

# MUSEUM NEWS

Issue Twenty | Fall 2020



## How to Find Us

Box 367  
901 George Street,  
Enderby, BC V0E 1V0  
250-838-7170  
enderbymuseum@shaw.ca  
www.enderbymuseum.ca

## Hours of Operation

The Museum is open  
Tuesday - Saturday  
10 a.m. to 3 p.m.

## Who We Are

Administrator – Jackie Pearase  
Board of Directors 2020-2021  
President: Sandra Farynuk  
Vice-president: Sue Phillips  
Secretary: Bob Cowan  
Treasurer: Diana Inselberg  
Directors: Judy Fischer,  
Joan Cowan

**MEMBERSHIPS  
ARE NOW DUE**

Enderby & District  
Museum & Archives Society

## Annual General Meeting Friday, November 20, 2020

at 3 p.m. in the museum

COVID-19 limits and protocols in place.

No speaker or refreshments.

Reports from Directors and Election of Officers  
(3 terms expiring with additional directors welcome)  
and short presentation on the Loyalists

Nominations must be received in writing by 3 p.m. Friday, Nov. 13.

## A Message from Museum President Sandra Farynuk:

As we are all dealing with effects of the pandemic, your museum is functioning very well. Jackie, our new administrator, is keeping very busy with requests for information and entering new donations into our database. She has worked very hard to follow the city's protocols so we are able to be open. We have changed our hours to shift the opening to the morning and closing a little earlier. The new hours of 10 a.m.-3 p.m. seem to be better for both Jackie, the volunteers and visitors. We are thankful to all the volunteers who were able to come back and continue their ongoing projects since the interruption slowed things down. We have had many out of town visitors and all are very appreciative of our collections while still maintaining our guest protocols. The new display of photograph albums on tables in the front has been enjoyed by many. We encourage all our "snowbird" members to come in and have a look around since it will be a long winter staying home this year!

We would like to thank all of you for your continuing support over the years and hope to see you all at our Annual General Meeting. COVID-19 protocols will be in place but you still may want to wear a mask if you would feel more comfortable.

## Museum notes

By Jackie Pearase



### Christmas at the museum

In light of the ongoing COVID1-19 pandemic, the board of directors made the difficult decision to cancel annual fundraising activities associated with Christmas this year. To ensure the safety of volunteers and the public, the silent auction, bake sale and loonie tree that help add to the museum coffers each Christmas will not be held this season. Volunteers will still decorate for the holidays at the end of November. *The museum is closed for Christmas holidays from Dec. 22, 2020 to Jan. 12, 2021.*

### Fire truck

I am working to get Enderby's first fire truck back on its wheels and into its showplace at the Museum in the Park. Restoration of the parts is underway, with the aim of removing everything down to the chassis. Once that is done, I will be looking for someone to take the chassis with its motor and water pump to get the thing running again. Some work to the motor was done previously by our local fire department as the 1929-30 Chevy's last public appearance was in a parade in Salmon Arm in 2013. We seem to be missing a rear fender and likely a few other pieces once everything is apart. If you want to help or have parts that will help, contact me at the museum.



**Unique local business** The North Columbia Trading Company at 507 Granville Avenue (and Railway Street) owned by Lee Starret, Bruce Hedden and Walt Velardo in 1985. They manufactured rustic wood products such as clocks, bottle openers, calendars, pictures, frames, etc. The business was destroyed by fire on Sept. 6, 1992. Bob Cowan writes about the business in the 84th Okanagan Historical Society report. (edms photo 3356)

## Bridges of Enderby

By Jean Clark

From the first bridge, built in 1891 to the present structure, completed in 1984, the bridges at Enderby have carried people and goods across the Shuswap River

The first bridge at Enderby was a wooden structure on nine piers and 280 feet long. Completed and opened in May 1891 amidst criticism and complaints about the approaches.

In June and July 1893, the approaches to the bridge were under water and remained under water well into the summer. Driftwood posed a serious threat to the bridge the next year. A new span was added and the entire structure raised four feet by 1897.

By 1904 a new bridge was needed. In May 1905, the old bridge was closed and a ferry took people across the river. The new 540-foot-long bridge, wide enough to allow two vehicles to pass without difficulty, opened in July 1905.

A significant portion of the bridge washed away in 1910. Plans for a new bridge commenced in December 1919 and the job was completed in April 1920. The new Howe truss bridge was 720 feet in length with a 125-foot span. This new bridge, while slightly narrower than its predecessor, was proclaimed to be much stronger and ample in width for all types of traffic.

### **Mammoth tooth carbon dating**

Simon Fraser University took samples from three mammoth molars and a vertebra of an unknown species for carbon and nitrogen stable isotope analysis. The items are currently on loan from the Baird family after being found in their gravel pit. Collagen needed for the tests was successfully extracted from one tooth and the vertebra. More regional data is required to extrapolate the information garnered from the tooth but they were able to say with some certainty that the vertebra is from an animal that lived about 25,000 years ago. Samples have been sent to the Oxford Radiocarbon Accelerator Unit to determine the age of the molar while the vertebra species will be identified through Zooarchaeology by Mass Spectrometry in Manchester.

### **Book index**

The museum has an extensive library of books, magazines and manuals. There are books in our research area but also in the school room, salon and kitchen areas on the other side of the museum. I can't tell you how many publications are in our possession but I can tell you it took me several weeks (off and on) to compile a list of titles. This index shows what titles are in our possession, their accession numbers and where they are located in the museum. It will be a handy resource for people visiting the museum and the volunteers trying to help them.



### **Museum notes**

A temporary bridge in place during construction was the site of a tragic accident on Nov. 14, 1920. A car with six young people from Salmon Arm and Enderby made a wrong turn at Mill Street, crossed the tracks and drove onto the remaining 40-foot section of the temporary bridge and plunged into the river. All but one of the youths survived. The body of Jennie Peters of Armstrong was recovered the following day.

By the late 1930s, Enderby's third bridge was ready to be replaced. Repairs made in 1931 and 1938 included re-planking, replacement of studs and new braces under the span supports. In the fall of 1932, the 25-year-old iron water main running across the river bottom ruptured and began to leak. A temporary water main was laid on the bridge.

Construction of the fourth bridge was announced in January 1942. The new bridge, similar in design and size to its predecessor, was 714 feet long with a 130-foot through Howe truss span. This bridge was also designed to carry the city's water main. The old bridge was officially closed Nov. 15, 1942. A pontoon bridge was constructed for foot passengers and vehicle traffic was rerouted to the bridge at Grindrod.

Good progress was being made on the new bridge by December 1942. Many local men were hired to work on the bridge, welcome employment to an area struggling in the early days of World War II. Wages were \$3 for a long, hard nine hours of work. Crews worked from both sides of the structure to meet in the middle of the river. The bridge was completed in March 1943.

The year 1967 saw the last drive of logs to Enderby on the Shuswap River, after which time all logs were transported by truck. The bridge withstood the traffic of thousands of truckloads of logs over these years. Time and time again portions of decking were replaced and by 1974 the bridge was slated for replacement. Victoria announced that \$500,000 had been allocated for a new bridge with the work to begin in 1975. Design and placement of the new bridge along with negotiations with the Spallumcheen Band over the right-of-way dragged out the process.

In the fall of 1981, a loose board on the bridge broke the drive shaft of a loaded schoolbus and sent it careening into the guardrail. No one was injured but plans for the new bridge were announced by December 1981. A temporary one-lane bridge was completed in March 1982 just upstream of the existing bridge, traffic was controlled by a stop light at both ends and the old bridge closed.



### City council donation

The City of Enderby recently donated two city council tables and eight chairs and loaned the mayor's chair to the museum. The council tables and chairs are now in use in our research area and for displaying photos. The mayor's chair is very uncomfortable but people who wish to know what it feels like to be "your Worship" can sit for a bit. The city renovated council chambers to better serve as an Emergency Operations Centre and the tables and chairs were no longer suitable with the new configuration. The city's changing needs is a win for the museum.

### History book

The editors of *Flowing Through Time: Tales of Kingfisher and Mabel Lake* have gone ahead with a second printing of the book. Requests for the book exceeded the first run of 600 books so, after much deliberation, it was decided to put out a second printing of 300 books. They are now available at the Enderby & District Museum this winter. They may be elsewhere when the snow goes but who knows if any will be left by then? Give us a call if you want to get on the waiting list. And if you are from Kingfisher and your story never made it into the book, write out your story and submit it to the museum for safe keeping until a second book gets underway.

### Correction

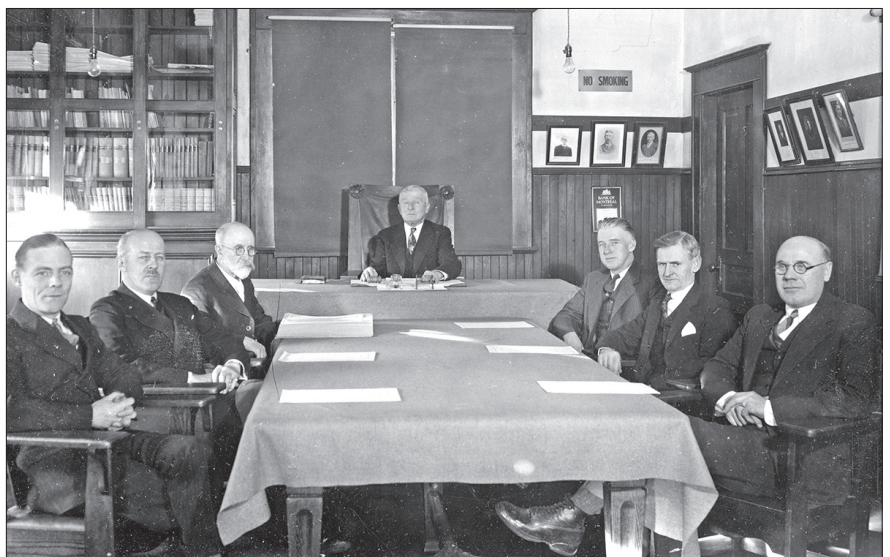
The President's Message in the spring newsletter mistakenly stated that the museum's annual grant through the Enderby & District Services Commission went from \$20,000 to \$25,000. It actually went from \$24,000 to \$25,000.

The new steel and concrete bridge was to be a five span, continuous steel structure 152.5 metres long with an 8.54 metre roadway and two 1.8 metre sidewalks. Construction began April 5, 1983 and took a year to complete at a cost of \$2,514,500. Piles were driven to a depth of 105 to 130 feet and then filled with concrete. The trestles of the old bridge were taken down in November 1983 and the remainder of the bridge gradually dismantled.

Over 200 people attended the official opening ceremony on June 14, 1984. The new bridge was named Bawtree Bridge in honour of the Bawtree family, early pioneers in the area. Former MLA Len Bawtree was involved in the early stages of the bridge proposal and was a special guest for the afternoon.

Bridge traffic today looks much different than a century ago. The automobile has replaced the horses and wagons of the early days. Now, in the busy summer months, more recreation vehicles than logging trucks cross the Shuswap River at Enderby. For the hundreds of people who choose to make their homes in Ashton Creek, Kingfisher, Mabel Lake and Trinity Valley, the bridge is their link to jobs, schools and shopping. The daily flow of people and goods across the Enderby bridge still plays a significant role in change and growth of this area.

*Jean Clark is a volunteer and researcher at the Enderby & District Museum & Archives. She is currently researching fires in Enderby.*



**Long-serving furniture** Members of the 1938 city council (l-r) G.E. McMahon, Cyril Richards, city clerk Graham Rosoman, Mayor Charles Hawkins, Percy Farmer, Ed Dill, and Gordon "Corky" Duncan use the two tables and chairs now residing at the Enderby Museum. (edms photo 448)

## Trinity Valley's bridge

By ???



The first Baxter (Trinity) Bridge, 1912. (edms photo #7278)

Work to replace the Baxter (Trinity) Bridge continues. This is nothing new with work related to the old wooden bridge that crosses the Shuswap River, providing access to Enderby for people living on Trinity Valley Road.

Trinity Valley settlers began asking for a bridge in the early 1900s. A newspaper article in 1906 says a surveyor was in the valley to site a bridge for the area that would shorten the route to Enderby from 50 miles to 16 miles. But those same settlers were still asking for a wagon road and bridge to connect with Mabel Lake Road in 1909.

The first bridge, completed in March 1912, was constructed by Grant & Folkard and supervised by F.H. Barnes. It was 366 feet with a 123-foot Howe truss and a 63-foot King truss. In a November 2004 interview with Joan Cowan, Henry Zamis recalled the bridge crossing the river where the hand launch access is now, west of the Peacher property, with a kink or curve in the middle. The bridge needed repair after being burned by a slash fire in 1918. More repairs were needed in 1925.

The second bridge, made with Howe trusses, started in late 1949 but was held up in December due to a lack of creosoted timbers. The bridge crew left to repair a bridge in Sicamous and did not return until February. A July 7, 1950 newspaper article reads: "Our new bridge is totally finished and in use now. The new approaches make a great improvement over the old ones and will make driving over them much easier especially in winter."

## OHS Launches 84th Report

For almost a century, history buffs and academic historians alike have welcomed the release of the Okanagan Historical Society's annual report, now entitled "Okanagan History." In September, the society released its eighty-fourth report.

This year's edition, like those that have preceded it, provides a series of fascinating and informative articles on both human and natural history. The articles cover the region from Salmon Arm to Osoyoos and into the Similkameen.

Editor Ken Mather, author of six books on British Columbia history, is excited about the collection of articles that make up the 84th report.

"This is my first year as editor and I am delighted with the selection of short histories, along with community and family stories and memories that make up the report. As a historian, I would have to say that the collective history of the Okanagan region contained in the 84 OHS reports is unequalled in western Canada. It's something that generations of Okanagan residents have taken great pride in collecting," he says. "Over the years, the OHS has taken special care to collect and publish the stories of the Syilx/Okanagan Nation, as well as communities large and small, thriving and disappeared."

*Continued...*

## Donations

The museum is grateful for all and any monetary donations and memberships because they help keep our doors open. Special thanks go to George Malpass for his grant to Cleo Jones for her donation in memory of her late husband Irwin and to Dallas Flann for her generous donation for family research we did.



## The box factory at Ashton Creek



Beryl Hebditch sitting at a table working at the Ashton Creek Box Mill in 1964. (edfms photo #2901)

Ashton Creek was home to a value-added forest industry in the 1950s.

Ichizo (Toki) Tokairin constructed a box and veneer factory at the Lloyd property near the Trinity Bridge in 1951. Leo Ward assisted with construction and worked at the factory once complete.

The factory was sold to Gorman Bros. of Kelowna, who hired George Olich as the manager.

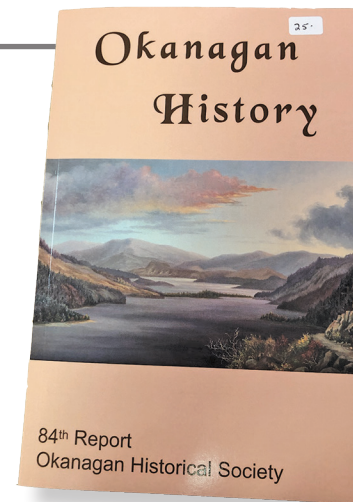
The factory made apple and soft fruit boxes and baskets. A few people were employed year-round, with as many as 28 during peak season.

Workers started at \$8/hour for a shift from 8 a.m. to 4 p.m. Wages could rise to \$10/hour for experienced workers. A May 1959 article in the Enderby Commoner reported that the box mill at Riverside was running full time again.

In a 2006 interview for the museum, Ida Volpatti recalled making handles for grape baskets and having her hands stained blue-green from the work in the mid-1960s. Angela Bawtree recalls working at the factory in the summers, with 1965 being the last time. In 1963, the newspaper reported that Archie Este had moved into the house on the box mill property. When the Peachers constructed a new home on the opposite side of the river in 1969, all that was left of the box mill was its smoke stack.

In earlier history, the A.R. Rogers Lumber Co. made extensive additions to its mill and plant for new planning and lath mills and a box factory. The 1906 project cost between \$60,000 and \$75,000.

In 1945, Victor Benson of Pangman, Saskatchewan took over the Crowston Bros. property at 505 Mill Ave. for a box factory. Helping him were Louis Bjari and Lyle Johnson.



This year, there are articles ranging from natural history, like “Fire in the Okanagan,” a study of volcanic action in the valley, to the winning entry in the Student Essay Contest, “Apples and Adversity: the Struggles and Determination of Okanagan Valley Orchardists.”

Every corner of the Okanagan Valley is represented and, in many cases, there are new insights into the history and people of the region.

Enderby Museum volunteer Robert Cowan authored a brief history on Enderby and an essay on the North Columbia Trading Company for this OHS edition.

The book also contains short biographies of local people no longer with us in its Lives Remembered section. Included are Ruth Bawtree (nee Swaby) Dec. 19, 1922-Aug. 21, 2019; Neil Brookes, Dec. 10, 1947-Nov. 28, 2019; Marvin Farynuk, March 21, 1948 -June 17, 2019; Donald “Moose” MacPherson, Sept. 3, 1925-Nov. 9, 2019; James McQueen, Dec. 13, 1949-Nov. 7, 2019; and Eleanor Skyrme (nee Mack), Dec. 8, 1920-Jan. 2, 2020.

The 84th report of the Okanagan Historical Society is available in Enderby only at the Enderby & District Museum. Drop in or contact the museum at [enderbymuseum@shaw.ca](mailto:enderbymuseum@shaw.ca) or 250-838-7170 for more information or to pick up a copy for \$25.