LYTTON MUSEUM & ARCHIVES

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

2017 Issue #1

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Snippets

The Canadian *Wartime Prices and Trade Board* (WPTB) created in September 1939 became the primary authority on Canadian economic policy during the war years and issued ration books for food purchases during WWII.

What could you buy? And how many of the rationed foods affected Lytton residents?

Miscellany

Congratulations to Victoria University and Dr. John Price on winning a BC Museums Association Award of Merit for the Chinese Legacy: Chinese Canadian Artifacts Project (in which we took

Now that the Museum only has 4 business meetings during the year, plus the AGM, there will be a few more e-mails generated than in the past, to keep you up-dated on what's been happening at the Museum. If you do, or do not, wish to receive these updates, please send a message stating your preference to museum@lyttonmuseum.ca

December 2016

The Museum once again shared the Parish Hall with St. Bartholomew's Auxiliary for the Annual Christmas Luncheon & Bake Sale.

44 lunches were sold, miscellaneous donations made and some Memberships renewed, for a Museum total of $435.00. Thanks to all for supporting this event.

New this year was a historical display provided by museum member Graham Everett.

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Yard Clean Up Work Party

November 17 was our pre-winter clean up. Thanks to the usual crew of workers - Sheila & Bob Bolan, Irene & Jim Steer, Tom Peglow, Marie & Peter Heaster & Peggy Chute, who brought along Talisa McIntyre from Kumsheen High School to lend a hand. We put her to good use!

A collective 15 work-hours produced a large pile of prunings, plus 10 bags of leaves and trimmings for the Village to dispose of - we work hard to care for the Museum! Thank you Village for your support.

There will be another yard work party in the Spring, probably near the beginning of May. If you would like to help, please let us know.

Museum Memberships were due January 1, 2017. If you have not already renewed, please submit your $10.00 to continue your support of the Museum and to receive the newsletters. Thank you.

Chairman's Update

Thank you to those who attended the regular meeting and AGM in November. For those of you who couldn't make it, here's a bit of an update.

At the regular meeting the Commission passed a motion to reduce the number of Museum meetings from the present 8 plus AGM to the Village By-law and Museum Policy minimum requirement of 4 plus AGM, This will reduce the paperwork for the Executive. Months with no formal meeting will now have an informal get-together at the Museum for museum members and other interested persons to enjoy the museum and its contents, and to provide a "historical" social evening.

Business meeting dates for 2017 will be the last Tuesday of January, April, September and November.

The 2017 Executive:

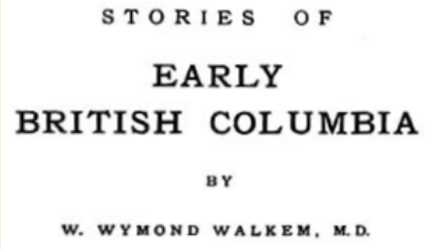
Chairman	Peter Heaster
V Chairman	Jim Steer
Treasurer	Jo Johnson
Secretary	Irene Steer
Director	Julia Boldt
Director	Jennifer Thoss

Stepping down from his Director's position was Victor Stepan. His willingness to stand as a Director was very much appreciated. Thank you, Victor.

Peter Heaster

An Interesting Read

While stumbling about on the internet looking for a particular piece of information I came across this book published in 1914 by News Advertiser in Vancouver, BC.


STORIES OF

EARLY

BRITISH COLUMBIA

BY

W. WYMOND WALKEM, M.D.

One excerpt mentioning Lytton :

This was now the fall of 1861. On November 3, 1861 I left the Forks of Quesnelle (sic) *for Victoria. It snowed nearly every day on the way down. At the Bonaparte, Isaac Oppenheimer, brother to David, Vancouver's celebrated chief magistrate, passed us on his way down. He was mounted on a mule and had with him 110 pounds of gold dust, equal to $21,120 in the canteen hanging on the mule. At Lytton our party overtook Mr. E. Dewdney, who was lieutenant-governor of British Columbia in the nineties.*

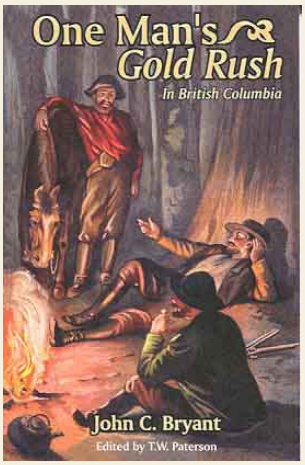
It snowed so hard that we were detained one day in Lytton, and when we started out next morning the snow was four feet six inches on the level. We had no snowshoes and the walking was most laborious. Morgan, the owner of a large mule train. who was termed a packer, as well as Reynolds, another mule train owner and packer, and an Indian composed our party. That was one of the toughest trips I ever made, but we had to get through. That may give the people of today some idea of what we pioneers went through in the search for gold. We arrived in Yale on December 5, having taken ten days to make 57 miles.

The author covers a variety of topics - *My First Visit to an Indian Potlatch, - A Pioneer of '59, - Indian Troubles, - Sir Matthew Begbie, The Ordination of a Medicine Man* among others.

Do you have this book gathering dust on a bookshelf? Languishing about in an old trunk? Would you like a copy? There is a secondhand one for sale on Amazon at just over $300.00! Most copies of the book are believed to have been destroyed in a warehouse fire.

But you can read it online at http://www.ourroots.ca/page.aspx?id=631885&qryID=7f49bf66-7498-42da-8d5a-34346b6c736b

Or perhaps you have this book? Written by John Bryant, it appears to be basically what Walkem recounted in his book, as told to him by John Bryant, but being unable to view an index there may be additional tales of his exploits.



It also is quite rare as only 1000 copies were issued in July 2002 and there seem to be few remaining. The only copy found was in *Library and Archives Canada* and there were none for sale on the internet nor even in UBC's Special Collections.

William Hind - gold rush painter

Most people seeking to make their fortune in the Fraser and Cariboo gold rushes came via Victoria and made their way northward through the Fraser Canyon. While this was certainly not an easy route, some known as “Overlanders" made a far more arduous land journey of 3500 miles.

In 1862, a group of 150 men, a pregnant woman and her three young children, left Fort Garry (Winnipeg) in June travelling in ox-drawn Red River Carts. In Edmonton the carts were traded for packhorses and mules, some of which were later killed and eaten when food ran low.

After struggling across the prairies and through the Yellowhead Pass, at Tête Jaune Cache the group split into two, the largest heading north to the Cariboo. The smaller group, their gold dream ended, reached Lillooet, and having traded away most of their mining tools, made their way down the Fraser River to Victoria.

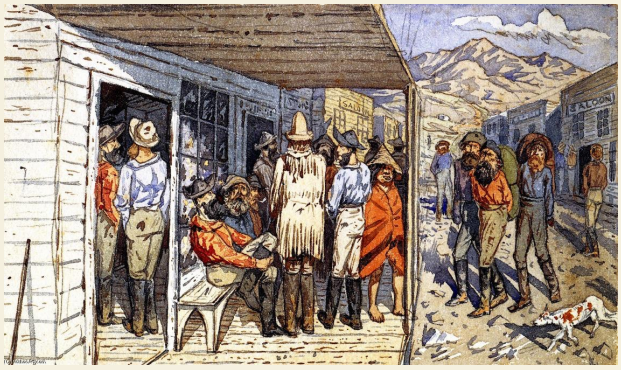
An important figure in this second group of Overlanders was William G. R. Hind, who kept a sketch-book of the journey and painted many paintings depicting the life and times of the Cariboo

You can view the sketches at http://www.bac-lac.gc.ca/eng/Pages/home.aspx
Click on Online Research> Archives Search> Keyword(s): *Overlanders Sketchbook*

According to the journal kept by Thomas McMicking, the leader of the Overlanders, published in 1981 as **Overland from Canada to British Columbia,** Hind… *by February of 1863 was in Victoria and had established himself in business as an artist. Very little has come to light about his stay in British Columbia. Over the next few years he made at least one and possibly several trips back to the Interior to record life in the Cariboo and on the trails to the gold-fields. Paintings, many of them now in the British Columbia Archives and in the McCord Museum at Montreal, convey a feeling for the “daily grind” of the prospectors’ work as well as for the dingy crowded accommodation and the boredom of life in the camps. Hind sensitively caught the oppressively masculine atmosphere from which the miners themselves sought distraction in liquor and in endless card games.*

The following are among his many paintings:

Cabin on the Fraser BC 1862



Main Street in Lillooet, BC

Prospecting for Alluvial Gold in BC

British Columbia Miners 1864

Chinese Goldwashers on the Fraser River

Text

Annual Tea & Talk

The annual Tea & Talk event for Heritage Week was held on Wed. Feb. 15. In spite of rather miserable weather there was a healthy turnout and much chatter and story swapping took place.

Photos from 1958 and 1967 Lytton events were available for visitors to help us put names to faces. Quite a few names were added to the photos, but there are still lots of people to be identified. The photos will be available in the Museum for the rest of the year. If you lived in Lytton in 1958 and/or 1967, please have a look at the photos and see who you recognize.

Above photos courtesy Jim Steer

Lytton - an 1880s Perspective

The BC directories provide some information of early Lytton in the latter half of the 1800s.

The first mention of Lytton is in the *1880-81 Pacific Coast Directory* (previous directories focused on Victoria/Vancouver areas). Lytton is not given a "town description" , but businesses are noted:

Bailee S Y, hotel
Blackbird H, blacksmith
Boucherat J, gen mdse
Chapman J, flour mill
Coxon G, gen mdse
Hauteur L, hotel
Kilroy P, hotel
McIntyre John, gen mdse, agt B C Ex Co, and postmaster
McKay J & Co, livery
Wright W H, B C Tel operator

In the same directory, Hope has five noted and Kamloops nine. Who'd have thought we were ever bigger than Kamloops!

By the following year the directory had transitioned from mere statistics reporting to reading more like a travel promotion brochure.

Descending a long winding hill by the high road which skirts a creek beautifully deversified (sic) *with shrubs and evergreens and rounding a prominent bluff over-hanging the way, the picturesque and rapidly growing town of Lytton bursts upon the view, with a charming peek up the Fraser Valley beyond; at the junction of the Thompson and Fraser rivers, 57 miles above Yale.*

The town named after Lord Lytton, formerly Colonial Secretary, is built upon a flat, a succession of which rises like so many terraces from the river, and is indebted for much of its prosperity and importance to its central position at the meeting of the rivers above named.

The annual sale of flour and dry goods, owing mainly to the concentration of Indians here, is simply enormous; and since the commencement of the Railway construction, which crosses the heights overlooking the town, the business of the place has been largely increased.

As we enter we pass through the Chinese locality, where the numerous celestials employed on the railway find their peculiar wants abundantly met within the unique establishments that are being constantly multiplied by enterprising firms within this area, for the sale of goods and for catering to the questionable tastes of their acquisitive countrymen.

The European portion has also the look of thriving prosperity. Mr. Quagliotte Romano's dry goods store, recently erected upon the site of the former one destroyed by fire, is filled with choicest stock, and is doing a flourishing trade. On the opposite side of the street Dr. Tunstall, the Rai!way Medical Assistant, has his office and drug store, and is one of the busiest officials of the neighbourhood. A fruit store hard by is doing well, and also the two old established business houses of Messrs. Boucherat and McIntyre, whose sales each year cannot be less than 40 tons of imported merchandise. The butcher shop of P. Kilroy is remarkable for presenting the finest bunch grass fed beeves of the interior; many dressing up to 1200 lbs., and are brought down from the Douglas Lake country; the finest grazing section of the Province.

A very neat Telegraph and Post Office has lately been erected at this point. Three hotels with restaurants attached, afford comfortable

accommodation for the constant travel, and for persons congregating here for business or amusement, and all seem to enjoy a fair share of public patronage. They are owned by Messrs. Hautier, Sproat, and Baillie, respectively, .

The commodious livery stables of Messrs. McKay & McIntyre can scarcely meet the demands made for accommodation, where so many are constantly coming and going from all parts of the district. Messrs. Barnard & Co. have also excellent stables for stage convenience, and Nelson and others have barns and store-houses for supplying the numerous freight teams that are constantly passing through the town. There are also two blacksmith shops, a saw and grist mill, court house, government school and agency; whilst the Railway Contractor is adding to the buildings in the shape of warehouses and offices, which, with the private residences, have well nigh covered the entire town site.

Tons of melons grown in the surrounding neighbourhood are sold at Lytton during the summer. The garden especially of T. Earl, across the Fraser, is famous for melons and also for the perfection of of its apples, pears, and plums, the fame of which is known far and wide. Not less remarkable in the way of vegetable production is Park Farm, owned by T. Seward, on the opposite side of the river.

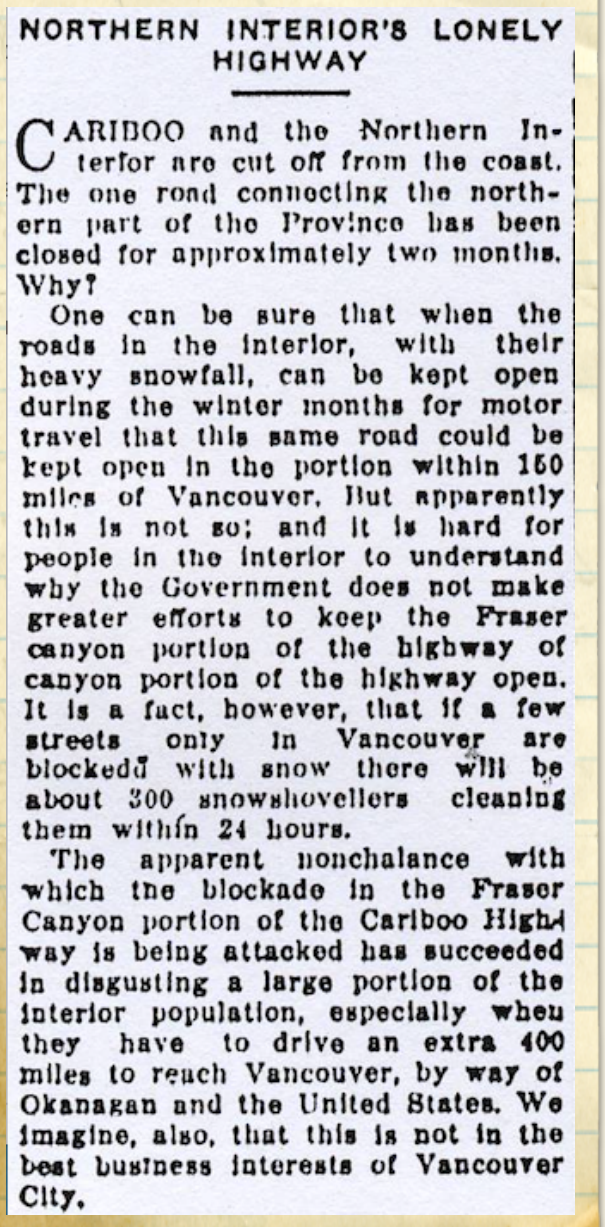
Although the suburbs of Lytton have at times a dry and arid aspect, the plentiful supply of water, of purest quality, supplied by the mountain creeks, is a great boon to the inhabitants, and affords also a sufficiency for irrigating purposes.

Now who wouldn't want to live in such an idyllic place?

80 Years Ago

Cariboo Observer Newspaper

(sound familiar?)



NORTHERN INTERIOR'S LONELY HIGHWAY

CARIBOO and the Northern Interior are cut off from the coast. The one road connecting the northern part of the Province has been closed for approximately two months. Why?

One can be sure that when the roads in the interior, with their heavy snowfall, can be kept open during the winter months for motor travel that this same road could be kept open in the portion within 150 miles of Vancouver. But apparently this is not so; and it is hard for people in the interior to understand why the Government does not make greater efforts to keep the Fraser canyon portion of the highway of canyon portion of the highway open. It is a fact, however, that if a few streets only in Vancouver are blocked with snow there will be about 300 snowshovellers cleaning them within 24 hours.

The apparent nonchalance with which the blockade in the Fraser Canyon portion of the Cariboo Highway is being attacked has succeeded in disgusting a large portion of the interior population, especially when they have to drive an extra 400 miles to reach Vancouver, by way of Okanagan and the United States. We imagine, also, that this is not in the best business interests of Vancouver City.

Curio Corner

curio: a rare, unusual, or intriguing object.

Most people are aware that food rationing was in effect during, and in may places, after WWII, but may not know that liquor was also rationed.

After prohibition (1917-1921) the sale of liquor in B.C. came under a provincial liquor control board and individuals were required to buy a $5.00 permit before they could make any purchases. The first year revenue from permits alone totalled $331,115.50. All forms of alcohol had to be bought at the government stores where all bottles were kept behind a counter. The store clerk took your order and brought the items to you. No browsing! Windows were painted green, so alcohol was not visible to passers-by. It wasn't until 1962 BC's first self-serve liquor store opened in Burnaby.

1947 1947

"GOVERNMENT LIQUOR ACT."

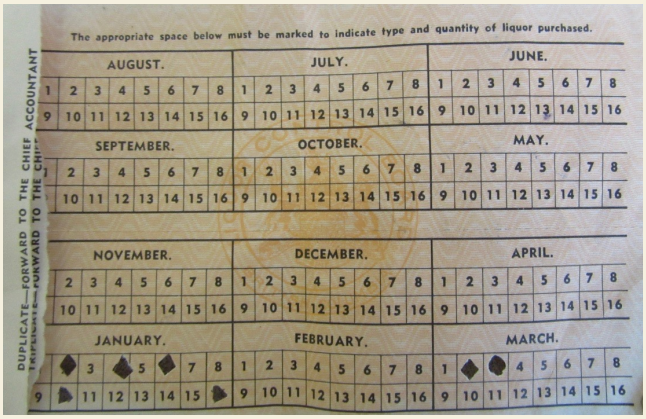
INDIVIDUAL LIQUOR PERMIT.

IMPORTANT NOTICE.

This permit is not transferable, nor replaceable if lost or damaged. Please keep this permit in envelope provided, where it will be better preserved.

Vendors are instructed to retain permits which have been ERASED or ALTERED.

Liquor Control Board,
British Columbia.



The appropriate space below must be marked to indicate type and quantity of liquor purchased.

DUPLICATE—FORWARD TO THE CHIEF ACCOUNTANT

AUGUST.	JULY.	JUNE.
1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8
9 10 11 12 13 14 15 16	9 10 11 12 13 14 15 16	9 10 11 12 13 14 15 16
SEPTEMBER.	**OCTOBER.**	**MAY.**
1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8
10 11 12 13 14 15 16	9 10 11 12 13 14 15 16	9 10 11 12 13 14 15 16
NOVEMBER.	**DECEMBER.**	**APRIL.**
2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8
10 11 12 13 14 15 16	9 10 11 12 13 14 15 16	9 10 11 12 13 14 15 16
JANUARY.	**FEBRUARY.**	**MARCH.**
3 5 7 8	1 2 3 4 5 6 7 8	1 4 5 6 7 8
9 11 12 13 14 15	9 10 11 12 13 14 15 16	9 10 11 12 13 14 15 16

During World War II, shortages and long lineups were the norm. "Rationing" was instituted, with each citizen limited to *not more than 40 ounces (1.14L) of spirits per week, one gallon (3.78L) of wine per week, and 24 pints (13.6L) of beer* – not exactly a small amount!

Quarterly Museum Meetings are held on the last Tuesday of Jan. Apr. Sept & Nov.

7:00pm in the Museum.

$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:

British Columbia Museums Association

AABC Archives Association of British Columbia

& the BC Historical Federation