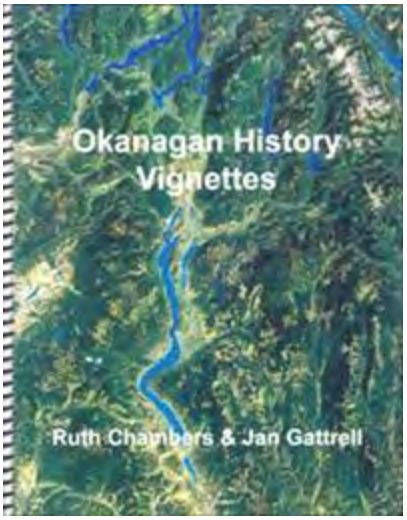


Okanagan History Vignettes:

Ruth Chambers & Jan Gattrell

3848-00/0010-3

Okanagan History Vignettes:

Readings for Adult Literacy Students

Ruth Chambers & Jan Gattrell

for the
Department of Human Resources Development Canada
National Literacy Secretariat
and the
Province of British Columbia
Ministry of Advanced Education, Training & Technology

Okanagan University College
Adult Basic Education Department
Kelowna, BC
2001

This book was made possible by a cost-shared grant from the National Literacy Secretariat in partnership with the British Columbia Ministry of Advanced Education, Training & Technology. For further information on adult literacy programs in British Columbia, contact:

Education Officer – Developmental Programs
University Colleges and Program Planning Branch
Ministry of Advanced Education, Training & Technology
PO Box 9877, Station Provincial Government
Victoria, BC Canada V8W 9T6
Telephone: (250)387-6174
Fax: (250)952-6110

Additional copies of this book may be purchased through the Okanagan University College bookstore:

Okanagan University College Bookstore
3333 College Way
Kelowna, BC V1V 1V7
Phone: (250)470-6035
Fax: (250)470-6038
Internet: ouc.bc.ca. Go to the bookstore link.

There is an exercise book with answer keys which can be used in conjunction with this book. Exercise books can be ordered from the Okanagan University College bookstore.

Cover map provided by Advanced Satellite Productions, Inc., Kelowna, BC.

OKANAGAN HISTORY VIGNETTES

TABLE OF CONTENTS

Authors' Foreword

Okanagan History Vignettes has been an exciting undertaking where we have learned a great deal about the Okanagan Valley. We have found the process of researching, writing, editing, and publishing a book very rewarding. This book of vignettes is intended for new adult readers. Ongoing discussions between Okanagan University College and Okanagan Native Alliance prevented us from including First Nations history in this book. Available as a companion to *Okanagan History Vignettes* is an exercise book for the vignettes with many exercises and answer keys (see page ii for ordering information).

This book was made possible through the help of many organizations and people. We gratefully acknowledge the following for their contributions:

Grant Providers: National Literacy Secretariat and Ministry of Advanced Education, Training & Technology.

Project Community Partners: Kelowna Museum and Okanagan Regional Library.

Resource People: Lesley Dieno, Executive Director, Okanagan Regional Library; Arlene Gaal; Donna Johnson, Archivist, Kelowna Museum; John MacPherson; Art & Laurie Rogers; Barrie Sanford; Sonny Stephenson, Advanced Satellite Productions Inc.; Peter Tassie, President, Okanagan Historical Society; Heidi Thompson; Jean Webber; Linda Wills, Archivist, Greater Vernon Museum & Archives; Wayne Wilson, Curator, Kelowna Museum; *Capital News*; and *Daily Courier*.

Editors: Sheila Chambers; Jan Cioe; Lesley Dieno; Dave Evensen; Charlotte Hoffman; Wayne Wilson.

Fieldtesters: Adult Basic Education instructors at Okanagan University College: Carol Abernathy, Colleen Hanscom, Janet Mantyka, Jan Sawyer, and Maureen Stephens.

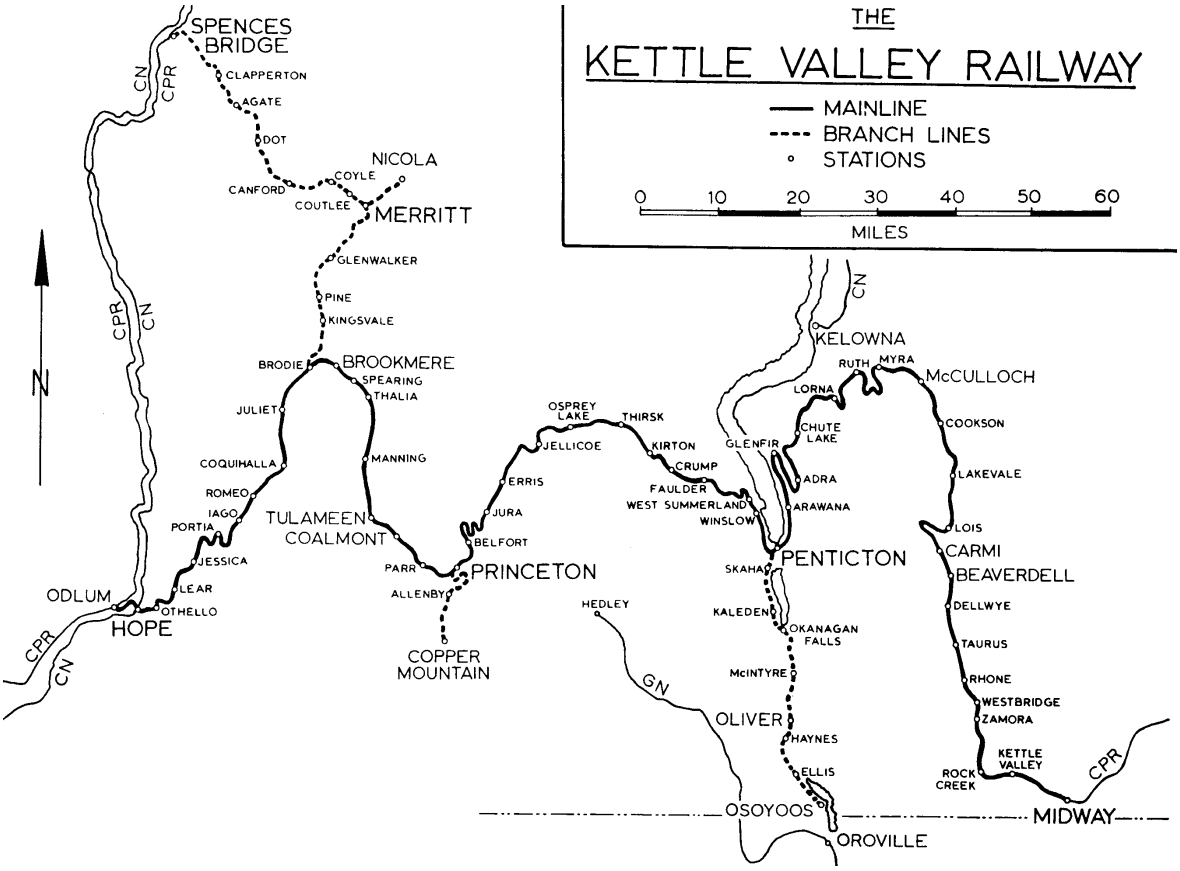
Computer & Photographic Assistance: Jan Cioe.

Printing: Dan Sault & staff, Okanagan University College Print Services.

Photo courtesy of Dick Parkinson Collection, Kelowna Museum

Kettle Valley Railway

Okanagan History Vignette



Map courtesy of Barrie Sanford, *McCulloch's Wonder: The Story of the Kettle Valley Railway.* Publisher, Whitecap Books.

CPR = Canadian Pacific Railway
CN = Canadian National Railway
GN = Great Northern Railway

The Kettle Valley Railway

Oh, what an adventure it was to ride on the Kettle Valley Railway, or the KVR as it was called. Completed in 1916, it carried freight and passengers in comfort and safety for over 40 years. It took six years of backbreaking and sometimes dangerous work to build the 330-mile line (530 kilometres). Labourers tunnelled through high mountain passes, skirted around deep canyons, and crossed churning rivers. The rail line was always being repaired or being rescued from natural disasters like snowdrifts, avalanches, landslides, and forest fires. The KVR has been described as the most difficult and expensive of all railway projects in Canada. But for the passenger, riding the train provided spectacular scenery, classy surroundings, and relaxed travel.

A Ride on the Kettle Valley Railway

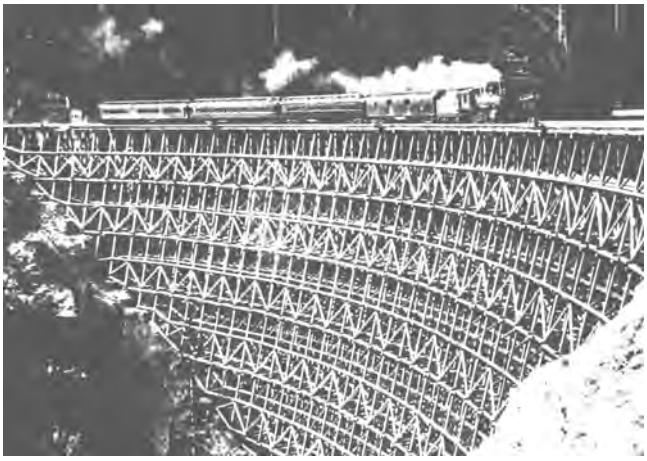
Imagine you are sitting in the dining car as the passenger train chugs and glides its way from Vancouver to Nelson. It is a hot summer day in 1927. You're glad to have the cold drink that the waiter places in front of you. As your fine dinner is served, you notice the sparkle of the silver platter. Suddenly, the train begins to swing around a long curve, and you glance through the window. The scenery slides past. You feel like you are watching a film. Far below, water foams in the canyon. In

the distance, trembling aspen trees cover the slopes. You have already passed golden farmland, sparkling lakes, and jutting mountains. Soon the train slows down and stops briefly at a station. The sign reads "Romeo." You wonder if "Juliet" station can be far behind. While the train has stopped, two young men have quickly heaved themselves to the top of the train. They are fruit pickers going to the Okanagan, and they want a free ride.

As the train picks up speed, you see a dignified gentleman slowly walking down the aisle. He seems be to looking around carefully. "It's Mr. McCulloch," the waiter whispers. "He loves to ride this train. He wants to make sure everything is A-OK." You nod to the man as he passes. This is Andrew McCulloch, the engineer responsible for the huge task of building the KVR line over three mountain ranges. Now, as superintendent, he's on the job keeping the lines in good running order. The Kettle Valley Railway has become known as McCulloch's Wonder. It is no surprise he looks so proud.

Tossing down your linen napkin after dinner, you stroll back to the day coach. Out of the window, you watch the evening sky turn from blue to purple to black. You are lulled by the steady rhythm of the train's motion. You hear the creaking and groaning of the wooden trestles as the train moves over the bridges. Smoke billows from the locomotive as

it hauls the cars up a high mountain grade. The brakes squeal as they grip the rails when the train rushes down into a valley. Tunnels block the fading light. The whistle sounds at each station or stop. You will pass by over fifty on this journey. The train will be in Penticton in the morning. Then you will be able to see the spectacular Myra Canyon near Kelowna in daylight. Sixteen trestles hug the mountain walls. Now the porter has made up a comfortable bed for you. Satisfied, you nod off, wondering how this gem of a railway came to be.



Hydraulic Bridge
Photo courtesy of Kelowna Museum

The Beginning of the Kettle Valley Railway

The idea for the Kettle Valley Railway was born at the turn of the 20th century. There were rich silver and copper mines in the Kootenays. But there was no Canadian railway to carry the ore to a port on the West Coast where it could be shipped to markets around the world. Instead, ambitious American railway owners quickly built spur lines up from Washington. They took advantage of the profits to be made. Sir Thomas Shaughnessy, the president of the Canadian Pacific Railway (often called the CPR), fought for an all-Canadian rail line on all-Canadian territory. In 1910, Shaughnessy convinced British Columbia Premier Richard McBride to support his plan to build a rail line in the southern interior that would link up with existing CPR train track in the Kootenays and Merritt. Later, an extension would continue the line through the Coquihalla Canyon to Hope. The government agreed to give $5,000 per mile ($3,100 per kilometre) to build the line but said that the CPR must finish the work in four years. Shaughnessy also had one final command. The KVR must be first class in every way. That was a tall order. But it would be filled, thanks to one man: Andrew McCulloch.

Andrew McCulloch was hired as the chief engineer of the Kettle

Valley Railway. He was born to a poor farming family in Ontario in 1864. When he was 30, he began working with the CPR. He started by repairing lines. He then took on other jobs to gain experience. He became famous for his work on the Spiral Tunnels at Kicking Horse Pass on the BC-Alberta border near Lake Louise. He was 46 when he moved with his wife and children to Penticton to work on the KVR. A great fan of Shakespeare, McCulloch named the train stations in the Coquihalla section after heroes and heroines in Shakespeare's plays. Trains would later stop at Juliet, Romeo, Iago, Portia, Jessica, Lear, and Othello. After construction was completed, McCulloch agreed to become superintendent of the KVR operations. Keeping the line in top shape would be as hard work as building it. McCulloch retired in 1933, aged 69, after 23 years with the KVR. He lived until he was 81. He said that the Kettle Valley Railway was his favourite piece of work.

Andrew McCulloch
Photo courtesy of Kelowna Museum

Building the Kettle Valley Railway

Construction started in 1910. To meet the deadline, McCulloch started building at both ends at once, beginning in Merritt and Midway. At Midway, the KVR line would link with CPR track and continue east to the Kootenays. At Merritt, the line would meet up with the CPR line from Spences Bridge. The first section of the KVR to be completed connected Brookmere with Merritt. Railway building was booming in Canada. McCulloch sometimes had trouble finding skilled labourers. At times there were as few as 200 men working on the line, and progress was slow. But between 1911-1915, over 1,000 men worked on the 60-mile section from Penticton to Hydraulic Summit. At the peak of construction, he had 5,000 men working at once. In the Okanagan Valley, immigrants from Scandinavia and central Europe made up the labour force. McCulloch travelled mostly by horseback to check on the quality of the work.

Dick Parkinson, top left, and friends
Photo courtesy of Kelowna Museum
Dick Parkinson Collection

Labourers and a horse-drawn cart at Adra Tunnel near Naramata
Photo courtesy of Kelowna Museum

It has been said that muscle power and black powder built the KVR. Preparing the roadbed was hard and dangerous work. Hard-rock miners blasted out the rock cuts. The rubble was cleared by labourers using picks and shovels. Horse-drawn scrapers and little cars pulled or pushed by the workers moved the earth and rock away. Drillers earned $2.75 a day, and the labourers earned between $2.00 and $2.50 a day. Black powder was the explosive used by early railway builders. Up to five boxcar loads of explosives were used in a single blast. There were many accidents with explosives, usually because of carelessness. Dynamite became available to the builders in 1913. The main element in dynamite was nitroglycerine. It sometimes froze in winter. When in a

hurry, men used to heat it up in a frying pan instead of letting it thaw in hot water. The results could be fatal!

After the roadbed was prepared, the rail gang with the track-laying machine arrived. The big track layer was followed by six railway cars packed with rails and ties. Conveyor belts on the sides of the track layer brought the rails and ties to the front. Behind the rail and tie cars were cars carrying spikes and bolts. When the rail was put in place on the ties, five men on each side would pound in huge spikes to hold the rails in place. Crews would shovel gravel into the roadbed to keep the tracks straight and well-drained. The track layer would then move forward on the new rails. A rail gang could have 65 to 85 men in it. On a good day, they could lay over two miles (three kilometres) of track.

McCulloch had to perform feats of great engineering skill on several sections of the line. Chute Lake Pass, north of Naramata, had a difficult 4.5 percent grade. McCulloch created a triple loop where the line doubled back on itself twice. The spectacular chasm at Myra Canyon was 3.75 miles (6 km) long and 714 yards (650 m) deep. It also split into two forks at the south end. To get the railway across the canyon, McCulloch built 16 wooden trestles, 2 trestle bridges over the forks, and 2 tunnels. More than 25 cars of bridge bolts were required.

Track-laying machine and rail gang work east of Princeton, 1915.
Notice the conveyor belts on the front of the track layer. It took
many men to put the ties and rails in place.
Photo courtesy of Kelowna Museum

He later wrote, “I never saw a railway built on any such hillside as this.” The Coquihalla section with its raging river and granite-walled canyon set records for its construction. The 39-mile (63 km) section from Coquihalla Summit to the CPR junction near Hope needed 43 bridges, 13 tunnels, and 16 snowsheds. Construction crews used 22 million board feet of timber and 4500 tons of steel. The Coquihalla Valley had the most expensive mile of railway track in the world. The average cost

per mile for Canadian railways at that time was $27,000. One mile in the upper Coquihalla canyon cost more than $300,000!

The first passenger train pulls into the station at Penticton, May 1915,

when the line between Merritt and Midway was officially opened.
More than 1,500 people greeted the first train.
Photo courtesy of Kelowna Museum

More Than Forty Years of Service

The Kettle Valley Railway line, including the Coquihalla section, was completed in 1916. It operated for more than 40 years, linking communities in southern British Columbia. It took a great deal of effort to keep the trains running due to the harsh landscape and climate. The

KVR was considered a dangerous railway. There were daily foot patrols, and brakes were tested before every hill. McCulloch himself checked every bridge and tunnel each year. A plow train or track car often went through the Coquihalla Pass looking for washouts or snowslides. Deep snow fell in the Coquihalla section with a record of 211 feet (63 m) in one winter. In 1917, a snow and rock slide hit the end of a plow train, and the caboose fell into the canyon. One crewman was killed. Others were hurt, including McCulloch. He then walked over 25 miles (40 km) to Hope on an injured leg. In the hot summer of 1931, a forest fire raged toward Myra Canyon. Water trains were rushed in to dampen the timbers of the wooden trestles and bridges. During that same summer, a plague of grasshoppers settled in the Okanagan. They stripped the orchards clean. They landed on the tracks and were crushed by the trains. The tracks became so greased that the trains could barely move.

The worst accident happened on Labour Day in 1926. Thirty freight cars carrying lead and zinc ingots and coal began the long downhill journey toward Hope. When the train started to pick up speed, the engine driver pulled the brake lever. But after a hiss, there was silence. There was no air left in the brakes. The crew tried to slow the train using hand brakes. But the slope was steep, and the train was already moving too fast. The runaway train thundered through Jessica

station with flames leaping from the brake shoes. The caboose and three coal cars broke off. The rest of the train flew into the canyon. There was a terrible crash. The locomotive and 25 cars burned. Four crewmen were killed. Sadly, some fruit pickers who had jumped on top of the train for a free ride were killed as well. Despite the accidents and natural disasters, the KVR had the best safety record on the continent.

Passenger train crosses the high wooden trestle over Canyon Creek in the Carmi Subdivision, 1917.
Photo courtesy of Kelowna Museum

During its heyday, a KVR passenger train included a baggage car, a first class coach, a diner, several day coaches, and a sleeper. It left Vancouver in the early evening, passed Penticton in the morning, and arrived in Nelson that evening. Leaving Nelson early in the day, it arrived back in Vancouver the following morning. Old timers who travelled as passengers remember their experiences fondly. They recall dining in style with meals served on silver platters. There were even finger bowls if anyone wanted them. Linen napkins were folded into fancy shapes. Waiters balanced trays as the trains swayed around corners and through tunnels. Porters prepared comfortable berths for the overnight trip. Travellers enjoyed relaxing train travel.

The End of the Kettle Valley Railway

In the boom years, the “Coast-to-Kootenay” railway hauled fruit, ore, coal, cattle, lumber, and passengers. Although the line made a profit carrying freight and passengers, the CPR never made up the $20 million the line cost to build. And then the fortunes of the Kettle Valley Railway began a slow decline in the 1930s. The Great Depression of the 1930s saw a decrease in the number of loads of freight to be carried. Moreover, in 1931 the fruit crop was a disaster. The worst year for snow problems was 1935. There were forest fires in 1938 that burned 3 major trestles near Romeo. World War II increased the demand for ore, coal,

and lumber, and this kept KVR freight cars rolling. But the final blow came in 1949. The Hope-Princeton Highway was built. Then travellers could drive their own cars. Freight could be carried in trucks. In 1959, a series of snowstorms did so much damage, the KVR lines were never opened for more than a few days at a time. In January 1961, the line in the Coquihalla Pass section closed for the winter, and it was never reopened. The CPR said maintenance was too costly. The track in the Coquihalla section was ripped up in 1962. Then the CPR's decision to close the line could not be changed. Trains were rerouted from Merritt to Spences Bridge. The rest of the line was closed bit by bit. Rail lines in southern BC could not make enough money. Passenger traffic stopped in 1964 after a last run from Spences Bridge to Penticton. Supporters of the KVR were heartbroken. An old timer said, "They've killed the Kettle Valley Line." But the courageous KVR was not dead.

The Kettle Valley Railway Today

Almost one hundred years after the Kettle Valley Railway began, its rebirth is underway. The tracks are gone except in the Penticton to Brookmere section. But the roadbed still loops across southern British Columbia. KVR buffs want to save the line as a 500 kilometre hiking and biking trail. As well as honouring the men who constructed the

The English as a Second Language Tourism class from Okanagan University College on a field trip to the Kettle Valley Railway line.

Photo courtesy of Kate Gilchrist

railroad and kept it running, the KVR trail is now a popular tourist attraction. Parts of the trestles and bridges are being repaired for recreational use. However, not all of the land is currently available for exploring. Some areas are in the hands of private landowners. During the summer, a steam train runs on a 10-kilometre section of the original line in the Summerland area. As one KVR buff says, the Trout Creek Bridge near Summerland is spectacular. "Great view if you don't look down between the ties." The adventure of the Kettle Valley Railway lives on!

Perhaps someday when you're hiking or biking a part of the line, you'll feel a bit of the old KVR magic. You'll be travelling over trestles and through tunnels nearly a century old. You'll experience the same scenic views that thrilled past generations. The aspen leaves will tremble in the wind as you pass along the abandoned roadbed. What's that you can hear in the distance? Could it be a train whistle?

Glossary

chasm	deep crack in the earth's surface
engineer	someone who plans or builds bridges, roads, and buildings
feat	something done that shows great skill
grade	slope of railway track
Iago	Shakespeare character: pronounced ee-AW-go
ingots	metal that is formed into a bar or brick shape
junction	place where railway lines or roads come together or cross
locomotive	engine used to pull railway cars
maintenance	the work of keeping something like roads or railway lines in good condition
nitroglycerine	thick, explosive oil used in making dynamite
plague	something that causes suffering, eg. a plague of mosquitoes
Portia	heroine in a Shakespeare play; pronounced POR-sha
roadbed	dirt foundation on which a railway is built
spur line	short track connected with main track of railway
superintendent	person who manages a business or organization, eg. superintendent of a school district
trestle	framework of timber or steel supporting a railway bridge

Photo courtesy of Greater Vernon Museum and Archives

T.D. Shorts

High Admiral of Okanagan Lake

Okanagan History Vignette

Pristine Okanagan Lake before the turn of the century

Photo courtesy of Greater Vernon Museum and Archives

T.D. Shorts: High Admiral of Okanagan Lake

The Pristine Land

In the mid-1800s, the Okanagan Valley was a pristine land with few settlers in the area. The land was ripe for development. However, the means of transportation in the area were very limited. There was the Hudson's Bay Fur Brigade Trail running through the valley, and there were many First Nations trails, but these trails were quite basic. The population of the Okanagan Valley could not grow very easily without a good transportation system. At the end of the 1850s, pioneers began to settle in the Okanagan Valley. Starting with Father Pandosy in 1859, the settlers started to come, but what the valley needed was an entrepreneur to improve the transportation system. The man who came to the rescue was Thomas Dorling Shorts.

Early History Of Thomas Dorling Shorts

T.D. Shorts was born in Adolphustown, Ontario, in 1837. He was always an adventurous man. He went to the gold mines of California in 1857. He tried his luck at gold mining but was not very successful. He also tried farming and fruit growing in the western United States. These ventures also ended in failure. Since he did not strike it rich in California, he decided to come to British Columbia in 1870. In BC, he

again attempted to earn a living by gold mining. He spent time in Omineca, Cassiar, and Skagit looking for the mother lode. Like so many other miners, Shorts made very little money in the gold rush.

The New Frontier

In 1882, Shorts made his way to the Okanagan Valley. Finally, he had found a place where he was happy and where he could earn a living. He obtained 320 acres (130 hectares) of land in the area that is now called Fintry. Fintry is located on the west side of Okanagan Lake just 9.5 nautical miles from Okanagan Landing. This land became his homestead. Roads and trails into his acreage were nearly non-existent. Shorts was always on the lookout for a means to earn a good living. From the isolated location of his home, he quickly saw the need for a transportation system up and down the lake. So, he had a boat builder in Spallumcheen build him a rowboat. This new boat was the start of commercial traffic on Okanagan Lake.

The *Ruth Shorts* Rowboat

Shorts was one of the first businessmen to operate a commercial boat on Okanagan Lake. His freight business made the Okanagan Lake area more attractive to many settlers. Starting in 1883, Captain Shorts ran a boat between O'Keefe Ranch at the north end of Okanagan Lake to Penticton at the south end of the Lake. This boat was a 22-foot long

(about 6.5 metres) rowboat called *Ruth Shorts*. The captain named the boat after his mother.

O'Keefe Ranch in the early 1900s

Photo courtesy of Greater Vernon Museum and Archives

The 150 mile (241 kilometre) trip from O'Keefe Ranch to Penticton and back was exhausting work for Captain Shorts. He would row up and down the lake, taking anywhere from nine days to three weeks for each round trip. The boat also had a mast and a sail that were used if there was a favourable wind. The boat could carry cargo weighing up to 5,000 pounds (2,268 kilograms). He would row during the day and camp on

shore during the night. Mainly, the *Ruth Shorts* carried freight. Perhaps once a month she also would have a passenger or two. For three years, Captain Shorts travelled the lake in good weather and bad on the *Ruth Shorts*. From 1883 to 1885, he took items like bacon, flour, potatoes, coal oil, and candles to area settlers. His rowboat was a lifeline for many early pioneers in the Okanagan Valley.

T.D. Shorts: A Unique Pioneer

Captain Shorts was an interesting character. He had a scruffy beard that often had tobacco stains in it from all his pipe smoking and tobacco chewing. Shorts was an independent man who operated by his own rules. For example, he would often hold a grudge against people who offended him. If someone in Kelowna annoyed Shorts, he would not make a stop there at all, even if he had freight for other Kelowna people. Shorts was not impressed by wealth. Rich or poor, he treated everyone the

Thomas Dorling Shorts
High Admiral of Okanagan Lake

Photo courtesy Kelowna Museum

same. In 1891, Lord Aberdeen, the new owner of the Coldstream Ranch outside of Vernon, wanted Shorts to take him from the north end of the lake to Kelowna. Unfortunately for Lord Aberdeen, Shorts and his crew were attending an all-night dance at the first Vernon Fall Fair. Shorts told Aberdeen that he was not travelling that day, so Aberdeen had to find another boat to take him to Kelowna. A person might think that Shorts would have been unable to stay in business very long with his carefree attitude. But that was not the case. Captain Shorts maintained his freight boat business for nearly ten years.

The First Steamboat On Okanagan Lake

Captain Shorts' second boat was called the *Mary Victoria Greenhow,* or the *MVG*. The boat was named after the daughter of Shorts' partner, Thomas Greenhow. The 32-foot (10 metre) long *Mary Victoria Greenhow* was the first steamboat on the Okanagan Lake. It was put in the water in April 1886. Settlers in the Okanagan Valley welcomed the *Mary Victoria Greenhow* because they could see how much it would benefit the Okanagan Valley. The people of the valley were so pleased with this new boat that they fired a 21-gun salute when the boat reached Penticton on its maiden voyage. The boat could carry five passengers and five tons (4,586 kilograms) of freight. It had a two horsepower engine that ran on kerosene, also called coal oil.

Early settler's house on Okanagan Lake

Photo courtesy Kelowna Museum

Shorts was known for the colourful way he told about his adventures. His retelling of the *MVG's* first trip is an example of his great imagination. On her first trip on the lake, the *MVG* ran out of coal oil. The steamboat actually ran out of fuel just seven miles (11 kilometres) from her final destination. However, after telling the story a few times, Shorts began to exaggerate the details. Eventually, Shorts said he ran out of fuel halfway through the 150-mile (241-kilometre) trip, not near the end. And he said that he had to stop at every settler's house on the lake to get enough coal oil to finish the trip. In fact, he did not stop at any

settlers' places. He just rowed home with his five tons (4,536 kilograms) of freight and five passengers.

Unfortunately, the *MVG* burned to the water line in late 1886. The exact cause of the blaze is unknown. However, the outside of the boat was soaked with coal oil because of poor fuel-loading practices. An unexpected spark could easily have set the boat on fire. Shorts took the machinery from the *MVG* and built another boat, but it was not successful. The steam engine is all that is left from the *Mary Victoria Greenhow.* This engine now sits in the Greater Vernon Museum.

Steam engine of the *Mary Victoria Greenhow* in the Vernon Museum

The Freighting Business of T.D. Shorts Continues

From 1886 to 1892, T.D. Shorts operated another four steamboats. Each boat was a little bigger and better than the previous one. There was a rebuilt *MVG*, the *City of Vernon*, the *Penticton,* and the *Jubilee.* There were many interesting stories about the wood-burning *Jubilee*. For example, many times Shorts did not have enough wood for the whole trip. So, Shorts would take the boat ashore and have all the passengers get out to help cut down trees and chop more wood. The passengers were still expected to pay full fare even though they helped to provide the fuel. On another trip, the *Jubilee* was carrying a cargo of wood shakes. When Shorts ran out of fuel, he did not stop to chop more. Instead, he just burned the wood shakes. Captain Shorts' boat service ended in 1892 shortly after the much larger Canadian Pacific Railway steamboat, the *S.S. Aberdeen,* was built and launched.

Finally Shorts Strikes It Rich

Shorts was always trying to strike it rich in his business dealings. From the gold mines of California to the gold mines of BC to the waters of the Okanagan Lake, he always hoped to earn a great deal of money. He was never very successful. However, he did end up earning a substantial amount of money on his homestead in Fintry. In early 1889, he tried to sell his 320 acres (130 hectares) for $75. The man he tried to

sell it to said the property was not worth anything, let alone $75. So, Shorts continued to live on his Fintry property. Then, later in 1889, two hunters arrived from England. The hunters wanted to hunt bighorn sheep in the Fintry area. The two men were so successful that they asked Shorts who owned the land. Shorts replied that he did. The two Englishmen asked Shorts how much he wanted for the land. Shorts

Two hunters at camp in the Okanagan Valley

Photo courtesy Kelowna Museum

answered $4,000, which was an absolutely ridiculous price in 1889. To Shorts' surprise, the two men agreed to pay $4,000 for the 320 acres. Finally, Shorts had struck it rich!

T.D. Shorts' Later Years

Captain Shorts is a prominent figure in the Okanagan Valley's history. His friends called him the High Admiral of the Okanagan. Short's Creek near Fintry was named after him. However, he never made much money with his steamboats. Shorts was reported as saying that he made a fair amount of money on his rowboat, the *Ruth Shorts*, but never made any profit from his later steamboats. In 1895, Shorts left the Okanagan and went to the gold fields of Alaska. Once again, he tried to strike it rich but was unsuccessful. Eventually, he moved to Hope, BC. He had very little money on which to live in Hope. Many people tried to help him. But Shorts was a proud man, and he did not want to accept charity. He ended up dying a poor man in 1921. He was 83 years old. The era of Thomas Dorling Shorts was over.

GLOSSARY

charity	kindness, generosity
entrepreneur	businessperson
exaggerate	overstate, make up details
exhausting	tiring, difficult
favourable	pleasing, welcome
freight	goods transported by air, land, or water
frontier	unexplored land
grudge	ill will, resentment
mast	a metal tube on a ship to support the sails
mother lode	the main body of ore in a mining area
nautical	pertaining to ships and sailors
non-existent	not there, not existing
pristine	pure, clean, plain
prominent	well-known
scruffy	shabby, untidy
substantial	large, a lot
unique	uncommon, unusual
ventures	risky investments

Photo courtesy of Kelowna Museum

Steamboats On Okanagan Lake

Okanagan History Vignette

Okanagan men going off to war

S.S. Sicamous departs from Okanagan Landing during World War I

Photo courtesy Kelowna Museum

STEAMBOATS ON OKANAGAN LAKE

The Importance of Water Travel

Lakes, rivers, and oceans have been important for thousands of years. People have used waterways as a means of exploration and transportation. Exploration opened up new lands. Often, new settlements were built near waterways. Once people settled in new areas, they needed a way to get supplies in and trade goods out. This need for transportation was true on Okanagan Lake in the late 1800s. There were not many white people in the Okanagan Valley at that time because there was not an efficient transportation system in place. But as more commercial boats travelled on Okanagan Lake, more people settled on the lake's shore. Water transportation helped to settle the Okanagan Valley.

Dawn of the Steamboats

The *S.S. Aberdeen* and the *S.S. Okanagan* were the first Canadian Pacific Railway (CPR) sternwheelers on Okanagan Lake. S.S. stands for steamship. The CPR sternwheelers used steam power to drive the large paddlewheels at the back, or stern, of the boats. These boats were also called paddlewheelers because of the large paddlewheels. The sternwheelers were used to transport people, food, supplies, tools, clothes, and mail. They also carried horses, cattle, and

machinery. They were a very important means of transportation in the Okanagan Valley. The CPR built the *Aberdeen* and the *Okanagan* because there was a need for regular transportation from Okanagan Landing, which was at the end of the Shuswap & Okanagan Railway line, to Penticton at the south end of Okanagan Lake. This was a trip of about 65 miles (105 kilometres). The sternwheelers brought provisions to the people of the Okanagan Valley and took fruit and produce from the Okanagan Valley to the world.

S.S. Aberdeen at the wharf in Penticton

Photo courtesy Kelowna Museum

For many early settlers, the steamboats were the only way to reach their homesteads for both themselves and their freight. There were very few roads in the Okanagan Valley at the beginning of the

1900s. So, the *Aberdeen* and *Okanagan* were welcome sights for Okanagan Lake pioneers. If settlers along the lake wanted to stop the CPR paddlewheelers, they only had to put out a white flag on a pole or start a fire on the beach to get the captain's attention. If settlers had an emergency and they wanted the paddlewheeler to stop quickly, they would light two fires. The sternwheeler was well suited for these stops where no dock was available. The ship's bow could pull almost all the way onto the beach, and then a gangplank would be used to bridge the short stretch of water between boat and land. Although the boat would not stop for long, this contact with the *Aberdeen* and the *Okanagan* made the early settlers feel less isolated.

The CPR steamboats were mainly freight boats, but they also provided first-class service to passengers. On the *Aberdeen* and the *Okanagan*, there were staterooms, smoking rooms, ladies' saloons, and dining rooms. A stateroom was a private room that included a bed. Passengers could book a stateroom in which to sleep during the trip, or the stateroom could be booked and used just for privacy from the rest of the passengers. Male passengers used the smoking room to smoke their pipes, cigars, or cigarettes separate from the women. The ladies' saloon was a room especially designed for the ladies to travel in comfort, away from the smoke and away from the sometimes coarse men. The

Aberdeen and *Okanagan* dining rooms provided excellent food. On the *Aberdeen,* people could have a meal for 50 cents, which was expensive in the 1890s. However, people who travelled on the CPR steamboats reported that the meals were well worth the money. To make a trip on a steamboat was a treat for settlers in the Okanagan Valley.

The ladies' saloon on a CPR steamboat

S.S. Aberdeen

The *Aberdeen* was built at the CPR shipbuilding yard in Okanagan Landing, and she cost $50,000 to build. The boat was 146 feet long and 30 feet wide (44.5 metres long and 9 metres wide). She could carry 200

Crew of the *S.S. Aberdeen*
Photo courtesy Kelowna Museum

tons (181,440 kilograms) of cargo. This sternwheeler originally burned wood to produce her steam power, but later she was changed to burn coal. The *Aberdeen* made her first trip in 1892, and she continued to operate until 1916. The *Aberdeen* made the return trip from Okanagan Landing to Penticton three times a week. On Mondays, Wednesdays, and Fridays, she went south. On Tuesdays, Thursdays, and Saturdays, she went north. The Okanagan Valley people said the *Aberdeen's* timetable was "south today, north tomorrow." In the winter, the schedule was sometimes less regular due to poor weather and water conditions. In February 1907, the Okanagan Lake was nearly frozen

over. A tugboat had to be used to keep a path of water free of ice so that the *Aberdeen* could continue to make her tri-weekly trips.

S.S. Okanagan

There were so many people travelling and so much freight being transported on the *Aberdeen*, that in 1907 the CPR put another sternwheeler into service. This new boat was called the *Okanagan,* and she also travelled between Okanagan Landing and Penticton. She was 193 feet long (59 metres) and carried 250 passengers. She could travel at 15 miles per hour (24 kilometres per hour). When she was launched in 1907, Vernon's mayor declared a half-day holiday. A grand ball was also held at the Strand Hotel in Okanagan Landing to celebrate the launch.

S.S. Okanagan at Okanagan Landing
Photo courtesy Greater Vernon Museum & Archives

The *Okanagan* was much faster and more luxurious than the *Aberdeen*. She could go from Okanagan Landing to Penticton in 3 hours and 15 minutes. The newspaper *Okanagan Semi-Weekly* called her a "greyhound."

She was known as the express boat because she stopped only at Kelowna, Peachland and Summerland on her trip south. The *Okanagan* made better time than the *Aberdeen* because she had fewer stops to make. By 1907, freight business was so brisk on Okanagan Lake that the *Okanagan* made a return trip daily, except Sundays. This was in contrast to the *Aberdeen* that ran only three times per week. The *S.S. Okanagan* operated until 1932.

S.S. Sicamous

In 1914, along came a new CPR sternwheeler called the *S.S. Sicamous* to join the *Aberdeen* and *Okanagan*. The *Sicamous* was the biggest and most luxurious of the three CPR steamships on Okanagan Lake. This steamboat was powered by coal. The *Sicamous* was built in Ontario but was put together at Okanagan Landing. This boat was three decks high, over 200 feet long (60 metres), and could carry up to 500 passengers and 900 tons (816,480 kilograms) of freight. The bottom deck carried the freight and mail. She could carry several train-carloads of fruit on her lower deck without any problem at all. The lower deck also housed the crew members. The upper two decks had staterooms, a smoking room, an observation room, a ladies' saloon, and a dining room.

The *S.S. Sicamous* was a magnificent boat. It cost $180,000 to build with $14,000 spent on furniture alone. She was built with a great deal of wood, including BC cedar, Douglas fir, Australian mahogany, and Burmese teak. The boat also had brass hardware fittings from Scotland. The dining room would seat 50 to 70 diners, and there were 36 first-class staterooms. The staterooms were numbered 1 to 37, not 36, because there was no number 13 stateroom. The staterooms were steam heated and had electric lights. Private staterooms cost $2.50 per night. In a shared room, a lower berth would cost $1.50, and the upper berth would cost only $1.00. There was no running water on board, but there were several bathrooms. Two of the bathrooms had bathtubs in them. Heated water for bathing could be purchased for 50 cents. These prices were quite expensive in the *Sicamous'* day. However, the first-class service more than made up for the expense.

In those early days, many people saw a trip on the *Sicamous* as a mini-holiday. People did not have the time or money to do much travelling, so a half-day boat trip was often a nice break from everyday routines. Also, occasionally the *Sicamous* was used for moonlight cruises and dances that provided entertainment for Okanagan Valley residents. In 1915, meals on the *Sicamous* cost 75 cents. By 1920, the

S.S. Okanagan approaching the Kelowna wharf
Photo courtesy Kelowna Museum

rates had risen to $1.00 for breakfast, $1.25 for lunch, and $1.50 for dinner. Children paid half price. Eating on the *Sicamous* was expensive but well worth the money. There were linen napkins, fine china, sparkling crystal, and silver cutlery in the large dining room. There were even silver finger bowls! Waiters wore white coats and bow ties. The meals were always delicious.

The Launching

The *Sicamous* was so well liked and delivered such first class service that the she became known as the “Queen of the Okanagan Lake” or the “Great White Swan of Okanagan Lake.” But she was

certainly not like a queen or a swan on the day of her launching. On May 19, 1914, she was eased into the water, and she promptly got stuck in the mud. She was stuck for most of the day but was finally freed with the help of the *Aberdeen* and the *Castlegar*. Once she was out of the mud, Captain George L. Estabrooks invited everyone to come aboard for a free ride. Reports say that over 400 people took him up on his offer.

A trip on the *Sicamous* took approximately half a day from one end of the lake to the other. The boat would leave Penticton about 6:00 a.m. and would arrive in Okanagan Landing in mid-afternoon. Some passengers would rent staterooms so they could board the boat the night before. That way they didn't have to board at 5:30 in the morning. These overnight guests would be soundly sleeping when the boat got

Construction of the *S.S. Sicamous* at Okanagan Landing
Photo courtesy Kelowna Museum

underway in the early hours. The boat made the return trip from Penticton to Okanagan Landing every day except Sunday. This CPR sternwheeler made 28 stops during her return trip, stopping at places like Hall's, Rainbow Landing, and Sunnywold. These are the old names for Westbank, Okanagan Centre, and Carr's Landing. The boat's arrival in Okanagan Landing would be at the same time as the train's arrival from Vernon. Passengers and freight could then be loaded directly from the train onto the *Sicamous.* The boat schedules sometimes had to be changed to wait for a late train. Generally though, the paddlewheeler would arrive back in Penticton around 8:00 p.m.

Winter Travel

The steamboats ran all year round on Okanagan Lake except in those rare years when the lake froze over. Then, lake travel was very difficult and dangerous. Sometimes the full trip could not be completed although a tugboat would attempt to keep one path free of ice. In the extremely cold winter of 1915-1916, the *Sicamous* could not make the trip all the way to Penticton. Eventually, she had to stop her run at Summerland because the south end of Okanagan Lake was completely frozen. For over eight weeks that winter, the *Sicamous* was unable to make all of her regularly scheduled stops due to ice on the lake. Even

S.S. Sicamous stuck in the ice during the winter of 1915-1916
Photo courtesy Greater Vernon Museum & Archives

when the lake was not frozen over entirely, the winter weather could still cause trouble. For example, the paddlewheels could end up covered in a thin sheet of ice from water spray. This ice interfered with the ship's ability to operate properly. Severe winter weather always was a concern for the CPR steamboats.

The *Sicamous* made her last run in 1936. Part of the reason that the CPR stopped using the *Sicamous* was because she was a very expensive ship to operate. The CPR was losing $200 per day. Finally, the CPR beached the *Sicamous* at Okanagan Landing where it sat unused for nearly fourteen years. In 1949, the City of Penticton bought her from the CPR for $1.00. In 1951 she was towed to West Lakeshore Drive in Penticton where she now sits as a museum. The boat is being

restored to what she looked like in 1914. The people who are working on the *Sicamous* estimate she will cost 1.7 million dollars to be fully restored. Considering it only cost $180,000 to build in 1914, it now will cost almost ten times that much to restore this old sternwheeler.

End of An Era

As more roads were built, and cars and trucks became even more widely available, the need for the steamboats slowly came to an end. The sternwheelers made the Okanagan Lake a commercial highway from 1892 until 1936. In their time, the steamboats were the fastest way to travel. Orchardists, farmers, and business people knew that they could get their produce and goods quickly to outside markets. The steamships helped the Okanagan Valley enter the 20th century.

The restored *S.S. Sicamous* on the beach in Penticton

GLOSSARY

brisk	lively, active
coarse	crude, rough, harsh
contrast	to compare in such a way as to show differences
cutlery	knives, forks, and spoons
dawn	the beginning
efficient	capable, competent
express	fast, quick
freight	goods transported by air, land, or water
gangplank	a plank or movable board used to board a ship
interfered	got in the way
isolated	to be alone, away from others
launched	to move or slide a boat into the water
luxurious	elaborate, comfortable, full of luxury
magnificent	splendid, noble, grand, majestic
provisions	needed supplies, especially food
routines	regular activities
saloon	a room on a passenger ship

The Laird and his team curl at Fintry

J.C. Dun-Waters, Jack Reid, Geordie Stuart, and Angus Gray

Photo courtesy of Greater Vernon Museum and Archives

Fintry and the Laird

Okanagan History Vignette

John McDonald graphic courtesy of *Capital News*

Fintry and the Laird

Once upon a time, a wedge of land began to appear on the west side of Okanagan Lake. A waterfall tumbled down steep cliffs, leaving soil and gravel at the base of the cliffs. Slowly a delta was formed. A creek ran through this gently sloping land and entered the lake. This land was sometimes called the Garden of Eden because it was rich and beautiful. It was home to bighorn sheep, deer, black bears, and many species of birds. Kokanee and rainbow trout spawned in the creek. First Nations people spent time on this land. The Okanagan Brigade Trail passed through it. Captain Shorts lived here when he was king of navigation on Okanagan lake. In the 1920s, this land was turned into peaceful green meadows, apple orchards, pasture lands, and gardens. It was called Fintry. It was the home of Captain Dun-Waters, a man known as the Laird of Fintry. Imagine it is now late September 1939. Can you see granite cliffs, rolling hills, grazing cows, golden orchards, and sturdy buildings? Can you see a man standing by the lake? He's wearing a kilt and a tam on his head. He's walking forward to speak to us. It must be Dun-Waters himself. What will he say?

Meet the Laird

Welcome to you all. Aye, I'm J.C. Dun-Waters. For 30 years, I've lived on this land, the home I call Fintry. Let me tell you my story. Although I'm a Scotsman through and through, I was born in England in the year 1864. I was named John Cameron Waters. I grew up on my family's estate in Scotland at a place called Fintry. As well as growing crops and feeding cattle and sheep, the land on the estate was perfect for hunting. As a young man, I enjoyed hunting partridge, rabbit, pheasant, and deer. When I was 21, I inherited a great deal of money from my uncle Dunn. He was one of the owners of the *Glasgow Herald* newspaper. He wanted me to take his name to keep the fortune in the family. So I changed my last name from Waters to Dun-Waters, dropping an "n" from my uncle's name. In 1887, I married Alice, a quiet woman from a well-to-do family.

J. C. Dun-Waters

Photo courtesy of Kelowna Museum

One of the great passions in my life was, and always has been, hunting. Just after the turn of the century, we sold our Scottish lands and moved to England. There, I organized hunting parties and became Master of Fox Hounds. But in 1908, I went on a hunting trip that would change my life. I came to Canada.

Early Days in the Okanagan

Aye, I was very impressed with the hunting in the Okanagan Valley. I could see that the land itself had great potential. I said to myself, "J.C., this is where you want to live." I was probably bored with my life in the old country. I loved being outdoors. Here in Canada I could make a fresh start. I could make something of my own, not live in the shadow of my ancestors. So in 1909, I bought 1,174 acres (475 hectares) of land at what was then called Shorts Point. I paid $22,500 for it (about $382,500 in today's money*)*. Although this was thought to be very expensive for land, cost was not important to me. I wanted to create a thriving estate for my own satisfaction.

Fintry Orchard

Right away I set about establishing an orchard. I had 100 acres (about 40 hectares) of apple trees planted. In time, the trees produced bumper crops. I hired a crew to look after the fruit farming. They pruned, sprayed, picked, and packed. I built a sawmill that prepared the

wood needed for apple boxes. I built a packing house next to the wharf to handle our fruit. Apple boxes were filled in the packing house and wheeled across the wharf to be loaded into a boxcar that sat on a barge at the wharf. At the height of the season, our orchard was turning out a boxcar load of apples per day. That was 670 boxes per boxcar. One season, we shipped 85 carloads of apples.

Scenic view of Fintry showing orchard and Okanagan Lake

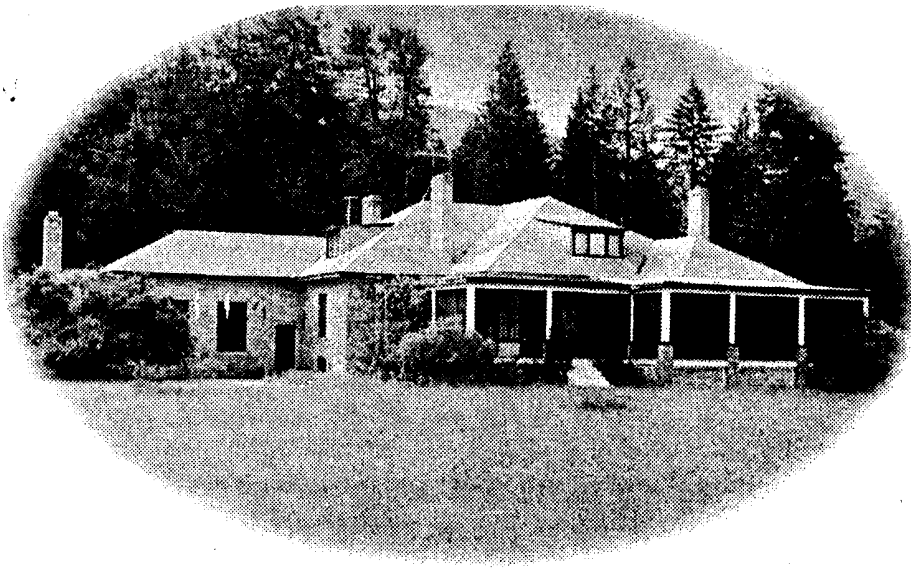
Photo courtesy of Greater Vernon Museum and Archives

To ensure that the orchard would be a success, I installed a full-scale irrigation system in 1912. A wooden pipe brought water down from the waterfalls behind the orchard. Two suspension bridges were built to support the pipe. Flumes took the water to the rows of trees, and the trees were watered by sprinklers. Other orchards had open ditches of water for irrigation. Bringing water down from the cliffs behind the orchard gave us the water pressure we needed to run sprinklers. I was keen to use the best techniques available.

Fintry Manor House

I decided to call my new estate in Canada “Fintry” after the name of my old home in Scotland. In 1911, I started construction on the large manor house where we would live. The stone for the walls, fireplaces, and chimney came from the hills behind the house. I brought over furnishings from the old country, and the house shone with mahogany, silver, and brass. On the walls were pictures of my horses and foxhounds. I even had a stuffed black bear standing outside the front door. This used to startle my friends when they stepped outside for a breath of air after having a wee dram of whiskey. I always got a laugh out of their reactions. There was a kennel behind the house for my beloved hunting dogs. From the veranda, we had splendid views of the lake and the hills. There were acres of lawn with trees and shrubs and

vegetable and flower gardens. My wife was particularly fond of the flower gardens. We were very happy living at our new Fintry.



Fintry Manor built 1911-1912

Gordon Bazzana photo courtesy of *Capital News*

Then in 1914, war broke out in Europe. I returned to England and joined the army. Although I was 50 years old, I saw action at Gallipoli (ga-LIP-o-lee) in Turkey, and I was wounded there. I left the army with the rank of captain. I then paid to have a small hospital set up in Egypt as a place for soldiers to recover. My wife, Alice, and her companion, Miss Katie Stuart, were a big help in running the hospital. At the end of the war, we were happy to return home to Canada. I was glad that Katie's brother, Geordie, joined us on the estate as my accountant.

Fintry Prospers

In the years that followed, the estate grew steadily. All along, I had been buying more property in the area, and now I started to add buildings. I had a large house built for the estate manager. It was called the White House. A two-story log cabin called The Chalet was built for the gardener. I later built another large house on the estate. We called it Burnside because it was located near a creek. Burn is the Scottish word for creek. As well as houses, we had all the barns and sheds needed for a busy farm. We had a wharf on the lake. We even had our own telephone system with seven phones.

The White House is the manager's residence at Fintry

Photo courtesy of Greater Vernon Museum and Archives

As soon as I bought the land here in the Okanagan, I hired my cousin James Godwin to be the estate manager. He had experience farming in South Africa, and I needed someone to help me start a farm here. I promised to leave Fintry to him in my will if he would come to Canada and work for me. But you know, I couldn't get along with that fellow. I didn't like the way he treated the farm workers. So in 1921, I bought him off. I paid him $40,000 to leave ($400,000 in today's money), and I changed my will. Then I hired the Pym brothers, one to manage the ranch and one to manage the orchard. Guy Pym lived in the White House while Ronald Pym lived at Burnside. I had bad luck with managers. The Pym brothers were not good workers. It wasn't until 1924, when I hired Angus Gray, that I found a capable manager. In fact, Gray worked as overall manager of Fintry for the next 24 years.

I did not want to be involved in the day-to-day running of the estate, so that is why I hired a manager to look after it for me. I wanted my time free to make plans for the estate and, of course, to go hunting. Sometimes I liked to work on the farm myself. I liked the physical labour involved in pulling out stumps, and I bought myself a one-person stump puller. Aye, there is a grand sense of accomplishment to get a stubborn stump out of the ground. Once, I decided to work alongside some men

digging ditches on the estate. I was wearing old work clothes. They didn't recognize me, and I didn't tell them who I was. Soon one man started to complain about the boss. It was hot work, and they were sure the boss was sitting in the shade having a cold drink. When the manager came to ask my advice on a farm matter, those laddies were sure surprised to find out that I was the boss. I had a good laugh to myself about the whole thing. Just because I owned the estate didn't mean I was better than anyone else.

Fintry High Farm

Just before the war, I had bought more land just below the cliffs and called it Fintry High Farm. In 1923, I employed over 200 men to clear the area to make hay meadows. This was pasture for 100 horses. Then I got the idea to bring in some Ayrshire (AIR-shur) cattle. We always had Ayrshire cattle in Scotland, and I thought they would thrive in the Okanagan. I was right. Every one of my cows gave over 10,000 pounds of 4% milk in a year. Some won records for milk production. In 1928, Alloway Miss Crummie was first in B.C. and White Lily was second. I always exhibited my best cows at the Armstrong Fair. I liked nothing better than to lead my cows into the ring with me wearing my kilt and the sound of bagpipes filling the air.

Ayrshires at Fintry High Farm

Photo courtesy of Greater Vernon Museum and Archives

I soon needed a new barn for my cows. My old friend, the architect J. Honeyman, designed the perfect barn for me. It was round. Actually, it was an octagonal barn. There was a central silo where the hay was kept. The 50 stalls faced inward toward a circular manger. Although my herd was small, it had been said that I had the finest Ayrshires in the world. I brought in the best breeding stock from Scotland and across Canada. I donated some cows to the farm at the University of British Columbia. I also sold cows to my neighbours at auction, sometimes selling them for less than they cost me. I was forever urging farmers to invest in Ayrshires. My neighbours probably thought I was an overbearing nuisance, but I had become very

enthusiastic about the advantages of these dairy queens. I wanted to see Ayrshires established in my new homeland.

Curling at Fintry

Life at Fintry wasn't all work and no play. I enjoyed curling in Scotland. So I thought, why not curl in Canada. We were able to divert some water from Shorts Creek to a flat piece of ground near Burnside. There we had our own outdoor rink. Later a covered rink was built behind the barns. Aye, we had grand times in the winter. I organized two teams from workers on the estate. I chose only the best players to be on my teams. As well as playing at home, we travelled to other

Curling on the outdoor rink at Fintry

Photo courtesy of Greater Vernon Museum and Archives

towns to compete. Little work was expected of the lads on the teams during the curling season because they were up at night travelling to competitions. Ach, I never let work get in the way of a good time.

In fact, it was during the curling season that I got my nickname, The Laird. Laird is a Scottish word meaning master or lord of the manor. One day Angus Gray saw me walking down to the curling rink and surveying my property. I suppose I had a proud look on my face. "Aye lads," Gray called, "here comes the Laird of Fintry." Well, I liked to think I had created at Fintry an estate that was the equal of any in the old country. I liked being called The Laird, and the name stuck. Indeed, I even had a $5,000 shipment of scotch whiskey sent over with special labels on the bottles that read "Laird of Fintry."

The Trophy Room

Hunting for sport has always been a favourite pastime for me. In 1924, I decided to have a trophy room added to the manor house. Unfortunately, the house caught on fire before the trophy room was finished. Some paintings and furniture were saved. And best of all, a secret room in the cellar I had filled with whiskey and wine was not damaged. I had the house rebuilt right away. The trophy room had a special wall made to look like a mountain slope with rocks, moss and a waterfall. This is where I put the grizzly that I bagged during a hunting

trip in Alaska. I lined the walls with the heads of elk, mountain goat, buffalo, timber wolf, and deer to remind me of my adventures. I even had thick green carpet put on the floor to add to the natural look. The carpet cost me $1,000, which was big money in those days.

J. C. Dun-Waters out shooting with his dog

Photo courtesy of Greater Vernon Museum and Archives

Affairs of the Heart

My wife Alice, whom I liked to call my Old Missus, died in 1924. We buried her in the garden at Fintry. Her headstone read, “Here lies my dear Old Missus in her garden. 1924. J.C. Dun-Waters.” We planted red roses around the grave. This small rose garden was called “The Missus’ Place.” Later, I became very close to Katie Stuart, Alice’s

companion. We travelled together and went on hunting trips together. She called me “Dunny,” and I called her “Bunny.” She was a grand lass, and she was devoted to me. But I did not fancy marrying her. Instead, in 1931, I proposed to a bonny, young Scottish woman in Vancouver. Margaret Menzies was working as a secretary. I met her when she typed some letters for me when I was staying at the Vancouver Hotel. I was 61 at the time. Margaret was 30. Katie and her brother had been living with me at Fintry Manor. However, when I returned home with Margaret, they moved to the Burnside house. Katie and I still remain friends. Every day I stroll over to Burnside to have tea.

The Fairbridge Boys

By 1936, I was beginning to feel my age. I was always wiry and tough, but I was soon going to be 72. Fintry was becoming too much work for me. I put the estate on the market for an asking price of $100,000 even though I had spent over half a million dollars building it up. But no one offered to buy it. Sadly, I do not have a son or daughter. There is no one to inherit Fintry. So last year, in 1938, I decided to donate Fintry to the Fairbridge Farm Schools. This organization takes underprivileged lads and lasses from England and brings them to Australia or Canada. They live on farms and part of their schooling is teaching them how to be farmers and farmers’ wives.

Fairbridge boys with Ayrshires beside the octagonal barn at Fintry High Farm

Photo courtesy of Greater Vernon Museum and Archives

Last summer, a handful of boys came here to work. This year, 35 boys came to live and work on the estate. After the Armstrong Fair earlier this month, I gave them a party at the National Hotel in Vernon. As a little treat, I secretly put a silver dollar under the ice cream each boy had for dessert. The lads live at the manor house and sleep on cots on the veranda. One night, I even joined them in a pillow fight. Ach, but it's good to have young people around.

A Good Life

So here I've lived for 30 years on the shores of Okanagan Lake at Fintry. When I first came to this area, I could see that this land on the lake had great potential. I have created a successful orchard and dairy farm. Aye, some people thought I was nuts to pay so much to bring out Ayrshire cattle. But I have always done what strikes my fancy, even if this makes some people think I'm eccentric. Although I have always insisted that my workers toe the line about work, I have gotten on well with everyone on the estate. Just the other day, I saw the wife of one of the herdsmen out for a walk with her dog. Her little Pekinese looked like a bundle of wool. I said to her, "I see you have your knitting travelling behind you." This comment gave her a good chuckle. All and all, I have enjoyed every minute of my life here. My dream for Fintry has been fulfilled.

The Laird and his dog

Photo courtesy of

Greater Vernon Museum

and Archives

Fintry Park

In the fall of 1939, J.C. Dun-Waters, the Laird of Fintry, died of cancer. His obituary said, "To what held his interest, he gave his heart." Dun-Waters left money and property in his will for Margaret, Katie, and her brother, Geordie. The Fairbridge Farm continued to operate until 1948 when the organization ran out of money. At that point, the Fintry estate was put up for sale. For the next 37 years, the land at Fintry had several different owners who tried to turn it into a retirement haven or a resort club. In 1995, the BC government working with the Central Okanagan Regional District bought 360 hectares (889 acres) of Fintry land to be saved as a provincial park. This prime site begins with a 2-kilometre stretch along the shoreline of Okanagan Lake and then reaches back across the delta and climbs through forested hills and deep canyons. There are places for picnicking and camping, and trails for hiking, horseback riding, and cycling. Some of the old orchard land and some of Dun-Waters' buildings, like the manor house and the round barn, have been preserved. Fintry Park now provides a wildlife habitat for many species of animals and birds and a playground for Okanagan residents and visitors.

Glossary

aye	yes (Scottish word)
bonny	good-looking (Scottish)
delta	land formed at the mouth of a river
estate	large piece of property with a large house
flume	pipe or channel to carry a stream of water
herdsman	person looking after a herd of cattle
lad, laddies lass, lassies	Scottish words for young men and young women
laird	owner of large property (Scottish)
manor house	large country home
Master of Fox Hounds	organizer of a fox hunt (England)
octagonal	having 8 sides
old country	the home country of an immigrant
saw action	fought in a war
tam	Scottish hat
toe the line	follow the rules
trophy	something taken during hunting as a sign of success; in this case, a stuffed animal head
veranda	porch or balcony running along the side of the house
wee dram	small drink

Father Pandosy planted this apple tree in 1859.
It was still standing in 1950.

Photo courtesy of the Kelowna Museum

Garden of Eden:
The History of Apple Orchards In the Okanagan Valley

Okanagan History Vignette

Women picking apples in the Pridham Orchard in Kelowna, 1915

Courtesy of Leathly Collection, Kelowna Museum

Garden of Eden: The History of Apple Orchards in the Okanagan Valley

Art Rogers Arrives in the Okanagan

In 1920, seven-year old Art Rogers and his family arrived in Kelowna. They had travelled by train on the Canadian Pacific Railway from Viceroy, Saskatchewan, to Okanagan Landing in British Columbia. Art's family then boarded the *S.S. Sicamous* for the boat trip down Okanagan Lake to Kelowna. It was a long trip from Saskatchewan to British Columbia, but finally they arrived in the Okanagan Valley. Many people called this valley the Garden of Eden because of the hot summers, mild winters, and great growing conditions. Art and his family were ready to start a new life in the Okanagan Valley.

Art's involvement in the apple industry began shortly after he arrived in Kelowna. When he was just eight years old, he worked for an East Kelowna orchardist. His job was to pick up apple tree prunings. Art and his family lived in a house that was located on the orchard. In exchange for Art's labour, the orchardist charged the family less rent.

Art Rogers at 4 years

Art continued to do odd jobs in apple orchards while he was a student. When Art was fifteen years old, he got a steady job in a Kelowna orchard. By this time, there were ten children in the Rogers' family, so earning an income to help the family was more important than going to school. Little did Art know when he was a young boy in the 1920s that he was just beginning a long life in the apple industry.

Early Days in the Apple Industry

The first apple trees were planted in the Okanagan over sixty years before the Rogers' family arrived in Kelowna. Father Pandosy, a priest, had arrived in Kelowna in 1859 to set up a Catholic mission. He was one of the first white settlers in the Okanagan Valley. On the mission property, Father Pandosy planted a few apple trees. He wanted apples just for use at the mission, not for sale. The Okanagan's first commercial orchard did not appear until over 30 years after Father Pandosy planted his first few trees.

Many orchards in the Okanagan Valley started as cattle ranches, like the Postill Ranch outside Vernon and the Ellis Ranch near Penticton. Ranches were popular with early settlers because land was cheap and cattle were easier to care for than apple trees. Cattle could be set free on a ranch to graze and fatten up with very little human care needed. Also, cattle could be walked to the railhead. Fruit farming, on the other

hand, took more physical manpower from start to finish, and transportation was needed to get the fruit to market. It was not until 1892 and the arrival of the Shuswap and Okanagan (S & O) Railway to the Okanagan Valley that commercial fruit farming became a viable business. At long last, fruit and other produce grown in the Okanagan Valley could easily be shipped on the S & O Railway and its connection to the Canadian Pacific Railway's transcontinental train at Sicamous. Once the obstacles of getting the fruit to market were overcome, many cattle ranchers branched out into fruit growing.

Lord and Lady Aberdeen

Lord Aberdeen started some of the earliest commercial orchards in the Valley. Lord and Lady Aberdeen, who had come to British Columbia from Great Britain, were convinced that apples could be grown in the Okanagan Valley. In the early 1890s, Lord Aberdeen bought the 13,000-acre (5,261 hectare) Coldstream Ranch near Vernon and the 480-acre (194 hectare) McDougall Ranch in Kelowna. The McDougall Ranch was renamed Guisachan (pronounced GOOSH-a-gun) after Lady Aberdeen's home in Scotland. Lord Aberdeen started by planting 100 acres (40.5 hectares) of apple trees at each location. He then sold the fruit to other settlers in the area. The Aberdeens spent a considerable amount of money and time encouraging others to start fruit farming in the

Okanagan Valley. Lord Aberdeen was so convinced of the profitability of apple growing that he later subdivided some of his Coldstream Ranch into 10 to 40 acre (4-16 hectare) parcels to be sold for commercial orchards. By 1893, he had sold 900 acres (364 hectares). Lord Aberdeen was successful in encouraging middle and upper-class English people to immigrate to British Columbia. In fact, the Coldstream Ranch acquired a British atmosphere because of the many British people who settled there.

Lord and Lady Aberdeen and their children

Photo courtesy of the Kelowna Museum

After the success of the Aberdeens, fruit growing was seen as being a profitable business in the Southern Interior. People from all over

the world came to the Okanagan. However, many immigrants who started growing apple trees in the 1890s were greenhorns. They came to the Okanagan Valley to make their fortune in orcharding, but they knew little about growing apples. Soon they realized that fruit tree farming was a tough business. They faced many hardships like various insect problems, poor irrigation techniques, cold winter freezes, unsuitable fruit varieties, low fruit prices, and poor transportation methods. In addition, many of the newcomers did not realize they had to wait four to six years for their trees to bear fruit. Some gave up growing fruit trees. They either began growing other crops, or they sold their land. Early orchardists with extra money in the bank were better able to withstand the high start-up costs of fruit growing.

The Need for Education

With all the new orchardists, it quickly became obvious that education programs were needed. So, in 1910, packing schools were set up in British Columbia to teach people how to work in the fruit industry. The course cost $1.00 and was two weeks long. Students were taught how to grade apples for size and colour and how to pack the fruit into boxes so that the fruit would not bruise during transport. Several different packing styles were used based on the size of the apples. The square packing style could hold the most apples, up to 250

apples in a box. But the more apples per box, the more likely the apples would bruise. The fruit schools proved to be so popular that a permanent school, called the Government Fruit Packing School, was opened in Kelowna in February 1913.

McIntosh apple tree in full bloom. Art Rogers' orchard, East Kelowna.

The early orchardists were also not very knowledgeable about the different varieties of apples. Often apple varieties were chosen just because the owner had heard of them growing well in other parts of Canada, the United States, or Europe. But many of the first varieties

were not suitable for the Okanagan Valley. Even in 1905, the local fruit growers were encouraged to select and grow just one of the hardy varieties of good apples. One early variety, the McIntosh, is still grown today. Apple varieties also came in and out of favour. In the 1910s, there were mostly Jonathans and McIntoshes. Then the Jonathans lost popularity, so many orchardists cut down their Jonathan trees. Years later, the Jonathans became popular again. The same thing is happening today. The McIntosh apple is falling out of favour, and many fruit tree farmers are cutting down their McIntosh trees. What will be the fate of the noble McIntosh?

Another major change in orchard practices is the switch to dwarf varieties of trees. In the old days, most trees were over twenty feet high, and orchards could only contain about 100 full-sized trees per acre. Now, the majority of trees planted are dwarf varieties. These dwarf trees do not grow much higher than seven or eight feet, making them especially easy to prune, spray, and pick. In addition, 600 to 800 dwarf trees can be planted per acre. Dwarf trees give more apples per acre, and usually, more apples mean more profits for the growers. The miniature trees also start producing fruit within two to three years of planting, compared to the old, full-sized varieties that took four to six years. However, dwarf trees are unable to support their own weight, so

orchardists must support them with expensive posts and wire. Still, the number of acres in dwarf apple trees increases every year.

Technological Changes

Technological changes have also brought improvements to the apple industry and helped to increase yields. Holes for apple trees used to be dug by hand. In 1958, when Art Rogers planted his 6 ½ acre (2.6 hectare) orchard, he dug over 600 holes by hand. Now, a post-digging machine digs the holes. At the turn of the last century, most orchard work was done manually with the help of horses. Now gas-powered tractors do most of the work. In the past, spraying was all done by hand.

Spraying in an early orchard

Photo courtesy of the Kelowna Museum

Today, there is a mechanized sprayer with an engine and pump, and the operator barely has to touch the pesticide at all. All the picking and pruning used to be done by people on ladders. Now some orchardists use a girette, a machine developed by Ted Thornton of Oliver in 1956, which is used for picking and pruning.

A girette in Art Rogers' orchard used for picking and pruning

The technological advances to sorting and packing are significant as well. In the early days, apples were sorted and packed by hand, usually right at the orchard. Now sorting and packing are high-tech operations. The main sorting and packing company in the Okanagan Valley is the BC Fruit Packers Cooperative (BCFPC) in Kelowna and Summerland. Two-thirds of all Okanagan apples are now sorted and packed by the BCFPC. Apples are mechanically sorted for colour, size, and grade. A computer judges the redness of the apple. The redder the

apple, the better the grade. Apples with little colour are separated from those with more colour. A mechanized conveyor belt also sorts the apples by size. A combination of humans and machines sort the apples into grades: extra fancy, fancy, C grades, and culls. The lower grades are made into juices and other prepared foods. The fancier grades are sold in the Okanagan Valley and around the world as fresh apples. After all the sorting is done, workers at the packing house place the apples onto corrugated cardboard trays that are then put into boxes for shipping. On one busy day at the BCFPC packing house in Kelowna, the workers sorted and packed 10,000 forty-pound (18-kilogram) boxes, or over 400,000 pounds (181,440 kilograms) of apples!

Apples heading to juice plant. Oliver Packing House, 1950.

Photo courtesy of the Kelowna Museum

Orchard Profits and Problems

The profitability of orchards has fluctuated over the last 110 years. For example, the Depression years of the 1930s hurt the Okanagan fruit growers. Many people around the world could no longer afford to buy fresh, imported fruit. As a result, British Columbian apples were not selling as well as they had before, and prices dropped. First grade apples were selling for only 20 cents per 35-pound (15.9 kilogram) box! Okanagan orchardists were not even earning enough to recover their costs. But they agreed they were not going to just give away their fruit. Their slogan was “a cent a pound or on the ground.” This meant they would rather let their apples fall to the ground and rot than sell them for less than one cent per pound! Besides the fluctuation in apple prices, there were three other major obstacles that caused problems for Okanagan fruit growers: lack of water, poor weather, and bothersome bugs.

Irrigation Then and Now

Early Okanagan fruit growers realized that they needed an effective irrigation system if they were to be successful. There was not enough rainfall in the Okanagan, at least in the South and Central Okanagan, to support orchards. Many people may ask, “Why didn’t they

use water from Okanagan Lake to irrigate the orchards?" But in the early days, there was not the technology to pump large quantities of water out of the lake onto the orchards. So, the orchardists had to develop other ways to irrigate their land.

Irrigation system with flumes, pipes, and ditches.

Photo courtesy of the Kelowna Museum

Early irrigation consisted of damming creeks at higher elevations and then using pipes and flumes made of wood to carry water to the orchards. Ditches were dug between the rows of apple trees so the water could flow directly to the tree roots. This method wasted a great deal of water because of leakage from the pipes and evaporation from

the open ditches. Later, pipes were made of steel or cast iron which did not waste as much water. Nowadays, most orchardists use plastic underground pipes. These pipes are connected to pressurized irrigation district water lines. The pressurized system forces water through the pipes, and then the water is available to the sprinklers on demand. Some orchards still have 10 to 12 foot high (3 - 3.7 metres) sprinklers that spray water on top of the trees. Other orchardists have installed the most recent irrigation method—the microjet system. With the microject system, plastic sprinkler pipes extend just 12 inches (30.5 centimetres) above the ground spraying a light mist to individual trees. This misting system is more cost effective because there is not much water lost to evaporation. With increasing water costs, orchardists continually strive to conserve water.

The Importance of Weather

Weather is always a concern for orchardists. Late spring frosts, cold rainy summers, strong winds, and freezing winters can all affect the quality of the fruit. Fortunately, the bank of clouds that generally hangs over the Okanagan Valley in the winter prevents the killing of fruit trees. The clouds tend to keep the valley warmer. However, even with the cloud cover, on average there is a killing frost every seven years in the Okanagan Valley. Sometimes, an extreme winter can bankrupt an

orchardist. For example, many North Okanagan orchardists went out of business after the severe winter of 1949-50 killed the majority of their fruit trees. In fact, the Salmon Arm apple industry really never recovered after that winter.

Codling Moths

If lack of water and extreme weather conditions were not enough, orchardists have also had to deal with insects. One of the main pests that apple farmers have to deal with today is the codling moth. The damage caused by this moth is twofold. The larva, or moth worm, burrows its way into the apple, leaving a trail of chewed material in its wake. This chewed material is called frass. The frass ends up on the outside of the apple making it unsightly and undesirable to eat. Secondly, the burrowing damage done by the larvae frequently causes the fruit to drop to the ground prematurely. These damages have cost orchardists millions of dollars over the years.

The codling moth has been in the Okanagan Valley for about 80 years. It is thought that the codling moth was brought to Canada from Europe. In the 1920s, there were very few codling moths in the Okanagan, and the orchardists and the government wanted it to stay that way. The government was so concerned about the spread of the codling moth that government workers would go from orchard to orchard

spraying all the apple trees. In those days, the spray was made from arsenic of lead, which is now known to be poisonous to both animals and humans. Art Rogers remembers that just after he and his family arrived in Kelowna, there was a government reward available to anyone who found a codling moth grub or chrysalis. But unfortunately, the codling moth gained a foothold in the Okanagan Valley. By the 1930s, Art remembers finding up to 6,000 codling moth chrysalises in just one sweep of the orchard! Every year orchardists spend a great deal of money spraying their trees to kill the codling moths as well as other pests.

The government has now introduced the Sterile Insect Release (SIR) program to try to eliminate the codling moth. In the SIR program, scientists irradiate codling moths to make them infertile. The moths are then released to breed with other moths. But the infertile moths cannot reproduce, so there are no offspring, and the number of moths decrease. The SIR program has had some success in the South and Central Okanagan Valley. In the Osoyoos-Oliver area, over 95 percent of the orchards had no codling moth damage in 2000. However, the codling moth has not yet been exterminated completely, so orchardists must continue spraying to kill the moths in their trees.

Rising Costs

The costs of fruit farming continue to increase, but unfortunately orchardists' income has not risen accordingly. Therefore, many orchardists are now cutting down their trees. In the 1970s in the Okanagan Valley, there were over 10,000 hectares (24,710 acres) planted in fruit trees. By 2001, that number had dropped to about 7,200 hectares (1,779 acres). Part of this reduction is due to the fact that the prices fruit farmers are getting for their apples are not rising with their costs. For example, in the early 1900s, orchardists earned a few cents for each pound (.45 kilogram) of apples. In 2000, they were only getting 5 or 6 cents a pound for some varieties. There are government programs in place to help the orchardists, but many fruit tree growers are still opting out of the orchard business altogether. Apple farmers in the Okanagan have encountered many obstacles over the past century. But most orchardists have been hardy individuals who have overcome many hurdles to help make the Okanagan Valley the apple bin of British Columbia.

The Continuing Story of Art Rogers

Art Rogers was one of those hardy orchardists. From 1920 to 1958, he worked for other orchardists doing whatever jobs were assigned to him. He enjoyed the orchard life so much that he saved his

money, and in 1958 he bought 13 acres (5.3 hectares) of land in East Kelowna. He planted 6 ½ acres (2.6 hectares) in apples and left 6 ½ acres in pasture. Over the next 40 years, on his own acreage, Art was involved in all aspects of apple growing: planting, pruning, picking, spraying, and packing. Art and his wife, Laurie, did most of the work on the orchard themselves. Art would do the pruning and spraying, and both of them would do the picking. They grew several varieties of apples, like Spartan, McIntosh, Fuji, Gala, and Jonigold. Since the apples matured at different times, Art and Laurie were able to keep up with the picking schedule. With just 6 ½ acres (2.6 hectares) in apples, Art realized he could not make enough money to live off the orchard profits, so both he and Laurie found work in town. They worked full time yet still looked after all the chores on their own orchard. In 1975, they leased the land to someone else. Art was 63 years old and ready to retire. However, even in the year 2000, Art and Laurie helped pick apples on their land. There was a shortage of pickers, and all

Art Rogers, 1965

hands were put to work. Art, at 86 years of age, and Laurie, a few years younger, still had the stamina to pick apples.

Art and Laurie Rogers are typical of the people who have played an important role in the history of apple orchards in the Okanagan Valley. Art was asked, “What have you liked and disliked about growing apples?” He replied, “I have enjoyed everything. I have no regrets after 80 years in the apple industry.” It is because of hardy people like the Rogers that the apple industry has endured in the southern interior for over 140 years. Art thinks the future of apple growing in the Okanagan depends on active support from the public. “People, especially residents of British Columbia, must make an effort to buy BC apples if the industry is to survive.” Small and large orchardists alike deserve support and applause from all Okanagan Valley residents. The orchardists’ majestic apple trees truly make the Okanagan Valley the Garden of Eden.

Art and Laurie Rogers, 1998.

Glossary

burrows	digs into something
chrysalises	insects in a cocoon state
corrugated	wrinkled or ridged or grooved
fluctuation	the rise and fall of something, like prices
flumes	inclined channels for carrying water
greenhorns	inexperienced individuals
grub	a soft thick wormlike insect
infertile	unable to produce offspring
irradiate	expose to radiation
larva	the wingless often wormlike form in which insects hatch from the egg; plural – larvae
pesticide	chemicals used to kill insects, rodents, or weeds
prune	to cut off unwanted parts of a tree
railhead	end of a railway line
slogan	a saying or a phrase that expresses the feelings of a group of people
stamina	active strength
viable	workable, able to be profitable
yields	products, or returns on an investment

Photo courtesy of Greater Vernon Museum and Archives

Sveva Caetani: A Fairy Tale Life

Okanagan History Vignette

Family portrait of Sveva and her parents, Ofelia and Leone, 1921.
Photo courtesy of Greater Vernon Museum and Archives

Sveva Caetani: A Fairy Tale Life

Sveva Caetani (pronounced SVAY-va kay-TAN-ee), an artist and teacher in Vernon, lived an extraordinary life. In fact, her life was like a fairy tale, full of both delight and horror. As a young child, Sveva and her family fled Italy in 1921. They made a new life for themselves in Canada. Sveva was pampered by her rich and glamorous parents, and she lived like a princess. But at the age of 18, when her loving father Leone died, she became a prisoner in her own home. For 25 years, she lived as if she were under a spell. This spell was cast by her own lonely mother, Ofelia. When Ofelia died, Sveva was left out of her will, and suddenly she was penniless. She quickly had to find a job in order to support herself. Sveva became a teacher, and she taught school until her retirement. She also began to paint. At the end of her life, she had created a series of 56 large paintings she called *Recapitulation*. They were a summary of her unusual and troubled life. Sveva's life was indeed a fairy tale. She went from being a beloved only child to an imprisoned daughter to a well-liked teacher and respected artist. But where did Sveva's story begin?

Sveva: Once Upon a Time

Sveva Caetani was born in Rome in 1917. The Caetani family was a noble and powerful Italian family with a long history. Their records show that two Caetani ancestors were popes, one in the 10th century and one at the end of the 13th century. Other family members were scientists, scholars, statesmen, writers, and artists. Sveva was three years old when she moved to Vernon with her father, mother, and a few servants. She lived a sheltered life where she was cared for by doting parents.

Sveva, 1921

Photo courtesy of Greater Vernon Museum and Archives

Sveva lived like a princess who was kept isolated in a fairy tale castle. She was given little opportunity to make friends with other children. In Italy, aristocratic families kept to themselves. Sveva's parents lived like that in Vernon, too. She had many expensive dolls to play with, but no friends. Sveva did not attend the local school. She was educated at home by a series of governesses who came from England. She was free to travel with her parents on their many trips to Rome, France, and England to look after business and to visit friends and relatives. While in Monte Carlo in 1929, Sveva began to take painting and drawing lessons. Her father, Leone, wanted Sveva to experience life through reading, writing, painting, and travelling as he had done. They shared a love of history and literature. Sveva adored her father, and she was heartbroken when he died. Her privileged childhood had come to an end.

Leone: The Handsome Prince

Sveva's father, Leone Caetani, Duke of Sermoneta and Prince of Teano, was born in Rome in 1869. The Caetani family was very wealthy and owned a great deal of land. As the son, Leone was obliged to look after the family estates. This would be his job for life. When young, Leone travelled a great deal. He was well educated and knew many languages. He wrote a 12–volume history of the Arab world that

Sveva proudly said was considered the best ever written. Leone was also involved in politics. He was a member of a reform party that wanted to improve the life of the workers and the peasants. Mussolini, who would be elected Premier of Italy in 1922, believed in using military force to keep citizens under control. Leone did not support Mussolini's harsh policies, and he decided to leave Rome. He wanted to be free of his old life and make a new one. He wanted to live where there was equality among people. He did not like the class differences that ruled their lives in Rome.

Sveva said that her father had an adventurous spirit. He believed that people had more freedom in Canada, so he decided to move his family to British Columbia when they left Italy. Thirty years before, in 1890, Leone and an Italian friend had come to BC on a hunting trip. The two men spent several months in the Kootenays hunting grizzly bears. Leone was impressed by the scenic beauty and the simple lifestyle he saw there. When he was ready to move to Canada, he asked friends in England where the best place was to live in BC. They told him the Okanagan Valley. He chose the town of Vernon by randomly pointing his finger at a map of the Valley!

Leone bought tickets for himself, his young daughter Sveva, Sveva's mother Ofelia, and Ofelia's companion Miss Juul,

(pronounced Yule). Leone asked a real estate agent to meet them at the train station in Vernon. Leone wanted to look at any large house that was for sale. He also asked for a delivery wagon to carry the 30 pieces of luggage Ofelia brought with her. Ofelia approved of the third house they looked at. Leone bought the house on the spot for $7,000 cash. This big house on Pleasant Valley Road would be home to Sveva for the rest of her life.

Leone became a gentleman farmer in the Okanagan. Gentleman farmers always had another source of income, since farming was a hobby for them. Leone had money from his investments in Italy. Before he left Rome, Leone sold off most of his share of the Caetani property. He put his money into stocks. In Vernon, he bought an orchard and looked after it himself. He learned how to log trees, and he chopped all the firewood to heat their house. Leone enjoyed his new life of

Sveva and Leone, 1923
Photo courtesy of Greater Vernon Museum and Archives

Ofelia, Leone, and Sveva, 1927
Photo courtesy of Greater Vernon Museum and Archives

manual labour. It was so different from the aristocratic world he was used to in Rome. Sveva wrote about her father many years afterward. She lovingly recalled how he liked to wear work clothes, drive a small truck, use tools, and walk downtown to get the mail. However, there came a tragic change in the lives of Leone and his family. First Leone lost most of his money in the stock market crash of 1929. This put an end to trips to Europe and governesses for Sveva. Then he developed cancer. He died on Christmas Day in 1935 when he was just 66 years old.

Ofelia: The Moth in a Bottle

Leone Caetani had two families. In 1901 he married Vittoria Colonna. The Colonna family had been long-time enemies of the Caetani family. Leone and Vittoria's marriage was arranged. It was a way to join these two powerful families together. It was a loveless

marriage. However, divorce was not an option at that time in a Catholic country like Italy. Years later Leone met Ofelia Fabiani. They had a daughter, Sveva. Ofelia was a slim, beautiful woman who was much younger than Leone. As the daughter of a wealthy family, Ofelia was used to living a glamorous life in Paris and Rome. She enjoyed going to the theatre and opera, and she bought her clothes at fashionable stores. Not surprisingly, she felt out of place when she moved to the small farming community of Vernon. It was Leone's decision to leave Italy. As head of the household, his wishes were obeyed. Leone felt life was safer for Sveva in Canada. But Ofelia would have been lonely. She was exiled from the life she was used to in Italy. She was a shy woman, and she

Ofelia Fabiani, 1929
Photo courtesy of Greater Vernon Museum and Archives

Their World

Sveva painted this picture of her parents. "The love of two people for each other places them in a world of their own, a planet apart."

Photo courtesy of Heidi Thompson, c. Vernon Art Gallery

made very few friends in Vernon. She could speak French, but not English, so she kept to herself. In a poem, Sveva referred to her mother as “a great moth self-caught in a bottle.” When Leone died, Ofelia was devastated. She never left the Pleasant Valley Road house again.

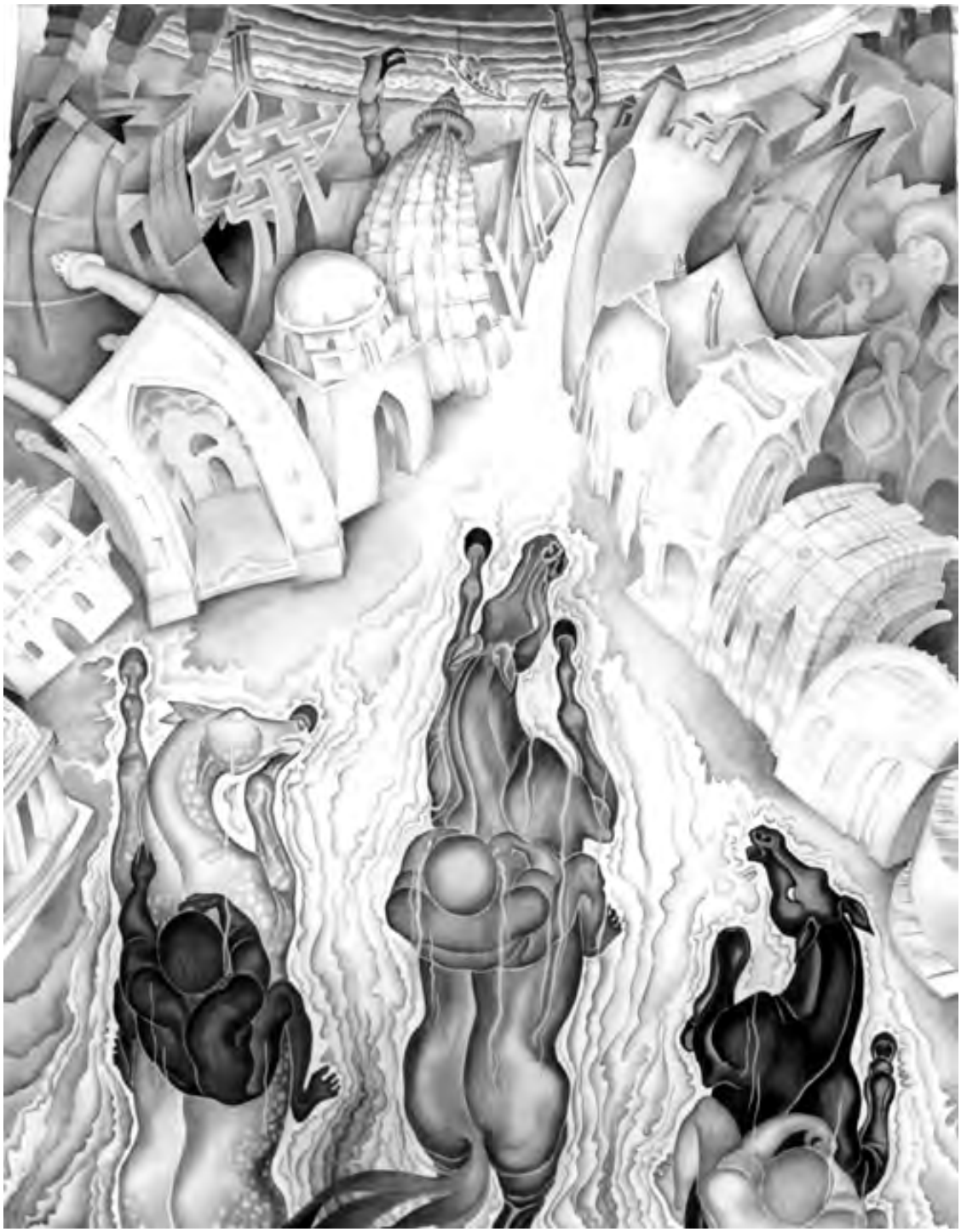
Not only would Ofelia refuse to leave the house, but she forbid Sveva to do so either. Without Leone to cling to, Ofelia tried to hold on to her daughter. Ofelia complained of heart problems, and she told her daughter, “If you leave me, I shall die.” Sveva obeyed her. She was afraid to do anything that might hurt her mother. She was also afraid of losing her mother’s love. For three years, Sveva did not step outside the house. Ofelia insisted that Sveva even share her bedroom although Sveva later moved her bed into the hallway. Ofelia was afraid of being left alone. She was afraid Sveva might want to get married or have a career and then move away. A fence was built around the yard, and visitors were turned away. Letters to Sveva from friends were kept from her. There was only Miss Juul, Ofelia’s long-time companion, and her mother for company.

Sveva spent her lonely days reading and housecleaning. Ofelia became obsessed with cleanliness. Every day, Sveva washed and ironed the sheets, and she scrubbed the floors. Ofelia even had the curtains, carpets, and lamp shades removed so that there would be

fewer places for dust and dirt to hide. In her spare time, Sveva was not allowed to write or paint. Reading became her link to the outside world, and crates of books were shipped from England. Eventually, when Sveva was close to a nervous breakdown, she was allowed out into the garden. Then, after 16 year of being confined to the property, she was allowed to go into town to do business such as banking. But Miss Juul always went with her, and Sveva had to telephone her mother every half hour. For 25 years, Sveva lived like Rapunzel, trapped in her own tower.

Sveva: Living Happily Ever After

Ofelia died in 1960 when she was 64 years old. Finally, Sveva was free of her obligation to her mother. Sveva was 43, and she felt that her life was just beginning. In her will, Ofelia left the last of her possessions, a house in Italy, to the Catholic Church. There was little Caetani money left for Sveva. This meant that Sveva had to find a job and earn a living for the first time in her life. Luckily, Sveva's father had already left the house to her. However, she needed money to pay for its upkeep. She needed money to support herself and the elderly Miss Juul. Like a spring flower blooming after a long winter, Sveva blossomed in the community. She learned to drive, she joined local clubs, she made many new friends, and she started to teach school.



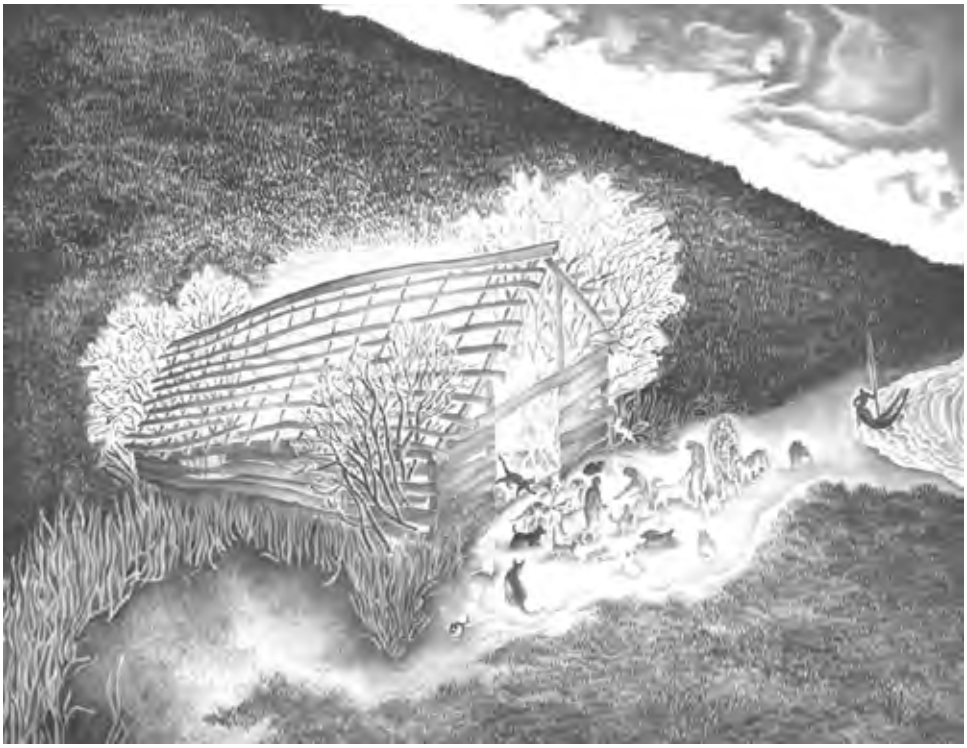
Rendezvous with the Horses of the Imagination

This painting includes a panorama of architecture taken from around the world. The horses are madly galloping towards Sveva who is the tiny figure at the top.

Photo courtesy of Heidi Thompson, c. Vernon Art Gallery

Although she lacked proper teaching qualifications, Sveva was offered a job at St. James Catholic School, an elementary school in Vernon. In 1970, she went to the University of Victoria for two years to get a secondary school teaching certificate. Sveva did not have enough money to pay her university fees, so a group of friends loaned her the money that she needed. She returned to Vernon and taught art and social studies at Charles Bloom High School in Lumby for the next eleven years. Sveva loved children, and she was described as a born teacher. Sveva never married or had children of her own, but she found joy in her students, her friends, and her art.

Sveva took up painting again when she was in her 50s. She had painted as a child and a young woman. However, her mother had discouraged her artistic talents. Ofelia even destroyed some of Sveva's paintings. An art teacher at the University of Victoria urged Sveva to start painting once more. In 1975 Sveva began planning her largest project. This would be a series of watercolours she called *Recapitulation*. She wanted to show the journey of her life in a series of paintings. Perhaps painting these pictures also helped Sveva come to grips with painful memories of her father's death, her mother's solitude, and her own confinement.



Inn of Shelter

This painting illustrates a feeling of friendship. The figures include Sveva and her parents, Miss Juul, and "the most loved of the dogs and cats that have been so important to my life." The barn used to stand north of Armstrong, and it is "aglow with the warmth and kindness all gentle forms of love accord us."

Friendship is shelter, kind and accepting,
and beautiful, as was this abandoned barn...
All beauty is shelter, as is endurance, and
long experience, and a gentle old age.

Photo courtesy of Heidi Thompson c. Vernon Art Gallery

Sveva began painting the *Recapitulation* pictures in 1978. When she finished the series in 1989, there were 56 paintings, some of them six feet tall. The pictures have a dream-like quality, and many are bold and colourful. She used more than fifteen coats of paint to create glowing colours. Sveva dedicated herself to this project. She painted for two or three hours every morning before she left for school. After supper, she painted late into the night. Some paintings took several months to complete. Near the end, she was working from a wheelchair because she had arthritis, first in her knees and then in her hands. When she could no longer hold a brush, she wrote poems and explanations for each picture. The *Recapitulation* series made Sveva famous in the Canadian art world. The series was exhibited in many Canadian cities. The pictures are now part of the collection of the Alberta Foundation for the Arts in Edmonton. The Foundation looks after the paintings and sends them to art galleries around the country for shows.

Near the end of her life, Sveva was concerned about her 100-year old house on Pleasant Valley Road. It was a very important place for her. Although she had lived like a prisoner there, it was also the studio where she did her painting and where she lived with her beloved father and mother. She decided to donate the house to the city of Vernon to be

run by the Vernon Art Gallery. It has now been turned into the Caetani Cultural Centre, and it is home to many art groups in the area, like the spinners, weavers, and potters.

In 1993, Heidi Thompson, a Vernon photographer, suggested that Sveva's *Recapitulation* series be published in a book. For ten years, Heidi had been photographing Sveva's paintings as they were completed. Sveva agreed to the project. However, she did not live to see the book finished. *Recapitulation: A Journey by Sveva Caetani* was published in 1995. Sveva died in April, 1994. She was 76. She was buried beside her father, her mother, and Miss Juul in the Caetani family plot in Vernon. It is fitting that Sveva Caetani could play the fairy godmother at the end of her own exceptional life. She gave to others those things she valued most: her love and respect to the memory of her parents, her knowledge and support to her students and friends, her vivid paintings to the people of Canada, and her cherished home to the city of Vernon.

Sveva Caetani, 1982
Photo courtesy of Heidi Thompson

Glossary

ancestor	forefather; person from whom you are directly descended
aristocratic	upper class; considered superior because of birth, intelligence, culture, or wealth
confinement	kept indoors; kept within limits
devastated	crushed; overwhelmed with distress
doting	being very fond of
equality	all people possessing the same privileges and rights
exiled	long absence from one's country or home
governess	woman employed in home to teach children
obligation	duty; promise by which one is bound
panorama	view of a wide area
privileged	having advantages; benefits enjoyed by the rich
Rapunzel	woman in a fairy tale who was locked in a tower by a witch
recapitulation	to sum up; to tell the main parts of the story
solitude	being alone
watercolours	paintings using paints made from colouring material mixed with water rather than oil

Early motorists pause for a photo at the Rock Cut on Vaseaux Lake in the South Okanagan
Photo courtesy of Kelowna Museum

Road Trip: From Trails to Highways In the Okanagan

Okanagan History Vignette

A Conference Call

Vince: *Hi everyone. This is Vince at head office in Vancouver. Our sales presentation is on the agenda for 4:00 pm. What time to do you think you will get here?*

Sally: *Well, I'm just getting ready to leave Salmon Arm now, and it's 8:00 a.m. I'll take the Trans-Canada Highway to Kamloops and come down the Coquihalla Highway. I should be at your office before 2:00. Let's meet for coffee then.*

Ken: *Great idea. I'll leave Kelowna about 10:00. I'll drive the Coquihalla Connector to Merritt, and then take the Coquihalla Highway to Vancouver. This will give me a couple of hours to make some changes to my report. Being able to meet together is a good way for us to do business.*

Penny: *I'll leave Penticton in an hour or so and drive the Hope-Princeton Highway to Vancouver. After coffee, let's spend an hour going over our presentation. I really want to get this contract.*

Vince: *I'm glad you will all be here so soon. Being able to drive yourselves to the meeting saves a lot of hassle. And you will all able to leave Vancouver when it suits you. I know the management will love our ideas. Have a good trip.*

Ken: *Thanks, Vince. The Coquihalla is a smooth ride. I always enjoy highway driving.*

Penny: *Me, too. And the mountain scenery is spectacular. I enjoy the freedom of travelling by car because I can stop anytime I choose.*

Sally: *This will be my third road trip to Vancouver this spring. I'm looking forward to seeing you all later today. Bye for now.*

Road Trip: From Trails to Highways In The Okanagan

Today, conversations such as this one take place all the time. People can easily drive from the Okanagan Valley to the West Coast for business or pleasure. The completion of the Hope-Princeton Highway in 1949, the Trans-Canada Highway in 1962, the Coquihalla Highway in 1986, and the Coquihalla Connector in 1990 make travel between the Okanagan Valley and Vancouver a short journey. However, travel in British Columbia and the Okanagan Valley was not always this easy. There were no roads in the Okanagan Valley in the early 1800s. The only trails in the area were those made by the First Nations people. Even in the early 1900s, land transportation was far different than it is today. The roads were primitive, and the vehicles were mainly horses and wagons. So how did we get from rough trails to super highways? Well, it all began with the Hudson's Bay Fur Brigade Trail.

Fur Brigade Trail

The Hudson's Bay Brigade Trail, also known as the Fur Brigade Trail or the Okanagan Brigade Trail, was one of the earliest commercial trails in the Okanagan Valley. The trail started in Fort Vancouver in what is now the state of Washington, and it went east along the Columbia

River. Then it went through the Okanagan Valley and continued on to Fort St. James. It was called the Fur Brigade Trail because the trail was used to take supplies and trade goods from England to the fur trappers in the interior. Supplies going north included food, dry goods, and tools. Trade goods included guns, blankets, pots and pans, and other items to trade with the First Nations people for furs. The trail was also used to take furs out to world markets. From 1810 until 1846, many furs from the BC interior were transported along the Fur Brigade Trail through the Okanagan Valley.

This photo from the 1800s shows two area fur traders proudly displaying their fur pelts. Photo courtesy of Kelowna Museum

Fur Brigade Trail and forts used by the Hudson's Bay Company, 1821-1846.
Photo courtesy of Jean Webber and The Okanagan Historical Society.
A Rich and Fruitful Land. Harbour Publishing.

It took about two months for the fur traders to travel from Fort Vancouver to Fort St. James. The Hudson's Bay men would travel by boat on the Columbia River from Fort Vancouver to Fort Okanogan. They could also travel on the Fraser River from Fort Alexandria to Fort St. James. However, the middle section, from Fort Okanogan to Fort Alexandria, could not be travelled by boat, so an overland trail was needed. This overland portion of the Fur Brigade Trail was very rough when the fur company started using it. The trail followed existing First

Nations trails that sometimes were only paths through the Okanagan. The Hudson's Bay Company saw the need for a more clearly marked trail. In 1824, they asked their employee, Tom McKay, to blaze the overland portion from Fort Okanogan to Kamloops. The trail had been in use since 1810, but McKay made the trail easier to follow.

From 1821 to 1846, the Fur Brigade Trail was busy. Twice a year, two or three hundred pack horses and men would use the trail. These groups of men and pack animals were called pack trains or horse trains. They would take goods north and bring furs south. Each horse would carry over 150 pounds on its back and would travel about 20 miles each day. Every morning the brigade was underway by 9:00 a.m. after the horses were rounded up and loaded. After 4:00 p.m., the packers would set up camp, and the horses would be let out to graze in the wild grasslands. There were many rest areas along the trail, with grazing land and fresh drinking water for the horses. Westbank, across Okanagan Lake from Kelowna, was a popular spot for stopping.

At first, the Fur Brigade Trail was mainly used by fur traders. But the fur trade route came to an end in 1846. At that time, the American border was drawn at the 49th parallel. The British-owned Hudson's Bay Company did not want to travel through the new American territory. So the Company stopped using the Okanagan portion of the Fur Brigade

Trail between Kamloops and Fort Vancouver. Instead, furs were brought south down the Nicola Valley to Hope and then on the Fraser River to Vancouver. However, in the Okanagan, the trail continued to be used by miners, missionaries, and other travellers. In fact, Father Pandosy, the first white settler in the Kelowna area, travelled on the Brigade Trail for part of his trip between Colville, Washington, and Kelowna. The trail was so well used that even today there are places on the west side of the lake where the trail is still visible. One can still walk part of the trail near Okanagan Lake Resort. In 1949, a cairn with a plaque telling about the Okanagan Brigade Trail was erected in Westbank.

This cairn marking the Okanagan Brigade Trail is located at the corner of Highway 97 and Old Okanagan Highway.

Wagon Roads and Stagecoaches

By the mid-1800s, there were still no wagon roads to speak of in the Okanagan Valley. Teams of horses and wagons would just travel along stretches of land that were free of trees, rocks, and steep hills, or

they would use existing trails. The first wagon train to pass through Kelowna was the Palmer and Miller expedition in 1858. These Americans were travelling from Walla Walla, Washington, to the BC interior using the old Fur Brigade Trail. The Palmer and Miller expedition had nine wagons, each pulled by a team of oxen. The wagons were loaded with food, tools, and other goods that Palmer and Miller wanted to sell to the miners in the Cariboo. They crossed Okanagan Lake during their trip. It took 50 rafts to get all their supplies and wagons across the lake. The horses and oxen were taken around the lake using the east side trail. Travel was extremely rough for wagon trains. In some places, the wagons had to be unloaded, taken apart, carried over the rough spots, and then put back together again. In fact, the expedition was advised to stop when they reached Kamloops. They were told that the trail got worse the further north they went. So Palmer and Miller sold all their supplies in Kamloops. They even sold their oxen teams for $900 a pair. One miner was so hungry for beef that he promptly butchered one of the oxen and roasted it.

A variety of stagecoaches and wagons were used for transporting people, supplies, and mail. Some stagecoaches held ten passengers and a driver. From one to six horses pulled the wagons and coaches. The roads were so rough that stagecoaches often broke down. Even

"Driving stage was hard work. The weather might be bad and the roads full of holes or blocked up, or the harness might break, or the stagecoach itself might break down," said a BX Stagecoach Driver.

Photo courtesy of Greater Vernon Museum and Archives.

though passengers paid up to 10 cents a mile for their trip, the cost of the ticket did not guarantee a trouble-free trip. Once, a breakdown occurred outside Princeton. It involved the Welby Stagecoach on its regular Penticton to Hedley run. All the passengers had to get out and help fix a broken wheel. Once it was fixed, the wheel still needed some oil, but the driver didn't have any. One of the women passengers saved the day. In her suitcase, she had a bottle of castor oil. When the oil was poured on the axle, the wheel turned smoothly, and the stagecoach was on its way.

In 1859, gold was discovered at Rock Creek, just east of the Okanagan Valley. It was hard to collect taxes and provide supplies for

A wagon has slipped off the corduroy road.
It is stuck in the mud.
Photo courtesy of Kelowna Museum

the miners who rushed in to the area. So BC Governor James Douglas hired Edgar Dewdney to build a trail from Fort Hope on the Fraser River to Rock Creek, passing over the rugged Cascade Mountains and along the Similkameen Valley.

Construction of the Dewdney Trail began in 1860. The first portion of the trail ran from Hope to Princeton, and it was completed in 1861. The trail was 4 feet (1.3 m) wide. Logs were placed across the wet places in the trail. A road made of logs was known as a corduroy road. In 1861, the trail was extended to Rock Creek. In 1865, it was extended again to Wild Horse Creek in the East Kootenays. This narrow, 290-mile (467-kilometre) trail could be considered the first provincial highway.

Over the next couple of decades, many trails and primitive roads were built that helped to open up the Okanagan Valley. The Allison Trail

between Princeton and Okanagan Lake was built to move cattle from their summer grazing pastures in Princeton to their winter grounds on Okanagan Lake. There was also the Pandosy Trail that followed the east side of Okanagan Lake between Penticton and Kelowna. There was a wagon road between Spallumcheen and the head of Okanagan Lake as early as 1873. The first wagon road between the north end of Okanagan Lake and Kelowna was built in 1875.

Automobiles and Highways

The early roads were first used by horses and wagons. Automobiles started showing up in the Okanagan in 1904.

An article in the *Victoria Colonist* newspaper in 1896 warned about women driving. "Ladies have learned to manage gentle horses but it is highly improbable that they will ever be able to drive motor cars which may take some mechanical skills, for the latter is something ladies, by nature, do not possess."

Photo courtesy of Greater Vernon Museum and Archives

The first car was a McLaughlin two-seater. Then came the Model T Fords. In 1919, a person could buy a Model T Ford for $600. All early Model T's were black. The gas tank was under the front seat, and there was no fuel gauge. People had to estimate how low they were on fuel. People would buy gasoline by the barrel and keep it at home because there were no gas stations. In the early days, there were no speed limits on the roads, and no licence was needed to drive. By 1911, Vernon had passed a city bylaw setting the speed limit to 15 miles per hour (just under 25 kph). On some roads, a mixture of sand and hot tar was placed on the surface to keep the dust down. This was the start of modern pavement.

Early car owners demanded better roads in their own areas. They also wanted to travel to other towns and to other provinces. There were early attempts to drive across Canada. In 1912, an Englishman named Thomas Wilby took 52 days to get from Halifax to Victoria. He drove through swamps, forests, open prairie, and mountainous terrain. In some places he had to use a train or a boat to get through. In 1920, Percy Montgomery drove from Montreal to Vancouver in 32 days. But he dipped down into the U.S. because sections of the road in Canada hadn't been built or were too rough. Then in 1925, two Canadians crossed Canada by car, but not always by road. They had a special set

of wheels for their car that fit on railway tracks. When the driving got too difficult, they slipped on the train wheels and rode along on the tracks. Finally in 1946, two men drove from Nova Scotia to Victoria on Canadian roads. It took them nine days in a new Chevrolet.

Municipal governments constructed local streets, and the provincial government built roads linking towns in the province. By 1940, there was a two-lane highway built across BC. But there was no highway stretching across Canada from coast to coast. Railways had been crossing the country for years. And in 1937, Trans-Canada Airlines, now Air Canada, began flying across the country. But there was still no continuous highway. The federal government in Ottawa would need to give money to the provinces to help them extend their

Carmi is located 50 km southeast of Kelowna
Photo courtesy of the Kelowna Museum

roads and make them link up with the roads of neighbouring provinces. Funding was made available, and by 1946 there was a through road across the country. However, stretches of the road were often made of gravel and were in poor condition. In 1949, Parliament passed the Trans-Canada Highway Act to provide a modern paved road. Today, the Trans-Canada Highway is the longest, fully-paved road in any country in the world. It extends 4,860 miles (about 7,820 kilometres) from Victoria, BC, to St. John's, Newfoundland.

British Columbia has always had more cars for the size of its population than any other province. However, in 1900, it was estimated that there were only 1,000 miles of roads and trails in the province. BC's rough terrain made it hard and expensive to build roads and highways. In 1927, the coast was linked to the interior when the Fraser Canyon Highway opened. This highway followed sections of the old Cariboo gold rush trail. People in the Okanagan wanted a faster route to the coast than the long drive to Kamloops and Cache Creek and then down the Fraser Canyon to Hope. So in 1949 the Hope-Princeton Highway was opened. It followed parts of the old Dewdney Trail along the Skagit and Similkameen Rivers, with a new loop through Manning Park. It cost nearly $3 million dollars to build. Because of the difficult terrain, some

areas of the road cost $100,000 per mile (over $62,000 per kilometre).

The type of rock crusher used during the building of highways in the Okanagan.
Photo courtesy of the Kelowna Museum

The year 1952 saw the beginning of a road-building boom in BC. W.A.C. Bennett from Kelowna was elected premier of the province. He appointed Phil Gaglardi from Kamloops to be Minister of Highways. These two men from the interior of the province knew the importance of roads to link the interior to the West Coast and to the rest of Canada. They thought good roads would help to develop natural resources and would attract people to live in BC. Therefore, narrow roads were widened, and highways were built. The Bennett government was soon called the “Blacktop Government.”

In 1958, a bridge was built between Kelowna and the Westside. It was a floating bridge because the lake was so deep that it would have been difficult to sink the support columns of a fixed bridge. There was a lot of boat traffic that could not pass under the bridge's regular span. So the new bridge had a lift span on one end. The lift span could be raised 60 feet (18 metres) above the water line.

Also in 1958, the Bennett government decided to build a new road between Revelstoke and Golden. Travellers would not have to use the rough Big Bend route going through Mica Creek that was built in 1940. The new highway through Rogers Pass went across difficult terrain, and it took 4 years to finish. But when this 92-mile (148-kilometre) stretch of road was opened in July, 1962, the Trans-Canada Highway was officially declared complete.

Rogers Pass, 1962
Photo courtesy of Art Rogers

Between 1979 and 1990, a new route was built from Hope through the Coquihalla Pass to the southern interior. Much of the route followed the old Kettle Valley Railway line. The Coquihalla Highway was built in three stages. The first phase joined Hope with Merritt. The second phase went from Merritt to Kamloops. The final stage, known now as the Connector, went from Merritt to Peachland. The builders of this highway had to deal with tons of snow and move tons of rock. They crossed 67 avalanche paths. They moved sections of the Boston Bar Creek 15 times and the Coquihalla River three times without disturbing the trout spawning grounds. In 1984, there was a push to complete the highway for the opening of Expo ‘86 in Vancouver. At this time, 7,000 workers were employed seven days a week to build the route. The difficulties of building the four-lane highway are not evident now. All that motorists see today are gradually sloping hills, gentle curves, and spectacular scenery.

The Coquihalla Highway just after it opened in 1986.

Photo courtesy of Isobel Morris

The Coquihalla Connector, also known as Highway 97C, opened in 1990. It cost $225 million (in 1987 dollars) for pavement, labour, and fences. It brought Okanagan residents 90 minutes closer to the Lower Mainland. To lessen the impact of the new road on wildlife, the Connector has a $10.5 million wildlife protection system. This features a 100-kilometre fence on both sides of the highway to keep deer and moose off the road. There are also 25 wildlife underpasses and one overpass to allow animals to roam freely. The wildlife fence is a success. In 1991, 27 deer were killed on Highway 97 between Peachland and Summerland, which did not have a fence at the time. But only one was killed on the Connector. The new highway has boosted growth in the Okanagan by attracting new businesses, new residents, and year-round visitors.

Today we take roads for granted. From the Okanagan Valley, we can easily travel to Vancouver. For a region to grow, roads are important. They provide communication links as well as business and recreation opportunities. Roads are used to make money. Over the years, Okanagan trails and roads have carried furs, gold, fruit, and supplies of all kinds. People are more likely to settle in areas where road transportation is readily available. Good roads give people independence and improve their quality of life. Roads are expensive to

build. But their value has always been far greater than their cost to the country and to its people.

To use wagons and pack animals, wagon roads had to be built. The old trails were just not wide enough. With the arrival of cars, roads then needed to be even wider and paved. Road building crew with horses outside of Oyama, 1911.

Photo courtesy of Greater Vernon Museum and Archives

Glossary

agenda	list of things to do
blaze	to mark a trail by chipping pieces of bark off trees
brigade	a group organized for a specific job. eg. fire brigade
bylaw	law made by the governing body of a town
cairn	pile of stones serving as a landmark
castor oil	thick oil used as a lubricant and as a laxative
conference call	telephone call in which a group of people take part
expedition	a difficult or long journey for a special purpose. eg. expedition to Mt. Everest
grazing	feeding on grasses
hassle	bother or nuisance
missionaries	people sent out to do religious or charity work
municipal	local government of a town or region
Okanogan	alternate spelling of Okanagan
plaque	thin piece of metal with words written on it
primitive	at an early stage of development
terrain	land or territory

This friendly Ogopogo can be sighted at Kerry Park in Kelowna

The Ogopogo Puzzle

Okanagan History Vignette

Picture This

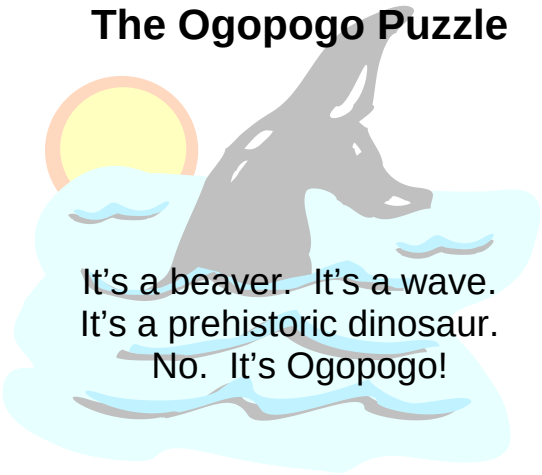
Early one morning you are driving south along Highway 97. As you leave Peachland and round the shore by Antlers Beach, you have a perfect view of Okanagan Lake. You are the only motorist on the road. The lake is strangely still. A light mist drifts over the water and softens the edge of the hills surrounding the lake. The colours of pale blue, silver, and white blend together as the sun creeps over the eastern peaks.

How mysterious everything looks. You take your eyes off the road and glance toward the lake. Suddenly, a ripple shatters the smooth surface of the water. One hump appears, then a second, and then a third. The humps look like waves, but they are a darker colour than the water. You brake the car and park on the side of the highway. As you run toward the water's edge, a large head appears in front of you. "Can this be?" you mutter to yourself.

The beast's dark eyes stare at you for a moment. You stand hypnotized. Not a sound disturbs the morning calm. Then an eyelid slowly covers one of the animal's eyes. Ogopogo has winked at you. You smile back delightedly. The creature nods once, and then it sinks slowly beneath the surface. Ripples fan out from the spot where the creature disappeared.

You return to your car and think about the Ogopogo puzzle. You have come face to face with the most famous resident of Okanagan Lake. You have shared a moment of communication. What did you see? Did you imagine it? Whom will you tell? What will you tell? Will you tell anyone at all?

The Ogopogo Puzzle



The Legend in the Lake

Okanagan Lake is located in the southern interior of British Columbia. It is about 80 miles long and about 1,000 feet at its deepest point. It is the home of the lake monster Ogopogo -- the Okanagan's most famous resident. The legend of Ogopogo has intrigued people for generations. People, not only in Canada but from around the world, have shown an interest in solving the puzzle of Ogopogo. What *is* Ogopogo? Is it a real animal, or is it a story-book creature? Many people who have seen Ogopogo say that at first they thought they had just seen a log. But when the log moved under its own power and dived under water, people realized that they had seen more than just a log. Arlene Gaal, the Okanagan's expert on Ogopogo sightings, says that there are between five and seven sightings a year that are reported. She suspects there are at least that number of sightings, if not more,

that go unreported. Indeed, many people fear that they would be ridiculed if they told anyone about their experiences. Some people are skeptical when it comes to Ogopogo and other lake monsters. They think Ogopogo is a wave caused by a boat or is a shadow caused by sunlight reflecting on the water. Many people have taken photographs of what they say is Ogopogo. But the creature turns out to be too fuzzy or too far away for the pictures to be solid evidence of Ogopogo's existence. Ogopogo has remained a mystery for more than a century.

Naitaka, The Lake Demon

The early First Nations inhabitants of the Okanagan Valley told stories about a creature living in the lake. They said it was long, maybe 35 to 65 feet long. It had dark skin. There were humps on its back. Its head was shaped like the head of a sheep or a horse or a goat. Most importantly, it was a speedy swimmer. First Nations people called the lake monster Naitaka or N'ha-a-itk (pronounced Nuh-haw-aw-it-ck). This name

This label that was used on apple boxes shows a menacing Ogopogo
Photo courtesy of Kelowna Museum

meant Lake Monster, or Holy Serpent of the Water. They believed that Naitaka liked to eat people who got too close to the water's edge or who were travelling on the lake. To appease the creature, people paddling canoes across the lake would carry a pig or chicken with them. They would throw the small animal into the water as a sacrifice to Naitaka. The pig or chicken was supposed to keep Naitaka busy and give the people time to safely cross the lake. It was especially important to take a sacrificial animal when crossing the lake in stormy weather. In fact, some stories even say Naitaka whipped up dangerous waves with its tail. Ogopogo's home territory has always been said to be Squally Point, on the opposite side of Okanagan Lake from Peachland, where the water can be particularly turbulent. Legend has it that one day Chief Timbasket and his family were travelling on Okanagan Lake near Squally Point when they disappeared. Timbasket did not believe in the lake monster, so he did not take any precautions such as throwing an animal in the lake to satisfy Naitaka. No traces of Timbasket and his family were ever found. However, there were reports that the canoe was found many years later high above the shore line.

Early settlers also tell of witnessing a creature in Okanagan Lake. Susan Allison saw Naitaka in 1878. She was on her ranch on the west side of the lake waiting for her husband to come home. He was across

the lake at Okanagan Mission on business. While she was watching the lake, a huge storm blew in, and the water became very rough. Worried about her husband, she ran to the edge of the lake. Mrs. Allison then saw a 60 foot long creature floating motionless. Suddenly it began to swim against the storm, speeding up as it plowed through the wind and waves. John Allison, her husband, did not believe her story. But a mining superintendent, Thomas Smitheran, admitted that he, too, had seen the lake monster on that day. Settlers started to patrol the shores of Okanagan Lake. These armed men were ready to protect their families from the lake demon.

One day, John MacDougall, who was of First Nations descent, was on his way to John and Susan Allison's ranch to help with the haying. Usually, he would drop a chicken or a pig in the lake to keep Naitaka happy. But on this day, he forgot to bring an offering. He was towing a team of two horses across the lake. Halfway across, the horses got sucked underneath by some unknown force. MacDougall's canoe would have been dragged under too, but he cut the tow rope and quickly rowed away. His team of horses was never seen again. MacDougall was convinced that the lake monster had grabbed his horses.

A New Name for Naitaka

In 1924, the dreaded Naitaka was given a new name. A

Vancouver Board of Trade meeting was being held in Vernon. Bill Brimblecombe entertained the delegates by singing about the monster of Okanagan Lake that everyone was talking about. He made up new words for a popular English music hall song called Ogopogo. The next day, the *Vancouver Province* newspaper reported that Ogopogo was the official name of the Okanagan Lake monster. The silly name stuck. Soon it replaced the name Naitaka, that had been used by local people for many years. Along with the change in name came a change in how

♬ His mother was an earwig, his father was a whale;
A little bit of head and hardly any tail–
Ogopogo was his name. ♬

Illustration courtesy of Kelowna Museum

people felt about the sea serpent. It was no longer thought of as a terrifying monster that the name Naitaka suggested. Instead, it was a funny, harmless creature to suit the funny name Ogopogo. The word ogopogo is a palindrome because it reads the same forwards or backwards.

Some Exciting Sightings

Over the years, hundreds of well-respected people have reported that they have seen Ogopogo. The descriptions of what they have seen are very similar. Ogopogo has dark-coloured skin that is described as dark green, greenish-gray, brown, or bluish-black. It has the head of a horse or sheep or goat, and it is sometimes even said to have a beard. The creature has a snake-like body that moves in an undulating motion. People have often seen two or three humps that go up and down as the animal swims in the water. Ogopogo can move at very fast speeds. Only the estimates of size vary. The shortest creatures seen are said to be about 20 feet long. But other people have reported seeing creatures that were 50 to 75 feet long. These contradictory reports suggest that there may have been more than one creature in the lake over time. Or perhaps there have been several creatures living in the lake at the same time.

In 1926, the *Province* newspaper reported that devices to stop an attack by Ogopogo would be installed on the ferry that crossed the lake from Kelowna to the west side. But such devices were never installed. In this photo, the old *Eli Lequime* ferry, now called the *Fintry Queen*, is docked behind Ogopogo in Kerry Park in Kelowna.

In 1934, two young couples were in a rowboat just off Mill Creek near Kelowna. They saw what they thought was a log. They decided to row out to the log and hit it with an oar. One person even said, “Maybe it’s Ogopogo,” and they all laughed. But they were not laughing after they rowed out to the log only to see the log disappear into the water. The animal they saw was 15 to 20 feet long and was about 16 inches thick. They were frightened by what they saw, but the men said they did not admit to fear at the time. They didn’t want the women to think they were cowards.

In 1936, Geoff Tozer and Andy Aikman saw Ogopogo on the lake near Mission Creek. The two boys were fishing when they noticed a flock of seagulls about 50 yards from their boat. The seagulls were

upset about something, and they were making lots of noise. Suddenly, a huge creature came to the surface. It lunged about 14 feet out of the water and grabbed a seagull in its mouth. Then it slipped back into the lake. Geoff reported that the monster was as thick as a telephone pole. "It was an amazing sight," he said.

In 1967, four teenagers were waterskiing on the lake when they saw Ogopogo. They got the waterskiier back in the boat and began to chase Ogopogo. They said it was a grey-green colour and had three humps. It looked like a snake. They thought it was about 20 feet long. The boat was going 40 miles per hour, and it could not keep up with the sea serpent. The teenager who was in the water at the time of the sighting said she would never waterski on Okanagan Lake again.

Daryl Ellis of Vernon recently had a close encounter with Ogopogo. The 52-year old Ellis, a cancer survivor, was swimming the length of Okanagan Lake in August 2000 as a fund-raising activity. He saw Ogopogo twice. "I was a little spooked," he said. Near Peachland, two creatures joined him to swim for about 45 minutes. They swam about 8 feet below him. He described the one closest to him as big and snake-like. It was "three times as long as me – and I'm 6 foot 2 inches." The second creature was shorter and fatter. Ellis was told that maybe the second one was a reflection of the first one. A few days

later, he saw a creature when he was swimming just south of Kelowna's Floating Bridge. It created waves and raised its head. The beast came close to get a look at him. Ellis saw one eye. He said it was the size of a grapefruit. Not easily frightened, Ellis plans to retrace his route in the summer of 2001.

So What Is Ogopogo?

Many people have given eyewitness accounts of seeing Ogopogo rise from Okanagan Lake. If it is not their imagination playing tricks on them, what could it be? The simplest explanation is that people have seen a "disappearing wave." Although the water is smooth, and there is no wind and no boat in sight, a rolling wave can appear that is 25 - 30

feet long. It moves swiftly forward, and then it disappears. This wave can be the late appearance of waves generated by a boat. These waves are like echoes. They appear long after the boat has moved off. Or the sighting may be a “rogue wave”, which is a large wave in a group of smaller waves. Maybe Ogopogo’s humps are only waves after all.

Psychologists suggest that the way the brain works can explain the sighting of a lake monster. When we see something in the distance, the details are incomplete. The brain fills in what is missing. That way we can make sense of what we see. This phenomenon happens, for example, when we are driving along a straight highway. What looks like a hitchhiker in the distance turns out to be only a bag of garbage or a tilting signpost when we get closer to it. Our brain does not like what it cannot explain. It supplies the details, even if they are incorrect, to make the object into something we can recognize. We expect to see hitchhikers by the side of the road. Perhaps when people expect to see Ogopogo, the brain makes sure that they do.

Since Okanagan Lake is so long and deep, it is possible to believe that something large and unusual could be lurking along the bottom. When people insist they have seen a live object in the water, one explanation is that they have seen a sturgeon. This fish is the largest freshwater fish in North America. A sturgeon can grow to be 13 feet long

and weigh about 900 pounds. But a sturgeon doesn't move in the undulating manner that Ogopogo does. And there is no proof that sturgeon live in Okanagan Lake.

Ogopogo has a mouthful with Jan and Ruth, authors of this vignette. Let's hope Ogopogo is a vegetarian.

A group of scientists in BC think Ogopogo may be a huge river otter. They watched a video filmed by Salmon Arm resident Ken Chaplin. Chaplin filmed the lake creature near Bear Creek Provincial Park in July 1989. The film shows a head breaking through the surface of the lake, part of a body, and a long tail waving in the air. Chaplin described the creature as hairless with dark green skin covered with blotches. It was about 15 to 20 feet long. He spotted the beast about 75 feet from the shore. Chaplin and Arlene Gaal think it was a baby Ogopogo. The scientists concluded that the animal on the film must have been an otter because it wasn't a log, and it didn't have a beaver tail. Although otters are covered with brown hair, one scientist thought

the wet hair of the otter, covered with algae, could be mistaken for green skin. Only the size is wrong. The largest of the river otters is only 4 to 5 feet in length. If Ogopogo is not an otter, perhaps it is a new or unknown animal species.

Some people believe that Ogopogo can be explained as a kind of water dinosaur left over from the Ice Age. In fact, there have been several cases over the last century where creatures with prehistoric origins have been found. In 1938, a lungfish, thought to be extinct, was found off the coast of South Africa. In the 1950s, fishermen in the Indian Ocean pulled up a large fish called a coelacanth. It was supposed to have been extinct for millions of years. In 1976, a long creature never before seen by man was caught by the American navy near Hawaii. It was later named a megamouth shark because it had 2,000 teeth. In 1977, a fishing boat off New Zealand hauled up a 30-foot long creature which resembled an extinct sea reptile. It looked like a plesiosaur. The plesiosaurs were a family of marine reptiles that swam the oceans when dinosaurs roamed the land. They were long-necked beasts with small heads and long tails. They grew to be 15 - 40 feet long. Arlene Gaal of Kelowna believes that Ogopogo is some form of plesiosaur. The Okanagan Valley was originally gouged out by glaciers. At one time, the lake may have even been open to the ocean. Maybe creatures were

trapped in lakes when the glaciers from the Ice Age melted, and they have somehow managed to survive to the present day.

Other Lake Monsters

Okanagan Lake is not unique for being the home of what Arlene Gaal calls an Unidentified Swimming Object. Lake Champlain, on the border of Quebec and Vermont, has Champ. Champ or Champie, as it is sometimes called, is said to look like a serpent, is about 20 feet long and thick as a barrel, and has a head that resembles a horse. Cadboro Bay, near Victoria, BC, is home to Cadborosaurus, or Caddy. Caddy was seen by the local First Nations people, and sightings have been regularly reported for the last 150 years. Caddy is described as having a long body, big eyes, long neck and horsy head. It has even been seen swimming in groups. Ogopogo's most famous relative is the Loch Ness Monster of Scotland, also known as Nessie. Scotland's Loch Ness has similarities to Okanagan Lake. Both lakes have steep, rocky sides, and the lakes' depths are about the same. It is said that Loch Ness, the largest freshwater lake in Great Britain, is home to 30 or 40 Nessies. One theory says that Nessie is a descendent of a plesiosaur. Is it possible that these lake monsters are all plesiosaurs that have lived on since prehistoric times?

Tourism and Television

Whatever its origins, Ogopogo has been a bonanza for Okanagan tourism. There is a booming tourist trade in the communities around Loch Ness with people looking for the monster. The same is true for towns around Okanagan Lake. The personality of Ogopogo has mellowed. Instead of a source of evil feared by First Nations people and early settlers, Ogopogo is now shown to be a gentle and fun-loving creature. It is easily recognized by its smiling face and bright green body. Ogopogo can be sighted everywhere today as plush toys, as cartoon characters on T-shirts, and as friendly-looking statues.

Ogopogo was featured on a postage stamp in October 1990. The stamp was issued as part of the Canadian Folklore series. Ogopogo was shown along with three other legendary characters: the Sasquatch, a giant squid called Kraken, and Loup-garou, the werewolf.

In 1984, as a gimmick to promote the Okanagan and attract tourists, the Okanagan Similkameen Tourist Association offered a $1 million reward to anyone who could catch Ogopogo with a fishing rod.

Later, the Association offered $1 million to anyone who could just prove Ogopogo's existence. In 2000, the Penticton Chamber of Commerce offered $2 million to any person who could "provide indisputable evidence of the existence of Ogopogo in Okanagan Lake." The offer was renewed in 2001. While Ogopogo continues to be camera shy, the tourists are not. And the cash registers of the Okanagan ring steadily. Everyone loves the mystery monster.

Ogopogo is even part of the Kelowna Coat of Arms. The creature on the right is a seahorse, which is the nearest thing in heraldry to Ogopogo.
Photo courtesy of Kelowna Museum

In an attempt to solve the mystery, sonar scanners and underwater cameras are the latest tools being used to find Ogopogo. The American television show *Unsolved Mysteries* filmed a segment about Ogopogo in 1989. The crew went to great lengths to recreate some of the sightings. There were scenes of pioneers patrolling the shores of the lake and of First Nations men throwing a chicken into the water when they paddled a canoe across the lake. Even John McDougall's team of horses was shown being pulled underwater. To make up for the lack of the real Ogopogo, the *Unsolved Mysteries* crew built a model of

Model of Ogopogo built for the “Unsolved Mysteries” show. It was built in four sections so that it could twist through the water. It had a styrofoam head and a canvas body. It was painted green.

Photo courtesy of *Kelowna Daily Courier*

styrofoam and plywood to use during filming. In 1990, a Japanese crew came to the Okanagan to film a show for *The World of Supernatural Phenomena*. But 10 days and $50,000 later, they left without a glimpse of the star, Ogopogo. However, they did have a sonar image of a 30-foot long creature with head, body, tail, and feet that was swimming at a depth of 320 feet. They never did find out what this creature was. In 2000, a Kelowna group named Ogopogo Expedition 2000 used skilled divers and state-of-the-art equipment to scan the water for signs of the legend of the lake. On August 30, their sonar equipment showed a fast-moving 57-foot long object that was 160 feet in front of their boat. At first it was 23 feet from the surface, but soon it dived deeper into the lake. Since the Kelowna group did not find any conclusive evidence about Ogopogo, they are planning to use more advanced underwater

technology during their next expedition in 2001.

Ogopogo: The Okanagan Enigma

Despite all the attention, Ogopogo remains a puzzle. The skeptics scoff at the idea of a monster lurking in the water of the Okanagan's large and beautiful lake. But others are quick to point out the hundreds of reported sightings from rational people. Can so many people be wrong? Perhaps it doesn't matter if the truth about Ogopogo is ever discovered. Just the possibility that we might see it someday is enough to satisfy those who are thrilled by a good mystery. Over the years, there have been many sightings of the creature known first as Naitaka and then as Ogopogo. Although no one quite knows what it is he or she has seen, there is one thing on which they agree. There is ***something*** in the lake.

Do *you* think Ogopogo lives in Okanagan Lake?

Glossary

algae	small water plants; pronounced AL-jee
appease	to calm or make peace by satisfying demands
enigma	something that is puzzling or mysterious
extinct	having died out
intrigued	to be interested or curious
Loch	Scottish word for lake; pronounced Lock
plesiosaur	a fish-eating water reptile thought to be extinct
prehistoric	ancient period before written records of events were made
ridicule	to make fun of or laugh at a person
serpent	a large snake
skeptical	to not believe or to question something
sonar	device for detecting objects under water using sound waves
theory	an idea or explanation for something unknown
undulating	a rise and fall, a wavelike motion
unique	only one of its kind; pronounced you-NEEK

Imperial and Metric Measures

Most measurements in this vignette are given in the old Imperial format: inches, feet, and miles. When many of the sightings of Ogopogo were made, these were the forms of measurement that people used.

You can convert Imperial to metric measurements using these formulas.

inches X 2.54 = centimetres

feet X .3 = metres

yards X .91 = metres

miles X 1.61 = kilometres

pounds X .45 = kilograms

Here is a list of some of the measurements used in the Ogopogo vignette in both feet and metres.

Okanagan Lake is 80 miles (130 kilometres) long.

Champie is 20 feet (6 metres) long.

Ogopogo is said to be 35 to 65 feet (about 10 to 20 metres) long.

Some say Ogopogo is 50 to 70 feet (about 15 to 21 metres) long.

Ogopogo is described by one witness to be 16 inches (40 centimetres) thick.

The waterskiiers in a boat going 40 mph (64 kph) could not keep up with Ogopogo.

Sturgeon can grow to be 13 feet (4 metres) long and weigh 900 pounds (about 400 kilograms).

The largest river otter is only 4 to 5 feet (1 to 1.5 metres) in length.

Plesiosaurs grew to be 15 to 40 feet (4.5 to 12 metres) long.

Bibliography

Allsup, Curtis. "Life at Fintry Ranch: 1933 – 1947." *Okanagan Historical Society* 56 (1992): 55 – 64.

Ames, Mel D. *The Ogopogo Affair*. Oakville: Mosaic, 1983.

Anderson, Kyle and Jo Ann Reynolds, comps. *The Century in Review 1900 – 1999: An Okanagan Perspective*. Kelowna: Horizon Operations, 1999.

Andrew, F.W. "The First Commercial Orchard in Okanagan Valley." *Okanagan Historical Society* 18 (1954): 55 – 56.

"B.C.'s Many Mysterious Monsters." *British Columbia Report*. 23 Jan. 1997: 34.

Bailey, Diane and Drew McKibben. "Fintry: The New Park Preserves Okanagan History, Along With Old-growth Forest, Rugged Canyons, and Splendid Lakeshore Beaches." *Beautiful British Columbia Traveller*. Summer 2000: 26 – 29.

Borrell, Helen. "The Fairbridge Farm School." *British Columbia Historical News*. 29.1 (Winter 1995/1996): 17 – 23.

"The Brigade Trail." ***http://collections.ic.gc.ca/okanagan/brigade1.htm.*** 27 Nov. 2000.

Buckland, F.M. "The First Wagons in the Okanagan Valley." *Okanagan Historical Society* 17 (1953): 45 – 46.

Buckland, F.M. "The Hudson's Bay Brigade Trail." *Okanagan Historical Society* 6 (1935): 11 – 22.

Buckland, F.M. *Ogopogo's Vigil: A History of Kelowna and the Okanagan*. Kelowna: Kelowna Branch, Okanagan Historical Society, 1948.

Caetani, Sveva. "Leone Caetani: World Traveller Who Came to Vernon." *B.C. Historical News*. 27.1 (Winter 1993-94): 29 – 31.

Caetani, Sveva. *Recapitulation: A Journey*. Eds. Thompson, Heidi, et al. Vernon: Coldstream Books, 1995.

Collett, H.C.S. "Transportation 1903 – 1912." *Okanagan Historical Society* 31 (1967): 173 – 174.

Coyle, Allan. "The Connector." *Beautiful British Columbia*. Fall 1992: 23 – 29.

Cox, Doug. *S.S. Sicamous: Queen of Okanagan Lake*. Penticton: Skookum Publications, 1995.

Davies, David Twiston, ed. *The Daily Telegraph Book of Canadian Obituaries: Canada From Afar*. Toronto: Dundurn, 1996.

Dendy, David. *A History of Fintry*. Written for K-West Estates, 1983.

Dendy, David and Kathleen M. Kyle. *A Fruitful Century: The British Columbia Fruit Growers' Association 1889 – 1989*. Altona, Manitoba: BC Fruitgrowers' Association, 1990.

Dewdney, Kathleen S. "The S.S. Sicamous Reunion." *Okanagan Historical Society* 28 (1964): 26 – 34.

Doe, Ernest, comp. *Centennial History of Salmon Arm*. Salmon Arm: n.p.,1971.

Estabrooks, Otto L. "Some Reasons for Stern Wheel Boats on Okanagan Lake." *Okanagan Historical Society* 32 (1968): 27 – 31.

Falconer, David. "Dun-Waters of Fintry." *Okanagan Historical Society* 38 (1974): 96 – 100.

Fehr, Ed. Personal interview and tour of the BC Fruit Packers' Cooperative plant in Kelowna, BC. 17 Nov. 2000.

"Fintry: A Rich Legacy." *Capital News*. 19 June 1996: A10.

"Fintry: Seeing into the Future." *Capital News*. 23 June 1996: A8.

Francis, Daniel, ed. *Encyclopedia of British Columbia*. Madeira Park: Harbour, 2000.

Gaal, Arlene. *Ogopogo: The True Story of the Okanagan Lake Million Dollar Monster*. Surrey: Hancock, 1986.

Garinger, Alan. *Water Monsters: Great Mysteries, Opposing Viewpoints*. San Diego: Greenhaven, 1991.

Gellatly, Dorothy Hewlett. *A Bit of Okanagan History*. 2nd Ed. Kelowna: Orchard City Press & Calendar, 1958.

Gellatly, Dorothy Hewlett. *A Bit of Okanagan History*. 3rd Ed. Kelowna: Ehmann, 1983.

Gillepsie, T.L. *History of the K.L.O. Benches*. Unpublished work.

Harris, Nan. *Nan: A Childs (sic) Eye View of Early Okanagan Settlement*. Ed. Ursula Surtees. Kelowna: Regatta Press, 1981(?).

Hill, Beth. *Exploring the Kettle Valley Railway.* Winlaw, BC: Polestar, 1989.

Historical Souvenir of Penticton, BC: 1908 – 1958. Penticton: Okanagan Historical Society, Penticton Branch, 1958.

An Illustrated History of Vernon and District. Vernon: Okanagan Historical Society and Board of Vernon Museum and Archives, 1967.

Kelowna Land & Orchard Co. Ltd. "Sterile Insect Release (SIR) Program." ***http://www.k-l-o.com/sirprogram.htm***. 23 Jan. 2001.

Kirk, John. *In The Domain of the Lake Monsters: The Search for the Denizens of the Deep*. Toronto: Key Porter, 1998.

Kitcher, Mary. "Coldstream Ranch Goes Back One Hundred Years." *Okanagan Historical Society* 27 (1963): 119 – 123.

Koroscil, Paul. "Construction in the Okanagan Valley." *Okanagan Historical Society* 50 (1986): 53 – 57.

Langerak, Joyce. "Growers Urged to Unite." *Daily Courier*. 26 Jan. 2001: A4.

Little, L.R. "The S.S. Sicamous Restoration Society." *Okanagan Historical Society* 53 (1989): 7 – 16.

Long, Elizabeth Dundas. "Fintry in the Okanagan: An Estate of Scottish Tradition." *Canadian Homes and Gardens.* May 1931: 28, 48.

Lyons, Chess. *Okanagan Valley*. Surrey: Heritage House, 1985.

MacDonald, A. David, ed. *Penticton Years to Remember 1908 – 1983*. Victoria: BC Heritage Trust, 1983.

McDougall, R.J. "Early Shipping on Okanagan Lake." *Okanagan Historical Society* 19 (1955): 133 – 136.

MacPherson, John. *A British Columbia Book.* Unpublished work.

Mackey, Frank. "It's a Long Way." *Horizon Canada: A New Way to Discover the History of Canada*. Ed. Benoit A. Robert. Quebec City: Centre for the Study of Teaching Canada, 1987: 2060 – 2064.

Mayhew, Anne. "Ogopogo! Come Out, Come Out, Whoever You Are." *Beautiful British Columbia*. Fall 1991: 33 – 39.

Mayhew, Anne. "Steaming the Kettle: The Impossible Railway Dreams on Through Villainous Territory." *Beautiful British Columbia*. Fall 1994: 36 – 45.

Middleton, R.M., ed. *The Journal of Lady Aberdeen: The Okanagan Valley in the Nineties*. Victoria: Morriss, 1986.

Moon, Mary. *Ogopogo: The Okanagan Mystery*. Vancouver: J.J. Douglas, 1977.

Morkill, George H. "The Shuswap and Okanagan Railway Company." *Okanagan Historical Society* 3 (1929): 10 – 12.

"Natural Wonder." *Capital News*. 21 June 1996: A8.

Nelson, Denys. "Father Pandosy, O.M.I." *Okanagan Historical Society* 17 (1953): 57 – 65.

Norris, L. "The First Steamboat on Okanagan Lake." *Okanagan Historical Society* 3 (1929): 24 – 28.

"Okanagan Lake Bridge." *Okanagan Historical Society* 23 (1959): 86 – 88.

Oram, Edna. *The History of Vernon 1867 - 1937*. Vernon: E. Oram, 1985.

Parks Canada. *Okanagan Brigade Trail*. ***http://parkscanada.pch.gc.ca/ library/ background/107_e.htm***. 27 Nov. 2000.

Peachland Memories: A History of Peachland and Trepanier Districts of the Beautiful Okanagan Valley. Vol. 1. Peachland: Peachland Historical Society, 1983.

Penticton and Area: Secrets & Surprises. Penticton: Penticton Writers and Publishers, 1994.

Peterson, A. Brooke, ed. *Intensive Orcharding: Managing Your High Production Apple Planting*. Yakima: Good Fruit Grower, 1989.

Plant, Don. "Pushed to the Edge." *Daily Courier*. 22 Jan. 2001: A3.

Price, Gordon. "Coquihalla Highway 5." *Beautiful British Columbia*. Summer 1987: 24–29.

Rogers, Art & Laurie. Personal Interviews. November & December 2000.

Salmon Arm Museum and Heritage Society. *A Salmon Arm Scrapbook*. Salmon Arm: Cary Printing,1980.

Sanford, Barrie. *McCulloch's Wonder: The Story of the Kettle Valley Railway*. North Vancouver: Whitecap, 1979.

Sauerwein, Stan with Arthur Bailey. *Fintry: Loves, Lives and Dreams. The Story of a Unique Okanagan Landmark*. Victoria: Trafford, 2000.

Shilvock, Winston. "How British Columbia Got its Roads." *British Columbia Historical News*. 28.3 (Summer 1995): 27 – 29.

Surtees, Ursula. *Kelowna, The Orchard City: An Illustrated History*. Burlington, Ont.: Windsor, 1989.

Surtees, Ursula. *Sunshine and Butterflies: A Short History of Early Fruit Ranching in Kelowna*. Kelowna: n.p., 1979.

Surtees, Ursula, ed. and comp. *Kelowna, British Columbia, Canada*. Kelowna: Kelowna Centennial Museum, 1975.

Surtees, Ursula and Martha Prytula, comps. and eds. *We Came to a Valley: Kelowna, the Heart of the Okanagan*. Kelowna: n.p., 1981.

Turner, Robert D. *The Sicamous & The Naramata: Steamboat Days in the Okanagan*. Victoria: Sono Nis, 1995.

Upshall, W.H., ed. *History of Fruit Growing and Handling in United States of America and Canada: 1860 – 1972*. Kelowna: Regatta City, 1976.

Valley of Dreams: A Pictorial History of Vernon and District. Vernon: Greater Vernon Museum and Archives, 1992.

Watt, George M. "Transportation by Road and Trail in the Okanagan Valley." *Okanagan Historical Society* 27 (1963): 50 – 57.

Webber, Jean. *A Rich and Fruitful Land: The History of the Valleys of the Okanagan, Similkameen and Shuswap*. Madeira Park, BC: Harbour, 1999.

Weeks, Joseph B. "The Swan Song of the Sternwheelers on Okanagan Lake." *Okanagan Historical Society* 13 (1949): 58 – 62.

Wilson, Bruce. "Hudson's Bay Brigade Trail." *Boom Town Tales & Historic People.* ***http://www.ghosttownsusa.com/bttales17.htm***. 27 Nov. 2000.

Wood, Daniel. "Ken Chaplin's Monstrous Obsession." *West*. Nov. 1989: 70 – 80.

Zoellner, Dorothy. "The Fable of Fintry is Enchanting." *Daily Courier*. 17 Mar. 1996:C3.

MEET THE AUTHORS

Ruth Chambers: I moved to Kelowna from Prince George in 1997, and I have enjoyed every minute of my life here. I have worked at Okanagan University College for the past four years teaching Adult Basic Education English courses. I can relate to the trials and triumphs of adult students because I returned to university when I was 35 years old. I received a degree in English from the University of Northern British Columbia with an undeclared minor in history. My university history courses always interested me because I learned about our province, our country, and our world. The more I learned about the past, the more connected I felt with the present. I hope these history vignettes of the Okanagan Valley will help readers feel more connected to their communities.

Jan Gattrell: I moved to Kelowna from Prince George in 1990. I have taught English and Social Studies courses in the Adult Basic Education Department for many years at Okanagan University College. I am also a librarian. I work at the Okanagan University College Library and the Kelowna Public Library. I studied history at the University of British Columbia. Writing vignettes about Okanagan history has been exciting work. I have learned about events that shaped the Okanagan and about people who lived here before me. I enjoyed doing research at libraries and archives. We searched for stories and old photos to help our history vignettes come alive. I have never seen Ogopogo. But every time I drive along Okanagan Lake, I look for him. Maybe someday he will wink at me.