



The Canadian Museum of History published this photo of a silver spike in their collection. It was the one that 'should' have been driven in at Craigellachie to mark completion of the CPR line across Canada. But bad weather prevented the spike from reaching its destination in time. It was eventually mounted on a granite base and sent to the CPR General Manager, William Van Horne.

Spike #2

So instead of the last spike being driven by the Governor General Lord Lansdowne, Lord Starthcona, Donald Smith, stepped up to the rails to do the honours. However, not being a railway worker, his aim was a bit off, and he bent the spike on his first try. It was removed and another simple iron spike substituted. The bent spike was claimed by Smith and cut up to make jewelery for some of the wives of those present at the ceremony. What's left of it resides in the Canada Science and Technology Museum.



CSTM/SMSTC - 1985.0916

Spike #3

Smith, with better aim this time, proceeded to drive in the replacement spike. This spike was removed shortly after the ceremony because of fears of possible souvenir hunters. It was given to Edward Beatty, the first Canadian-born president of the CPR.

Somehow, the spike ended up being given as a gift to the son of the patent office



president at the time. According to *The Globe and Mail*, it was fashioned into the handle of a carving knife, silver plated and resides in a safety deposit in a Winnipeg bank. It has been in the family of Canadian Patent Officer W. J. Lynch for three generations and the family is sure they have “the real thing”. The report from a metallurgical test they had done confirmed it was of the right age and materials of spikes used in the 1880s.

While promoting his book, *The Last Spike*, Pierre Burton acknowledged the Lynch family as owners of the true ‘last spike’.

Spike #4

In 2010, the *Ottawa Citizen* reported the “lost last spike” had been found after an extensive search of the House of Commons where it should have been on display. It had been found on a bookshelf in PM Harper’s office.

Information on the spike’s history and its donation to the House of Commons followed, and it was not until the article’s penultimate paragraph it noted this spike *was one of the 300 presented to a group of white VIPs and railway dignitaries who attended the historic ceremony at Craigellachie, B.C., on Nov. 7, 1885.*

Editors Note: Read CPR’s lengthy explanation of how many last spikes there are and which one is the true last spike at: <http://www.okthepk.ca/dataCprSiding/spike/spike.htm>

Craigellachie

... was named after the village of Craigellachie on the River Spey in Moray, Scotland, the ancestral home of Sir George Stephen, the first president of the Canadian Pacific Railway.

So just where is this famous “last spike” site?

Many of you may already have visited the Revelstoke Railway Museum and its satellite site at location of the completion of the Canadian Pacific Railway in 1885.

The last spike location is a rest stop on the Trans-Canada Highway, 45km west of Revelstoke. It has a seasonal interpretive centre and gift shop, as well as a picnic area and monument right beside the main CPR line.



Who's the Kid ?



Most of you will have had at least a cursory glance of the 'official' photograph of Donald Smith driving the last spike. Other important dignitaries in attendance were William Cornelius Van Horne, Major Rogers and Sir Sandford Fleming. But did you notice one attendee seems much out of place in the crowd of whiskered and dignified looking men.? Immediately to Smith's right is a very young looking person, Edward Mallandaine.

Who was he and why is he in the photo? A native of Victoria, B.C., he left school at 14-years-old. The young entrepreneur made good money for several months by providing a pony express delivery service to the railway construction workers in B.C. But most workers left the area as the two ends of the track were about to join. To attend the ceremony he hopped aboard an open flat car, enduring a bumpy ride through a bitterly cold night to reach Craigellachie on 7 Nov 1885. Short for his age, he wormed his way forward through the dignitaries and at the last moment poked his head around Smith just as the photograph was taken.

This, however, was not his only claim to fame as after this adventure he returned to Victoria to become an architect, a surveyor, and successful land developer. He is credited as being a co-founder of the town of Creston, B.C. Edward died 1949 at the age of 82, but will always be remembered as "the boy in the picture of the Last Spike".

River Festival 2015

In past years, on the Friday of River Festival, the Museum has provided an author reading for visitors.

This year we were unable to find a local author who would participate. so it was decided to hold a "story telling hour" instead, featuring local history stories.

Dereck Ostiguy recounted the little known history of Hawaiians in BC and the Fraser Canyon. Dorothy Dodge told the story entitled "The Phillips Brother Wound a Deer". from Ross Urquhart's book, *Westside Stories*.



Tom recounted the story of *Urban Hicks and the Silver Queen Mine*, also from Ross' book.

And Marie Heaster portrayed Josephine Hautier telling the story of her history as an early pioneer wife and helpmate at the Globe Hotel in Lytton in the 1860's.



Some 420 Fraser St. History

Museum visitors are often intrigued by the fact the Museum was once a family home. We tell them about the building of it by the railway and when it was built. We now have some more info to add to the story.

In June, Betty and Al Graham, and son William, made a visit to Lytton. The family had lived in 420 from 1963-1969 when Al was the CNR Signal Maintainer.

There were 5 children in the family. Betty was asked how they all fitted into such a small space. Her reply:

... you make it work. Bunk beds were the new thing at the time, so 2 bunk beds in the front bedroom worked for our daughter and 3 sons. When number 5 arrived, we kept him in a small crib in our bedroom (now the office) in the day time and in the hall way at night time. When he required larger sleeping facilities he was put in the bedroom with the 3 boys.

In the basement there was a space for coal at one time, so we cleaned and painted and made a cosy sleeping space for our daughter.



Betty shared these photos - the living room at Christmas and the eating area off the kitchen (now the display alcove off the main room). Her closing comments:

... the building is in much better condition inside and out from when we lived in it.

Congratulations to the volunteers and the community for putting together a very professionally done museum.

By way of thanks for Dorothy and Peggy opening the Museum for them, the Grahams included a generous donation with the information they sent.

Thank you. Hope you enjoyed your visit.

Do you have a similar story to share about living in Lytton? - add to our picture of life in Lytton. A photo or two would be great. The photos need not be given to the museum. Just bring them into the Museum for scanning when you drop off your story. Have a story but unsure how to proceed - contact Dorothy or Marie for help.



Researcher Visit

In August we were visited by Trelle Morrow, a retired architect living in Prince George, who has a passion for local and B.C. history.

He is researching and documenting the history of early reaction ferries in the interior of the province, with ours being one of the four remaining B.C. reaction ferries.

Among Mr. Morrow's previous writings are:

- Sternwheelers on the Upper Fraser
- The Big Smoke - beehive burners
- The Grand Trunk Pacific and other Fort George stuff
- Cataline: Packer Extraordinaire
- Living Legacies
- Aviation North
- 100 Years of Fort George Mail
- Stoneware for body and soul : a social interpretation of the Chinese stoneware record in British Columbia 1858-1958

Although he retired some time ago, he keeps himself busy travelling around the province visiting museums and historical sites. For example, he drove down from Prince George, visited the museum and the ferry, and then drove home.



Lytton Museum photo

Are You Hearing Bells ?

Bells first began to appear about 2000 BC, in China. Bells were introduced into Christian churches around 400 A.D. by Bishop Paulinus of Compagnia. Early bells tended to be square, and constructed of hammered iron plates riveted together.

They were very important when clocks were unavailable. Their call to prayer and worship would also help to mark out the time of day for townspeople and for giving an alarm when danger threatened. At one time, it was thought ringing bells provided protection from lightning and violent wind storms.

Farm bells, generally used for signals over a relatively small area, tend to be small enough to be post mounted and are hung in a surrounding yoke, with an arm at one side to attach rope/chain for ringing the bell.



In 1908, Sears Roebuck sold an 18" farm bell for \$ 1.99.

School and factory bells, and church bells (cast from a better quality metal) are larger, top-hung from a beam or a top yoke which rests in standards bolted to a frame. A large rope pulley wheel is used to swing and ring the bell.



In 1923, Sears, Roebuck and Co advertised a 30" bell (the size of the one at the Museum) for \$ 40.66.



Lytton - The Social Register - 100 Years Ago - 1915 Revisited

Items from The Nicola Valley News courtesy UBC Historical Newspaper Project:

August

Tom Bailey, of Lytton, was a visitor in the city this week, calling upon Chief of Police Grundy, whom he knew—quite unofficially of course—when Mr. Grundy was engaged at Lytton.

September

Harvest Festivals At the Churches

St. Michael's Anglican Harvest Festival services have been fixed for Wednesday evening, Sept. 29th, and the following Sunday October 3. At the Wednesday service the Rev. Leonard Dawson of Lytton will preach the special harvest sermon.

October

D. G. Sutherland, road superintendent for the district, came over from Lytton last week end in his automobile, returning later via Mamette Lake and Highland Valley.

CAN YOU HELP.....

In the 2009 December issue of the newsletter, the feature article was about a cannonball donated to the museum which had been found in the Thompson River below the Pitquah railway bridge. A quote from a "Rocky Mountaineer" explained how cannonballs were built into the stonemasonry to handle vibration from the passing trains.

*This summer, a Museum visitor who is:
1. a stone mason and 2. a railway buff, said the theory and myth of using cannon balls to secure stone or granite work is false. He does not know where this story started but says as a mason the only things they might ever use is pins and never round balls especially on arched formations.*

He has personally inspected in detail the claimed CPR bridge in question near Kumsheen rafting and says it is totally mortared between every stone as are all others he has inspected along rail lines.

There are some historical reports, however, of cannonballs being used to roll out early wooden trestles over a cut before the railways prospered and replaced the trestles with masonry bridges.

So...have we got it wrong?

Can you confirm

or deny the use of cannonballs in railway stonemasonry?





Curio Corner

curio: a rare, unusual, or intriguing object.

Although I've never seen or heard any evidence that Sherman tanks rolled through Lytton at any time, we do have one of their accessories in our museum.

It is a hand held M-6 periscope, WWII c1943, U.S. government issue.

It was used for sighting out of the tank turret without exposing the user's head.



This technology, however, was not a U.S. development.

The original idea was designed by a Polish engineer, Rudolph Gundlach. The British used his idea in their tanks, as did later, Germany, USSR and Romania.



The Axis retro-fitted the periscope in their tanks, and then it was adopted into all U.S. tanks.



More Researchers

In August, the Museum hosted a morning with two student researchers from the University of Victoria. They are collecting information for the *Chinese Canadian Artifacts Project*.

Wenjuan Lu and Jennifer Seidel have been visiting museums outside of the city centres of Vancouver and Victoria to document archival information, artifacts and photographs pertaining to the role Chinese people played in the development of our province. From the collected information an on-line database will be created to let others worldwide know what is available and where.

Paste this link into your browser to see the beginning entries in the database - <https://ccap.uvic.ca/index.php/digitalobject/browse>

Hopefully, the database will engender more visitors to B.C.'s smaller museums.

Regular Museum Meetings on the last Tuesday of each month 7:00pm in the Museum.

(no meeting in July, Aug. or Dec.)

\$10 Membership includes a copy of each of our newsletters.

Newsletters are available by e-mail in pdf format saving you paper clutter and saving the Museum publication and postage costs.

Send us an e-mail at

museum@lyttonmuseum.ca



Unlocking Lytton's Past

LYTTON MUSEUM & ARCHIVES

(a Village of Lytton Commission) is a member of:



& the BC Historical Federation