

MUSEUM NEWS

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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 2024-2025

President: Sandra Farynuk

Vice-president: Sue Phillips

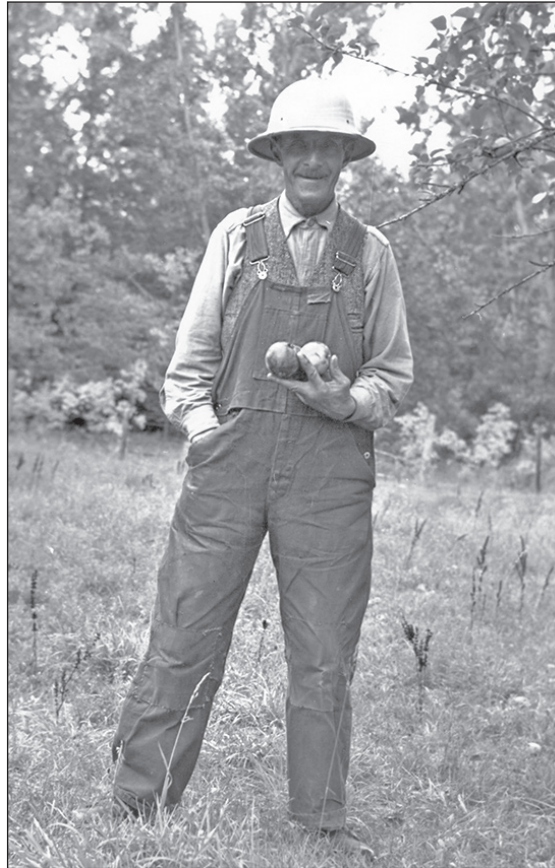
Secretary: Bob Cowan

Treasurer: Diana Inselberg

Directors: Judy Fischer, Ted Morrison

Joan Cowan, Desiree Roell

**Help preserve
history.
Volunteer!**



Apple season

The apple harvest looks to be a big one this year so here is a photo by George Meeres of Fred Hudson holding apples in October 1946. Fred immigrated to Canada before the First World War but returned to England to serve with the British Army and was severely injured. After the war he settled in Mara and farmed. His vertical log home at 15 East Poirier Road was known as The Haven. Fred was a friendly man who loved children. He died in 1951 after a three-week stay in the Shaughnessy Military Hospital. [edms 1661]

President's Message

Happy Fall to all our Museum Members! Let's hope this weather continues for a couple more weeks for our Cliffside Cemetery Tour on Oct. 18th! Please join us for a bit of history of some of our founding fathers. We have been doing a lot of internal updating concerning our Policy and Procedures Manual (thanks to Ted!) to keep things changing with the times. There is a lot going on behind the scenes, as well as updating and accepting new artifacts and archives (thanks to Jackie!). We encourage you (especially those who have never been to our museum but love our Facebook page) to try to make a special trip to visit us this year. Once again, thanks to our many volunteers, and especially Desiree who organized our Springbend Tea! They are all stepping up and helping us immensely. Besides the Cemetery Tour, look ahead to our AGM in November. Preserving our town and the history that brought us to this point in time is our primary focus.

Sandra Farynuk

Museum notes

By Jackie Pearase



Springbend Tea

The tea at Springbend Hall Aug. 23 was a wonderful success. With Desiree Roell organizing things, the team did a great job of cleaning up the hall and laying out items for people to peruse. There were binders of photographs and clippings, and an ongoing presentation of photographs of people, homes, businesses and activities in Springbend. About 45 people attended and were served tea and goodies by museum volunteers while sharing Springbend stories and memories with each other.

Tour the cemetery

Sandy Farynuk is hosting a Cliffside Cemetery Tour on Saturday, Oct. 18 at 1 p.m. Volunteers have done research on a handful of local families buried in the cemetery located under the Enderby Cliffs on Enderby-Grindrod Road. Sandy will talk about the history and stories of 10-12 people buried in the cemetery and some of their extended families. People need to dress for the weather and wear good walking shoes as the cemetery site is uneven in many places. There will be some hot refreshments and goodies after the tour, giving everyone a chance to ask questions and talk. We are asking anyone interested in attending to contact the museum at 250-838-7170 or enderbymuseum@shaw.ca. Attendees are asked to meet at the cemetery at 169 Enderby-Grindrod Rd. on Oct. 18. If successful, the museum is eager to provide another tour next year during the summer months.

Pole business lucrative for decades

Poles were big business at the turn of the 20th century and the B.J. Carney Pole & Co. Ltd. was in the thick of things.

B.J. Carney and Milo Flannery started a pole business in Grinnel, Iowa in 1905 and incorporated it as B.J. Carney & Company in 1915. It became a major producer of western red cedar and lodge-pole pine utility poles for government and utility companies in eastern Canada and United States.

There was a head office in Spokane, Washington and a branch office in Minneapolis.

Canadian operations of B.J. Carney Pole started in 1908 in Chase, with a pole yard in Sicamous.

By the 1920s there were also pole yards in Grindrod and Enderby. About 20% of the logs purchased by the company came from farmers clearing land. About 400 carloads of poles were shipped annually in 1925.

B.J. Carney purchased the A.C. Skaling property north of the Enderby bridge in 1926, which provided an ideal location for pole transport between the railway tracks and the Shuswap River. Attracted by the ample supply of straight cedar in the Kingfisher and Shuswap areas, the business established itself on the old Okanagan Sawmills site at 709 Old Vernon Rd. and opened the Canadian head office in Enderby in 1926.

Percy Farmer, formerly an accountant at Okanagan Sawmills, was hired as the office manager. Marion Threatful (later Lantz then Baird) was the part-time office assistant then came on full time from 1928-1931. Pat Keron was the general manager and woods superintendent; he left to work for R.W. Bruhn in 1928 and Farmer took on GM duties.

In 1931, an order for 1,200 poles for Kelowna put the local unpaved roads to the test. It took one trip daily for three trucks, a total of 120 loads at five tons plus the truck weight, for 60 miles.

Poles were approximately 40 feet long but there were also 25-foot poles for Alberta and 70-foot poles for Ontario. B.J. Carney also did bridge pilings by special order and hand-hewn ties done by local contractors for the CPR. Poles needed to be straight and solid, and of a specific size on the top and bottom. Logs were originally sized and peeled in the bush, tasks that were later regulated to machines in the pole yards.

In 1942, most of the 347 carloads shipped went to US locations. The same year, the Canadian government established the Foreign Exchange Board, which implemented export limits for cedar poles.



Carney Pole yard in 1940s. [edms 4286]

A quota was put in place in 1946 that required shipments to the US to be balanced with Canadian shipments.

As a result, Carney shipped more pine, larch and fir to Canadian destinations.

The quotas were rescinded in 1949, which resulted in many more pole companies flooding the market.

Local contractors were the lifeblood of Carney Pole, with 104 independent contractors listed in 1949, with half from Enderby, about half from Salmon Arm and Sicamous and a handful from Nakusp. Carney often provided advances to the contractors. In 1949, advances totalled \$159,206.76, which was over one-quarter of the company's total assets.

Poles needing treatment were sent to its treatment plant in Gallo-way, Canada Cedar Pole Preservers, or to Canada Creosoting Company in Calgary and New Westminster.

Customers for the company included Hydro Quebec, Ontario Hydro, Manitoba Power, Saskatchewan Power Corporation, Alberta Telephone and Calgary Power.

When R.W. Bruhn closed in Sicamous in 1949, B.J. Carney Pole purchased its pole, post, piling and tie operations. They also took on its CPR tie contract and timber sales in the Shuswap Lake area. Harold Palmer joined the company as an accountant and P. Westman was hired as woods foreman.

B.J. Carney had rented the old Okanagan Sawmills office on Old Vernon Road but it purchased the building for \$300 from the city in 1945 with the caveat that it would renovate the building to bring it up to fire code. It took until 1952 to make the upgrades, done by Leo Schulte.

Summer at the museum

We had numerous visitors over the summer months, some from far away and others from local destinations. It never ceases to give us pride to hear comments from visitors who think our museum is wonderful. They enjoy the displays and the ability to get up close to the artifacts. Being able to touch and operate some of the artifacts gives everyone a little thrill, regardless of their age. A peek through our guest book reveals visitors from Enderby, Grindrod, Vernon, Calgary, Halifax, Saint John, Mara, Coombs, Germany, 100 Mile House, Perth, Saskatoon, Yukon, Manning (AB), Spruce Grove, Red Deer, Merritt, Grand Forks, Terrace, Dunnville (ON), Cowichan Bay, Nanaimo, Armstrong, Kelowna, Salmon Arm, Los Angeles, Vancouver, Sicamous, White Rock, Delta, Victoria, Richmond, Fernie, Lac La Hache, Montreal, Splatins, Italy, Comox, Summerland, Rocky Mountain House, Chilliwack, Fintry, Cochrane, Winnipeg, Fort Saint John, Dawson Creek, Springbend, St. Albert, Langley, Lake Country, Brisbane, Oslo, Trondheim, Airdrie, New Westminster, Aachen, Saltspring Island, Washington State, Hong Kong, Ashton Creek, Quesnel, Spallumcheen, Glenmary, Canoe, Golden, Coldstream, Girdwood (Alaska), Brazil, Estevan, Sundre, Israel, Netherlands, Van Isle, Olds, Switzerland, Castlegar, Abbotsford, Sechelt, Kamloops, Edson, Penticton, Kingfisher, Quebec, Okotoks, Port Moody, Swift Current, Edmonton, Maple Ridge, Parksville, United Kingdom, Surrey, Gabriola Island, Revelstoke, Westlock (AB), Westside, Evansburg (AB) and Prince George.

A young boy named Damien summed it all up in his comment: "Best museum in the wrld!"

Annual General Meeting

The AGM of the Enderby & District Museum Society is coming up on Saturday, Nov. 22 at 2 p.m. Reports and the election of officers is followed by a presentation on the community of Springbend. We hope to have a local speaker to go with a static photo display and a photo presentation. There will be refreshments after the AGM and presentation. All are welcome to attend.

Christmas at the museum

Planning is underway for Christmas activities at the museum. We will get the museum gussied up in her holiday attire on Monday, Dec. 1 and then enjoy a potluck lunch.

The Toonie Tree goes up when we decorate the museum for the holidays. You can purchase your ticket for the tree between Dec. 2 and Dec. 19. A toonie gets you a Swedish heart on the tree and a chance in the draw to win half the toonies on the tree. The draw is made at 3 p.m. on Dec. 19. There are 300 tickets available and last year's winner took home \$254.

We will once again have a one-day bake sale with a wide assortment of home-baked goodies to choose from (including date squares that failed to make an appearance last year). The bake sale is Friday Dec. 2, 10 a.m.-7 p.m. in the museum. Come early for the best selection. We welcome any and all donations of baking for the fundraiser. Drop off donations at the museum during regular hours on Thursday, Dec. 1 or early on Friday, Dec. 2 (we will be in early that day).

Also in 1952, B.J. Carney & Company, Limited was incorporated at the behest of the Foreign Exchange Board, which wanted it to establish a separate company in Canada. Percy Farmer was manager of the Canadian company, managing yards in Enderby, Grindrod, Armstrong, Lumby, Malakwa, Canoe, Shuswap, Sicamous, Golden, Nakusp, Salmon Arm, Lardeau, Grand Forks, Barriere, Boston Bar and Galloway. Marion Lantz Baird rejoined the company as a bookkeeper and stenographer in 1950 and retired in 1972.

Pole production peaked in the 1950s. By 1962 competition had increased and the cedar supply had diminished considerably.

By 1966 most of the poles came from the Revelstoke area and the Enderby pole yard was closed. By 1973 there were only yards in Sicamous, Galloway and Nakusp.



The office of B.J. Carney Pole & Co. Ltd. at 709 Vernon Street in 1980. [edms 3201]

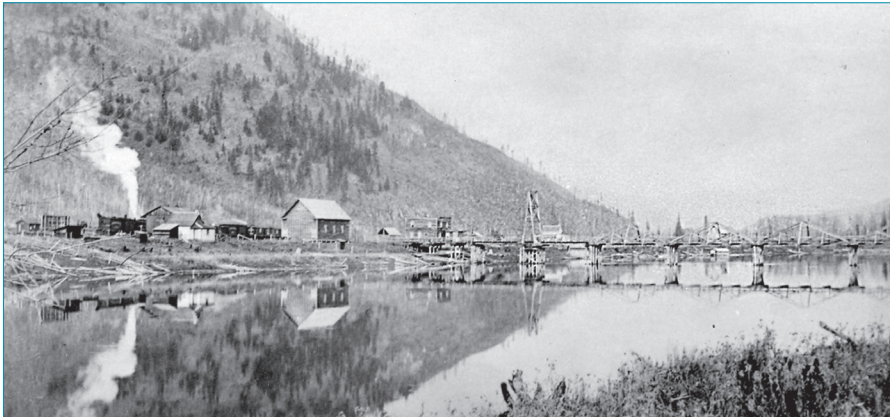
The Enderby office closed in 1990, moving the main office and yard to Sicamous. In 1999 the business operations were consolidated into Selkirk Forest Products operating under the name B.J. Carney & Company, Limited. Mention of the company could still be found in government documents in December 2008.

Sheds on the Old Vernon Road property were used as storage units for many years and the office became a residence. The sheds were eventually torn down, followed by the house in the more recent past. The brick safe was left and a new structure built around it. Unfortunately, the owner, Mark McMahon, passed away in 2021 before the building was completed and it is now for sale.



The former Carney Pole office in 1994, after it was reverted to a house. [edms 4503]

A bridge worth fighting for



In this photograph from 1912 you can see the first Mara Bridge leading to Mara Hall on the east side where the train is going by. [MS99-280]

There has been a bridge in Mara since 1899 but only because residents fought for its existence.

The need for a bridge crossing the Shuswap River at Mara arose after the railway came through in 1892. Farmers were using rowboats to transport produce across the river to the train station, but sandbars made the trip slow and hazardous. Residents could not understand the logic of having a train station without a road to reach it.

In 1893 Rev. J.P. Hicks took the train to Mara to attend a meeting but was unable to cross the river by boat because of floating ice. 'Mara News Items' in the Jan. 5, 1893 Vernon News noted, "If some government official were to get frozen up for a whole night at Mara station, we should probably get a bridge across the river within a reasonable time, but government officials know better than to come to Mara."

In 1895, the provincial public works department introduced a cable ferry for transporting people and goods across the river. Fred Barnes of Enderby constructed an 8x3.6-metre scow and a cable came from Vancouver.

People quickly and legitimately found fault with the transportation mode. The cable was down for five weeks in the spring of 1896 to prevent driftwood snags during high water, leaving the ferry stranded on the shore. The cable went down again that summer to allow for riverboat traffic.

At a subsequent meeting held to discuss the need for a bridge, residents were "a unit in their disgust for the ferry" because it was "useless when most needed," reported the Vernon News on Sept. 24, 1896.

Residents said the ferry was a mistake and a waste of public funds. The community rallied with a petition asking the provincial government for a bridge.

The government estimated that a drawbridge at Mara would cost \$2,800. Road superintendent H.R. Parke had men working on piles for the bridge in June 1898. The 20-metre stringers were hewed and squared by George Little and William Monk.

The Vintage Silent Auction runs Dec. 2-17. Top bidders will be notified after 3 p.m. on Wednesday, Dec. 17. Items can be picked up at the museum from Dec. 18-20. This year's auction includes some Legionnaires' clothing, postcards, books, waffle iron, flour sifter, framed photos, jewellery and more. If you have a vintage item to add to the auction, contact the museum at 250-838-7170 or enderbymuseum@shaw.ca.

Christmas shopping

The museum has some good books that make great Christmas gifts. We have history books on Enderby, Kingfisher and Ashton Creek. Shuswap Country is a look back at the region in the 1930s and 1940s. This year's Okanagan History celebrates 100 years and we also have many back issues at a discounted price. We also have cards and magnets created by local artist Jamie Frazer and mugs made by Kingfisher potter Sue Saloka.

Christmas closure

The museum is closed for the holidays from Dec. 21 to Jan. 5. We re-open Jan. 6 at 10 a.m.

Volunteers

We are still looking for people wanting to help preserve, protect and promote local history. You can volunteer when it works for you and we like to find tasks that meet your skills and interests. To find out more about volunteering at the museum, drop in and talk to Jackie.

Donations

The number of items that come through these doors as donations is amazing. The list of artifacts donated to the museum this year includes a 100-year-old crib from the Ruttan family, old tools, books, a Chinese gong, sewing supplies, kitchen items, toys, NOCA milk caps, a miniature washing machine, greeting cards, an Enderby pennant, a wedding dress, a metal dance card book and pencils, clothing, maps, a meat slicer, a portable phonograph, a fountain pen, postcards and army gear. We cannot accept everything that comes in, but we do want things that have a connection to local people, places, organizations and businesses. Remember the museum when you are downsizing, winding up a family estate or cleaning out the attic/garage/crawlspace. If it has a local connection, we may be interested in adding it to our collection.

New displays

We will be expanding our medical display in the new year, which means some things need to be shifted around. This will result in some changes to the adjacent sewing and housekeeping displays. So, make sure to come by and check out some new old stuff at the museum in 2026.

The front display case, which currently houses artifacts from St. Andrew's United Church, will also be changed after Christmas. I am still considering what to display, so you will have to wait and see what it will be.



The swing span on Mara's second bridge, 1913-1928, was opened for this photo but it may have been the only time. [MS99-281]

Pile driving began in August 1898. Construction continued until December, when funds dried up and work ceased until the government forwarded more money. Workers completed the bridge in early 1899. The bridge is very similar in design to Enderby's second bridge, constructed in 1905.

Mara's second bridge was a swing span constructed in 1913. The bridge had 18.3-metre trusses on either side of a rotating span. A large steel cogwheel in the centre pier opened and closed the bridge for boats. A large key, 2.6 metres long and 7.6 cm in diameter, was used to manually open the lock covered by planks in the centre of the span. (This key was found after Mara School was torn down in 1987 and Putula Park created. It was donated to the museum.)

This bridge had large aprons fronting each pier and rows of piles upriver to reduce problems from driftwood snags and ice.

The second bridge was deemed unsafe and replaced in 1928-29. The new bridge was of similar design to the Grindrod Bridge built in 1923, but longer at 197.5 metres. Construction took place in the winter when the ice was thick enough to support the pile drivers. The bridge, consisting of 24 six-metre four-pile trestles and a 130-foot Howe truss, was constructed next to the old bridge, which was removed once the new one was complete.

A report from the mid-1940s by the Department of Public Works British Columbia deemed the Mara Bridge to be in fair condition and recommended replacement around 1952. The bridge got a new deck, guard rails and handrails in 1949, and repairs to the main braces, counter braces, caps and corbels in 1950.

A replacement was a long time coming and not before the community was threatened with the loss of their bridge.

The highways department wanted to remove the bridge around 1963. The extensive and expensive repairs required were deemed excessive considering the area and the number of people served by the bridge. An extension of West Side Road from Mara to Grindrod was considered a

solution to the bridge.

Mara residents did not agree. They said removing the bridge would separate the community, with the post office and store on one side and the school and church on the other. And extending the road would only result in the removal of good farmland.

In the end, the government reversed its decision to demolish the bridge, made the necessary repairs and promised to build a new bridge in the future.

By 1980 the bridge was restricted to light traffic and the government announced plans to demolish the bridge and extend Coell-Jones Road to Old Sicamous Road to tie into Grindrod-Westside Road.

Mara residents protested the plans and by July 1982, a new Bailey bridge was under construction. (The Bailey bridge was developed for military use during World War II by British engineer Sir Donald Bailey. The prefabricated truss bridge can be assembled quickly by hand with simple tools and can support heavy loads.)

The fourth and current bridge opened in 1983. Demolition of the old bridge was done by Rolly's Backhoe Service of Salmon Arm in early 1987 for \$29,900.

At over 40 years in age, the bridge has had many repairs to ensure its safety.

It received a new deck around 1990, Argo Road Maintenance did repairs in 2004, and JPW Road & Bridge did a major overhaul in 2014-16 that included new deck stringers, deck planks, crossties and railings. The contractor even designed an award-winning gantry system that could be assembled and disassembled easily each day that allowed workers to work safely while providing access for emergency vehicles. The deck was patched in September 2024 and more repairs were done this summer. The remaining lifespan of the Mara Bridge is unknown. What is known is that the community will always fight to ensure the bridge remains.



Mara's fourth and current bridge, circa 1986. [edms MS99-391]

OHS meeting and presentation

The Armstrong-Enderby branch of the Okanagan Historical Society has its general meeting at the Armstrong Spallumcheen Museum on Sunday, Nov. 9 at 1 p.m. After the regular business of the meeting, Carmen Kirkland, past branch president, will present, The Village of Lansdowne and its Early Relationships with Enderby and Armstrong. Carmen has been working long and hard on this topic (along with Joani Cowan) so her talk should be interesting and enlightening for all who attend.



Trying it

This museum visitor was eager to channel her younger self with a ride on the wooden rocking horse hand-crafted by Albert Trail. It is one of the many "Try it!" items in the museum.

Simard family history started as pen pals

A long-distance friendship that bloomed into love resulted in one family's long history in the Enderby area.

Isobel Barbara Grahame was born in 1869 in Scotland to a family of means.

Her father was an accountant and bookkeeping member of the Glasgow Stock Exchange. She lived a very secluded life as a governess teaching children in their homes in England, Scotland, France and Germany. She was an accomplished painter.

It was during her time as a governess that she began corresponding with John Frederick Moore.

John had emigrated from England at the age of 18 and visited Germany, France, Egypt and Australia before landing in California.

There he met Isobel's sister, who suggested that John correspond with Isobel.

John went to the Klondike around the turn of the century and during his time there he proposed marriage to Isobel in a letter. She accepted, travelled across the ocean by ship to Canada and then west by train to Vancouver where she met J.F. for the first time after a decade of correspondence.

Isobel later told her children that she was ready to jump back on the train if J.F. did not meet her with a smile. He did and the two married within a week of her arrival, on Sept. 2, 1905 in Vancouver.

The newlyweds honeymooned at Stanley Park then planned a visit to a brother in Edmonton.

But, when the train neared Salmon Arm, John suggested they stop and go to Enderby to see a property he heard about.

They visited the property on Back Enderby Road between Enderby and Armstrong and immediately decided to purchase it.

They christened the place Woodcliffe and they lived together at 5150 Back Enderby Rd. until John's passing in 1945. Isobel remained there until she died in 1947.

John and Isobel had four children: Lilas Edith Isobel in

1906 (later Simard), Barbara Helen (Ramsey) in 1907, Agnes Margaret Louise (Hunter) in 1909 and Richard Archibald John in 1911.

The family started making trips to Mabel Lake around 1910, travelling the narrow dirt trail in a horse-drawn wagon.

There are numerous photographs of the family camping out at Cooke Creek during an overnight stopover on the trip to the lake. True to her wealth and upbringing, Mrs. Moore is always well dressed for these trips. Mr. Moore is the photographer of the photos but he, too, was a snappy dresser, and the children also.



Isobel Barbara Grahame inside the family home, Woodcliffe, in 1906. Taken by her husband, John Frederick Moore [edms 1302]

On one trip the family was prevented from crossing Kingfisher Creek due to the spring melt. They camped out on "Kingfisher beach" and quickly fell in love with the area.

They soon purchased land at 3300 Mabel Lake Rd. and built a cabin around 1935 that remains there to this day.

Their eldest daughter, also called Isobel, added to the family's local history when she married Wilfred Simard and helped establish that family's strong and long history in Kingfisher.