



THE BRITISH COLUMBIA GENEALOGIST



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BRITISH COLUMBIA GENEALOGICAL SOCIETY

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The BCGS Library will be open on
Tuesdays, Thursdays and Saturdays
from 10:00 am to 3:00pm.



The **BRITISH COLUMBIA GENEALOGICAL SOCIETY** was incorporated in 1978,
and registered with Revenue Canada as a charitable society.

*The Society promotes and encourages interest in genealogy and family history
in British Columbia.*

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The British Columbia Genealogist
is published four times per year (March,
June, September, December)

Meetings

Join us on the 2nd Wednesday each
month, from 7:30-9:30 pm.

On our **Zoom** site.

*Details will be emailed to you prior to each
meeting.*

Meeting Location

Online for the present.

Membership Fees:

\$65.00 per year (Individual)

\$10.00 per year (associate)

\$22.50 (Youth)

\$65.00 (Affiliate Society)

Annual Membership includes four issues of
our e-journal, *The British Columbia
Genealogist*, monthly newsletters and use of
our Walter Draycott Library and Resource
Centre in Surrey.

For more information, contact
Membership Committee at
membership@bcgs.ca

Web Page www.bcgs.ca

BC Research queryrequest@bcgs.ca

Facebook Discussion Group:
[https://www.facebook.com/groups/bcgs
discussion/](https://www.facebook.com/groups/bcgsdiscussion/)

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A message from our President...

I recently read Louise Penny's book *The Madness of Crowds*, the latest in her series about Chief Inspector Armand Gamache, written during the recent Covid pandemic. Which reminded me that I haven't written anything myself about me and my family's Covid experiences. I wondered, is this how people felt about the epidemic of 1918 – relieved that it has passed on, but just carried on with their lives. I don't recall any of my older relatives really talking about 'those days'. We claim to be the repository of our families' history, but should we pick and choose what to record?

Many of us have certainly enjoyed getting back to a more normal routine, visiting relatives and friends, sharing stories and creating new memories. I hope that you have managed to add some family history knowledge to your collection. My brother's granddaughter recently did her DNA, and it has been fun to see her connections. She visited with us for a week, and was interested in her family tree, which of course, was delightful for me to pass on some stories and history. I'm planning to get my younger grandchildren to join the 'spit club', and do their DNA tests too.

With September, I always look forward to getting back to my family history. Who haven't I bugged lately for information? What clue can I follow up on? What new information has been digitized? What records are now 'out there' for me to hunt for that illusive tidbit.



Continued on page 4 . . .

From the Desk of the Editor

As we come to the end of a long hot summer, its time to return to our Library, checking on the many items available on those shelves, and on our web-site as we refocus on our family stories. There are many items to discover!

But first, we have a report from our Genealogist on the Road, **Meg McLaughlin**, as she shares discoveries made during a trip to Scotland.

The **Holden Cemetery** committee under Janice Kidwell's lead, brings two articles this month. In the first of these, **Jenny Bakken** details the service of Private C.W. Robertson in Europe. **Sheryl Wilson** explores Lieutenant John Gourlay's service in the Irish Regiment of Canada.

Janice Kidwell also shares a postcard from the Okanagan, showing **Anarchist Mountain**. That piece of Highway No. 3 brings memories of white knuckle trips climbing the section west of Osoyoos. As well, She has found a special postcard to remember our Queen, Elizabeth II.

From the Greenwood and Midway area, we have a report from D.W. Wilson about the development of the **Kettle Valley Railway** as the early businessmen worked to connect various cities in southern B.C.

Back at the Library, **Yvette Howard** brings a list of the Exchange Journals from other societies that are available not only to our members at the Library, but also on line, on our web-site.

Lastly, another section of the Index of our own society's Journal, the Genealogist. These paper copies are on the shelves, but not yet on our web-site. That availability will be coming in the future.

Hope that you find a story to enjoy!

Lynne Fletcher
Journal@bcgs.ca

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From Our President, cont'd . . .

And a reminder to our members, check out the growing number of e-journals that BCGS now receives. Many of them now available in our Members Resources section of our website. Many hours of very happy reading there!

If any of you come across a particularly interesting family story, or some obscure record, don't hesitate to let our Editor know. She is always on the lookout for articles to include in our Journal.

Happy Researching!

Eunice Robinson
President, BCGS

GENEALOGY ON THE ROAD

Genealogy on the Road in Scotland

Contributed by Meg McLaughlin
Member #3847

Did you get to take your genealogy on the road this summer? I did. I went back to Scotland, a place I'd been before with fellow genealogists. My most recent trip there differed a lot from my previous Scottish genealogical trips.

Previous trips included days of hunkering down at the computers at Scotland's People in Edinburgh with brief forays into the National Archives across the courtyard to take my search further. Checking relevant websites in preparation for our stay in Edinburgh this time, it appeared that seating in Scotland's People was limited. That wasn't good. Restrictions at the National Archives were even worse. Reserving a seat was possible but you needed to give a list of the 12 items you wanted to consult at the time of booking. That wouldn't work for me. When I research, I usually have a few items in mind and build on those on site as I explore possibilities further. It began to look like there wouldn't be much family history research on the trip and there was a hole to fill in Edinburgh.



Stonefield Castle our hotel on the rail tour.

First, though, we had time in Glasgow before and after our rail tour. The tour itself was amazing, taking us on tours of castles and gardens in the west of Scotland. Best of all, the tour guide arranged everything and our accommodations were in a castle that had been turned into a hotel, Stonefield Castle. There was very little genealogy involved although the bus driver did take our coach through Tarbert so that my travelling companion could see where some of her ancestors had lived.

GENEALOGY ON THE ROAD

Our time in Glasgow included some planned time for genealogy. My friend had booked us an afternoon at the Glasgow and West of Scotland Family History Society where she is a member. She had some searches in mind to do there. I wasn't certain what I would find. They let me loose after showing me how to use the library catalogue. I was surprised to find that they had next to nothing about Islay which is very much in the West of Scotland. Information on my other place of interest, Skye, was available. I found a series of books of reprints of Inverness deaths reported in newspapers. In one book, Deaths as Reported in the Inverness Herald and Northern Herald Newspaper 1839 & 1844-1846, there was an intriguing entry about a death of a young man Macao with ties to a prominent surgeon in Portree. Both of those men were Mathesons and that's one of the names I'm looking for on that island. Perhaps there's a connection.

I came up with another tantalizing clue at the Mitchell Library while looking for Ross/McPherson marriages which may also link into my Skye family. We booked there to look at Scotlands People as it seemed the most user friendly option. Even the Mitchell wasn't up to full speed as the archives there were closed.

On a more personal level we linked up with some fellow researchers my friend had met online. They had connected through DNA and were working on the same family lines. I was along as fellow genealogist and body guard as her family had been leery about her meeting up with strangers she'd met through the internet. As I've been meeting in person with people I've met online since early 2000, I was surprised by that concern especially coming from younger people. The couple we met were a nephew and aunt with only 11 years difference in their ages. They were both interested in the mystery in their family tree which my friend wanted to explore – I wish my UK DNA would put me in touch with similar enthusiasts.



Turf house at Glencoe.

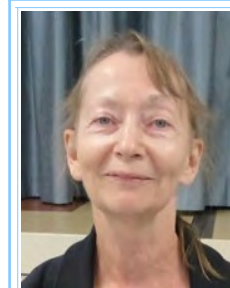
GENEALOGY ON THE ROAD

We moved over to Edinburgh for our last week in Scotland. From there we went on a couple of Rabbie's Tours. I finally got to stop in Glencoe but our time there was nowhere near long enough. Our other tour took us to Hadrian's Wall and Vindolanda, which was of great historical interest but I doubt I'll ever get my family tree back that far. Somewhere of archeological interest that I might have a better chance of connecting to is Finlaggan on Islay. We chanced upon an exhibit at the National Museum of Scotland explaining what the excavations there found. The display also speculated that the buildings at the site were destroyed by an agent of James IV, a much more recent era than the time of the Romans. Also included in the museum exhibit was information about housing on Islay in the later 1700s when I know my ancestors were living there. So, even though I wasn't able to immerse myself in genealogical research in Edinburgh, I was still able to find some social history relating to my ancestors by visiting a museum.



Vindolanda - the ruins of the fort used when Hadrian's Wall was built.

Meg writes about history and genealogy in *A Genealogist's Path to History* at <http://genihistorypath.blogspot.ca/>.
Read more about her findings in her blog.



HOLTEN PROJECT

PRIVATE CLIFFORD WILLIAM ROBERTSON SEPTEMBER 5TH, 1915 – MAY 15, 1945

Submitted by Jenny Bakken

Private Clifford William Robertson, son of William Craig Robertson and Jean (nee Craig) Robertson of White Rock, B.C., was born September 5, 1915 on a farm in Innisfail, Alberta. Pte. Robertson had two sisters.

Clifford attended school in New Westminster to Grade 8. His work experience was 5 years in mixed farming in Alberta. His Trade was as a machinist fitter, marine mechanic and diesel engineer and prior to enlisting he did this work in Alert Bay, B.C. His Corps Trade Grade was listed as RCA3C "Ca". His employment preference or ambition was machine work or marine engineering.

Pte. Robertson's religion was listed as the United Church.

Clifford's Attestation papers were signed July 25, 1942 in Valcartier, P.Q. Following his enlistment Clifford went through the traditional medical tests, receiving of vaccinations and training (Vernon and Valcartier) before heading overseas.

Unit: Royal Canadian Army Medical Corps. Division: 9 Field Ambulance. His Service Number was K40405.

Another Army unit he served with was R.C.A.S.C. - Royal Canadian A.S.C. "CA", 6th Division Petrol Coy.

Previous military experience was with the N.R.M.A. from May 21 – July 24, 1942.

- Embarked at Halifax Sept. 24, 1942, disembarked at Liverpool on Sept. 25, 1942
- Embarked U.K. June 27, 1943
- Disembarked Italy June 28, 1943
- Embarked Italy March 17th, 1945
- Disembarked France March 20, 1945

Could not find when he arrived in The Netherlands.

During his service Pte. Robertson had various postings.

Pte. Robertson was Killed in Action May 15, 1945 in The Netherlands due to multiple injuries received in a motor vehicle accident. Pte. Robertson was on duty at the time.

Pte. Robertson's temporary burial was at Crooswijk Cemetery, Rotterdam, Netherlands.

His permanent burial is at Holten Canadian War Cemetery, Grave Reference XII.G.14.

HOLTEN PROJECT

Service

Canada	May 21, 1942 – September 24, 1942
U.K.	September 25, 1942 – June 27, 1943
Italy	June 28, 1943 – March 17, 1945
NW Europe	March 18, 1945 – May 15, 1945

Medals

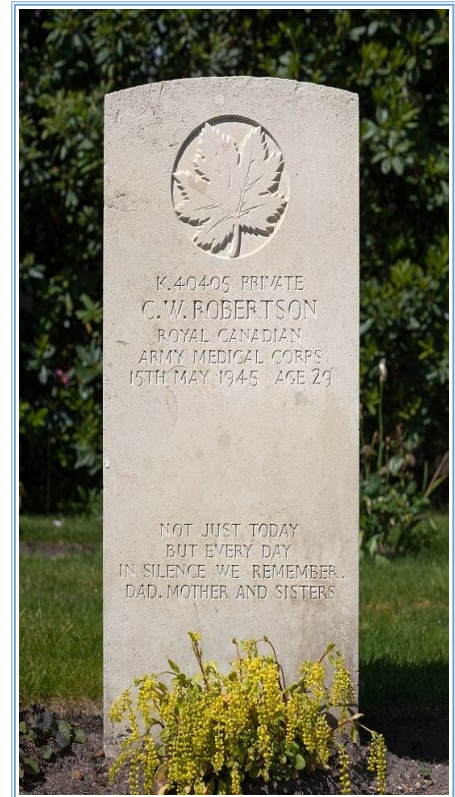
1939-45 Star
Italy Star
France and Germany Star
Defence medal
War Medal
CVSM and clasp
Memorial Cross was given to Pte. Robertson's mother along with the other aforementioned medals

Commemorated on page 559 in the Second World War Book of Remembrance.

This page is displayed in the Memorial Chamber of the Peace Tower in Ottawa on November 23

Resources

- Ancestry.com – Pte. Robertson's Military file
- Canadian Virtual War Memorial
- Canadian Fallene.ca
- https://en.wikipedia.org/wiki/Royal_Canadian_Medical_Service



Italy Star



France & Germany Star



Memorial Cross

HOLTEN PROJECT

LIEUTENANT JOHN GOURLAY,
Irish Regiment of Canada (R.C.I.C.)/ WWII
Service #G/32909

Submitted by: Sheryl Wilson
BCGS Member #4937

Date of Birth: 21 Sep 1912
Place of Birth: Sutherland, Saskatchewan, Canada
Hometown: Saskatoon, Saskatchewan, Canada
Schooling: High School: Nutana C.I. & City Park C.I. in Saskatoon
University of Saskatchewan & Normal School in Saskatoon
Employment: School Teacher
1937-1939 Mount Teriot School District, Shellbrook, SK
1939-1941 Blackley School District, Sutherland, SK
1941-1942 Saskatoon Public & H.S., Saskatoon, SK
(substitute teacher)

Date of Death: 02 May 1945, Age 32, Killed in action at Delfzijl, Netherlands,
Lieutenant with Irish
Regiment of Canada
R.C.I.C. (Army)

Residence at Time of Death:
Wife living on West 5th Avenue,
Vancouver, BC

Original Burial: Oostwold 5 Canadian
Cemetery Woldendorp
1/25, 000, 547151 sh 2708 GSGS 4414
Row Gr 9

Reburial: Holten Canadian Military
Cemetery, Holten, Overijssel, Netherlands
(Grave 11, Row D, Plot 5)

Commemorated on [Page 519](#) of the
Second World War Book of Remembrance.
This page is displayed in the Memorial
Chamber of the Peace Tower in Ottawa on
November 3.



HOLTEN PROJECT

FAMILY:

Parents: John GOURLAY born About 1885 in Glasgow, Scotland (died between 1916-1921 in Saskatchewan)

Mary Fotheringham HALDANE born About 1886 in Glasgow, Scotland (death unknown)

Siblings: 3 sisters and no brothers

Wife: Estelle Berniece PHILP born 5 July 1913 in Sutherland, Saskatchewan, died 2 Mar 2008 in Vancouver, British Columbia

Date & Place of Marriage: Vancouver, British Columbia, Canada

No Children

MILITARY HISTORY:

C.O.T.C. (Canadian Officers Training Corps):
University of Saskatchewan 1933-35 and 1941-1942

Date & Place of Enlistment: 6 May 1942 in Saskatoon, Saskatchewan

Residence at Time of Enlistment: 19 Coronation Court, Saskatoon, Saskatchewan with his uncle James Ferris Haldane

Occupation: Student at University (school teacher)

Personal Description:

Age: 29

Brown Hair, Blue Eyes, Fair Complexion, Height & Weight: 5ft, 5in., 126 lbs.

Worn glasses since childhood, Marks & Scars: vaccination mark on left arm, 3 inch irregular scar on right elbow, one flat mole on left thigh

MEDALS:

Memorial Bar and Memorial Cross (1945)

1939-45 Star

Italy Star

France and Germany Star

War Medal

CVSM & clasp



HOLTEN PROJECT

SOURCES:

1. BC Marriage Registration – REG #1942-09-531465, GOURLAY, John & Estelle Berniece PHILP <http://search-collections.royalbcmuseum.bc.ca/Image/Genealogy/7303ed8b-c6f0-4aa6-8591-26b5e76e4b4a>
2. Library and Archives Canada – Service Files of the Second World War – War Dead 1939-1947 <http://www.bac-lac.gc.ca/eng/discover/military-heritage/second-world-war/second-world-war-dead-1939-1947/Pages/item.aspx?IdNumber=43129&>
3. Commonwealth War Graves Commission <https://www.cwgc.org/find-war-dead/casualty/2227299/gourlay,-john/>
4. Ancestry.ca – Canada - Service Files of the Second World War Dead 1939-1947 https://www.ancestry.ca/interactive/9145/44486_83024005508_0925-00263?pid=121330&backurl=https://search.ancestry.ca/cgi-bin/sse.dll?indiv%3D1%26dbid%3D9145%26h%3D121330%26tid%3D%26pid%3D%26usePUB%3Dtrue%26_phsrc%3Demh44323%26_phstart%3DsuccessSource&treeid=&personid=&hintid=&usePUB=true&_phsrc=emh44323&_phstart=successSource&usePUBJs=true&_ga=2.155181439.636821896.1579211318-817945227.1523827648
5. The Canadian Virtual War Memorial (CVWM) <https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2227299?John%20Gourlay>
6. Findagrave.com <https://www.findagrave.com/memorial/14040855/john-gourlay>
Courtesy of Judy Barrette-Flint and International Wargraves Photography Project
7. Library and Archives Canada – 1916 Census of Manitoba, Saskatchewan & Alberta -Sutherland, Saskatchewan http://data2.collectionscanada.ca/006003/t-21944/pdf/31228_4363973-00573.pdf
8. Library and Archives Canada – 1921 Canada Census (Sutherland, Saskatchewan) <http://central.bac-lac.gc.ca/.item/?app=Census1921&op=pdf&id=e003223526>
9. Familysearch.org – 1926 Canada Census of Prairie Provinces. Alberta, Manitoba & Saskatchewan (Sutherland, Saskatchewan) <https://www.familysearch.org/ark:/61903/3:1:3Q9M-C395-G92J-3?i=2&cc=3005862&personUrl=%2Fark%3A%2F61903%2F1%3A1%3AQP5Y-X8ML>
10. [Van Canada Tot Dollar Tou... - De Bevrijdingsgevechten Aan Eems En Dollar Book by M.H. Huizinga & H. Doornbos \(Translation: The Liberation Fighting to Ems and Dollard\)](#)
11. Facebook Group: Holten Canadian War Cemetery (Administrator: Wouter van Dijken)

EJOURNALS

Journal Exchanges

Submitted by Yvette Howard
Member # 5770

The BC Genealogical Society carries out a journal exchange program with approximately 100 genealogical societies and organizations worldwide. The following is a list of the journals we currently receive. Many of these journals are available to view online in the Member's Resource section of the BCGS website (bcgs.ca). There are a number, indicated by an asterisk (*), which are only available to view by visiting the BCGS library in Surrey, BC.

In addition to these digital journals, the BCGS library has a much larger collection of paper copies of journals, some dating back to 1970s when the society began the journal exchange program.

British Columbia

Abbotsford Genealogical Society *
BC Historical Federation *
Campbell River Genealogy Society
Kamloops Family History Society
Kelowna & District Family History Society
Maple Ridge Historical Society
Nikkei National Museum & Cultural Centre
Nanaimo Family History Society *
Qualicum Beach Family History Society
Quesnel Genealogical Society
South Okanagan Genealogical Society
United Empire Loyalists' Association (UELAC) – Vancouver Branch
Vancouver Postcard Club
Vernon & District Family History Society
Victoria Genealogical Society *

Canada

Alberta Genealogical Society
Burlington Historical Society *
Historical Association *
Family History Society of Newfoundland and Labrador
Genealogical Association of Nova Scotia
Manitoba Genealogical Society Inc.
Ontario Ancestors (Ontario Genealogical Society)

- Bruce & Grey Branch
- Durham Region Branch *
- Elgin County Branch *
- Huron County Branch

EJOURNALS

- Irish Palatine Special Interest Group
- Kent Branch * (Discontinued publication Dec 2019)
- Kingston Branch *
- Lambton County Branch *
- London & Middlesex Branch *
- Oxford Branch
- Perth County Branch
- Quinte Branch
- Simcoe County Branch
- Wellington County Branch *

P.E.I. Genealogical Society *

Saskatchewan Genealogical Society Inc. - Regina

Société de généalogie du Grand Trois-Rivières

Société de généalogie des Cantons-de-l'Est

United Empire Loyalists' Association (UELAC) *

United Empire Loyalists' Association (UELAC) – Toronto Branch *

United States

American-Canadian Genealogical Society

American-French Genealogical Society *

Fiske Genealogy Library *

Genealogical Forum of Oregon, Inc.

Minnesota Genealogical Society *

New England Genealogical Society *

Riley County Genealogical Society (Kansas)

Skagit Valley Genealogical Society *

Yakima Valley Genealogical Society (*Discontinued publication Dec 2021*)

Europe

Amités Généalogiques Bordelaises

Centre Généalogique de Touraine *

United Kingdom

Aberdeen & North-East Scotland Family History Society

Anglo Italian Family History Society *

Barnsley Family History Society

Bedfordshire Family History Society

Birmingham & Midland Society for Genealogy & Heraldry

British Isles Historic Society

Buckinghamshire Family History Society

Cambridgeshire & Huntingdonshire Family History Society

Chesterfield & District Family History Society *

Doncaster and District Family History Society

Dorset Family History Society

Essex Society for Family History

EJOURNALS

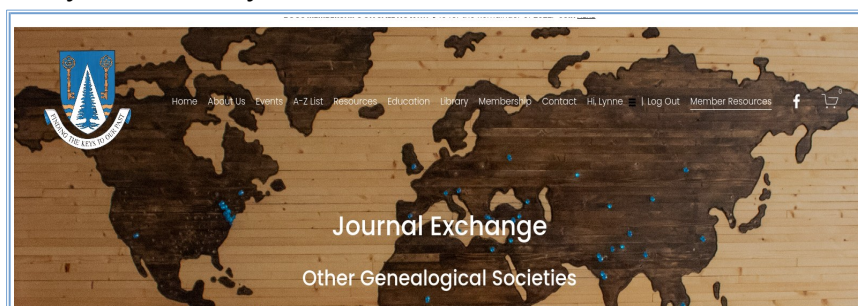
Family History Federation
Family History Society of Cheshire
Felixstowe Family History Society
Genealogical Society of Ireland *
Glamorgan Family History Society
Glasgow & West of Scotland Family History Society
Hastings & Rother Family History Society *
Herefordshire Family History Society
Hertfordshire Family History Society
Hillingdon Family History Society
Institute of Heraldic & Genealogical Studies
Isle of Wight Family History Society
Lancashire Family History & Heraldry Society
La Société Guernesaise
Manchester & Lancashire Family History Society
Nottinghamshire Family History Society
Shetland Family History Society
Society of Genealogists
Suffolk Family History Society
Troon @ Ayrshire Family History Society
Waltham Forest Family History Society
Weston-super-Mare & District Family History Society
Yorkshire Archaeological & Historical Society

Australia & New Zealand

Cape Banks Family History Society Inc.
Family History Society of New Zealand
Genealogical Society of the Northern Territory Inc.
Genealogical Society of Victoria
Heraldry & Genealogy Society of Canberra Inc.
Lithgow & District Family History Society Inc.
Milton-Ulladulla Family History Society Inc.
Richmond-Tweed Family History Society Inc.
Society of Australian Genealogists

Other

International Molyneux Family Association *



KETTLE VALLEY

The Kettle Valley Railway

by D.M.Wilson

With thanks to T.W. Patterson, R.D. Turner, Bert and Bernice Hogendoorn, Brian Titley, H.O. Slaymaker, Chris Padwicki, and George F.G. Stanley.

This article was originally published in 2002 in *Crowsnest Highway*
<http://www.crowsnest-highway.ca>

The amenities of the nearby Rock Creek Fairgrounds Campsite notwithstanding, on the right-hand side of highway 33 not six kilometres north from Rock Creek is one of the loveliest campgrounds in B.C., the Kettle River Provincial Recreation Area. At the entrance to the

campground a few metres from the highway, the access road crosses the overgrown grade of the KVR, and glancing eastward along it, one can see an old bridge some hundred metres away. The 53 sites of the campground are laid out on the Kettle's right bank, secluded in a sylvascape of Lodgepole and Ponderosa pines scattered upon saffron-yellow forest grass to comb the



dusty sunlight into brassy shafts through which dandelion parachutes drift on the stilling evening's airs. As at almost every other provincial campground along the Crowsnest Highway, there were no showers back in the '90s, but in July of 2014, the B B Hogendoorns informed me that this is no longer true, so sweaty cyclists can enjoy a good scrub-down, or risk a dip in the swift Kettle, known in Native times as the "Nehoiapitku."

Across the Kettle from the Campground, collapsing mine shafts burrow into the River's left bank, their rotting timbers sagging, weathered signs warning "Danger—Keep Out." These are the old Imperial group of mines—Badger, Imperial, Badger No. 1, Emeline, Lancashire and Imperial No. 1—and were last worked for their gold and silver ores in 1926. The next year the operators, the Hecla Mining Company of Wallace, Idaho, cleaned up the works, sending stock-piled ore to the Trail smelter which yielded but 11 ounces of gold and 2100 of silver, not enough to warrant further investment.

KETTLE VALLEY

Bordering the campground, the KVR's abandoned right-of-way is now but a gravelled path which leads an evening stroller down to the old steel through-truss bridge. The KVR installed this span in 1930 to replace the original wooden Howe truss structure, and CP found it too



much trouble to remove when it lifted the rails of this subdivision 49 years later. Between its piers, the River rushes as if late for its appointment with the Columbia, some 100 snaky miles to the south-east. Swooping through the Bridge's trusses and wheeling beneath its deck, snazzily attired Cliff Swallows carve complex manoeuvres into the mosquito laden air above the heaving waters.

The swallows, of course, don't realize that every time they flit across the River they are actually changing physiographic regions.

The west bank of the Kettle is the edge of the Okanagan Highland Range of the Interior Plateau; on the east bank begins the Columbia Mountain region, the first range rising being the Midways, part of the Monashees, a jumble of igneous, sedimentary and metamorphic rock, noted by H.O. Slaymaker in his chapter, "Physiography and Hydrology of Six River Basins" in Studies in Canadian Geography: British Columbia, for their foliated gneisses. The Monashees extend across to the Columbia River.

In the last few days of the Nineteenth Century the CPR completed the Columbia and Western Railway (C&W) to its western terminus at Midway, not 25 kilometres downstream from here. Though the C&W's charter permitted its owner to build through to Penticton on Lake Okanagan, CP declined to push farther west. Its main goal, the treasure house of the western Kootenays, had been reached, and the Company, blanching at the record-breaking \$40,000 per mile price of constructing the C&W, gladly shelved its permit and turned its attention elsewhere. Pioneer businessman Robert Wood and his associates in [Greenwood](#) and neighbouring [Midway](#) appreciated well the benefits which the Railway had brought to their district, and agreed that those benefits could only increase should a rail connection be laid to Lake Okanagan and onward to the Coast. That connection would put their towns not at the end of a spur line, but right in the middle of a through road. They could then do business both ways. Understanding that it might be years, if ever, before CP decided to build westward from Midway, Wood and his group—Ralph Smailes, James and Robert Kerr, Duncan McIntosh and Robert's brother, Christopher Wood—managed to interest financier John Cain of New York City in the project. Forming the Midway and Vernon Railway Company, Limited (M&V) in New York with Cain as president, the group petitioned the province for a railway charter which was duly granted on May 11th, 1901. With a provincial subvention of \$4,000 per mile, the New York-based Okanagan Construction Company was to build the M&V from Midway up the Kettle Valley and over the Okanagan Highlands to Vernon, at the head of Okanagan Lake, there to tie into CP's Shuswap and Okanagan Railway.

KETTLE VALLEY

Chartering the M&V was much easier than arranging financing, especially since the line's profits would ultimately depend on CP's good will. Even when the provincial Conservative government of Richard McBride raised the subvention to \$5,000 per mile, granted it a free right-of-way across crown lands and exempted it from taxation for ten years, few investors were willing to gamble, and though its grade from Midway a few miles toward Rock Creek was built in 1905, the M&V, derisively labelled the "Makeshift and Visionary," was doomed to remain a paper railroad. By the year the M&V built its little piece of grade, however, most folks in the area could not have cared less what happened to it, or the CPR, for that matter. They had a new hero: James Jerome Hill.



Robert Wood

In April of 1901, Jim Hill's Great Northern had finally acquired a controlling interest in the provincially chartered Vancouver, Victoria and Eastern Railway. Hill envisioned the road as GN's "third mainline" to the Coast, jogging back and forth across the Boundary from the Kootenays to Vancouver. The fact that he lacked the Dominion's permission to connect the VV&E to any of his American holdings was a matter of small concern to the hard-driving railroader. Beginning that July, Hill began rolling his Washington and Great Northern Railway (WGN) up the Kettle's valley from his Spokane Falls and Northern line at Marcus, Washington. When he came to the Boundary, he just began paying his crews with cheques drawn on the VV&E and kept on building up the valley. Hill's immediate objective was the City of Phoenix and its mountain of copper lying between Greenwood and Grand Forks. Having defeated a CP lawsuit intended to bar him from the region, in the summer of 1905 he again began extending his "northern line." Building up the Kettle from Curlew, Washington, Hill had his steel into Midway by September. Though he was briefly stalled there by the further antics of the CPR, by the fall of 1909 he had relieved Midway of its end-of-the-line status by pushing his line all the way across to Princeton. Complimenting his westward thrust, Hill had also been building the VV&E eastward along the south bank of the Fraser from Vancouver. His sights on the Cascades, Hill intended to have the western leg of the VV&E into the Coquihalla's valley by the time his boring crews completed their Tunnel from the Tulameen valley west of Princeton.

Hill's deeds pricked the CPR into action. Thos. Geo. Shaughnessy, president of the CPR since June 12th, 1899, had been eyeing Hill's progress with some concern. He had acquired personal interests in the region and had become quite interested in extending the Company's Crow's Nest Line through to the Coast.

As it was laying its C&W in 1899, CP had sent a survey party westward from Midway to search out a right-of-way to the Fraser. The party's findings were discouraging, and coupled with Edgar Dewdney's pessimistic evaluation of routes through the Cascades in 1901, the Company's board of directors, headed by Chairman Van Horne, had dismissed thoughts of continuing west from Midway. Hill's activity, however, goaded Shaughnessy; he couldn't abide the notion of being beaten out of south-western B.C., especially since he had an interest in a large "fruit ranching" tract on the western shores of Lake Okanagan.

KETTLE VALLEY

Despite the unsettled economics of the times, Shaughnessy had sent out a survey team in 1905 to map out likely routes between Midway and the proposed end of the Nicola, Kamloops and Similkameen line near Merritt. In the opinion of the chief surveyor, Henry Carry, building the line would be prohibitively expensive, and Shaughnessy shelved the project to attend to other matters. It wasn't until he met a man of similar vision that he commanded the CPR to build west to the Coast.

At Grand Forks, forty miles down-river from the Bridge at the Kettle River Campground, Eastern interests in 1901-'02 built the [Kettle River Valley Railway \(KRVR\)](#), an unsuccessful shortline intended to haul copper ore from the mines at Republic, Washington, to the enormous Granby Consolidated smelter at Grand Forks. Jim Hill beat the commercial tar out of the little line when he ran his VV&E-WGN rails into the Grand Forks area in the autumn of 1902 and began serving the same markets.

As the KRVR slowly withered, its owner, the Trusts and Guarantee Company, reorganised it as the Kettle Valley Lines (KVL) and sought to make it an attractive package in hopes of selling it to the CPR. To that end Trusts and Guarantee sent its managing director, J.J. (James) Warren, to Grand Forks in February, 1906, to see what he could do.



Thomas George
Shaughnessy

Warren saw that the KVL was worth little. Hill had it in a death grip, its equipment was shoddy, its trackage poorly constructed. The only valuable items it possessed were its wide ranging charters which permitted it to build south into Spokane and north-westward to the coal-rich Nicola valley around Merritt, and a federal subsidy of \$6,400 per mile for fifty miles of trackage. Warren reasoned that, if the KVL could fulfil its charters, it could make money by hauling the Nicola's coal and connecting the C&W to CP's Mainline at Spences Bridge. Though sorely short of money, Warren headed the KVL north from Grand Forks in July of 1906. Appreciating the KVL as a useful weapon in its fight with the Great Northern, the CPR made \$10,000 available to Warren to buy land for his right-of-way. A year later, out of money and with only eighteen miles of rail on the ground, Warren again approached the CP's directorate cap-in-hand. This time he was rebuffed.

Shaughnessy, however, had not been present at the meetings, and when Warren learned that the president was planning a visit to England in April of 1908, he arranged passage on the same ship, the *Empress of Britain*, and personally button-holed Shaughnessy.

Eager to attack the GN and save southern B.C. for the CPR, Shaughnessy embraced Warren's vision, and upon their return to Canada the two set to work to complete CP's Southern Mainline. Henry Carry was dispatched to re-examine the Thompson Plateau and the Cascades for potential alignments. Warren had the old M&V grade west of Midway evaluated by engineer R.A. Henderson, and then commissioned him to explore the Okanagan Highlands for a feasible rail route to Penticton. On October 20th, 1909, with the proviso that they employ no Oriental labour, Shaughnessy and Warren obtained from Richard McBride's provincial government a promise of a \$5,000 per mile subsidy for a 150-mile portion of the project between Merritt and Penticton, a tax break, and a free right-of-way across crown lands.

KETTLE VALLEY

For its part, CP undertook to finance the KVL which in turn assumed the charter and debts of the moribund M&V and guaranteed that within four years it would spike down 350 difficult miles of rail to connect Midway and its C&W to the CPR Mainline in the Fraser's valley.

While Shaughnessy extracted approval for the project from the CPR's directorate in the spring of 1910, Warren, now president of the enterprise that would be renamed the Kettle Valley Railway in 1911, applied for and was granted a federal extension to his company's charter which gave it permission to build through the Coquihalla Pass. On March 10th of 1910 the B.C. Legislature ratified the KVL's construction bill. On the following August 11th the KVL let the contract for grading and bridging west from Midway.

Directed by the watchful Andrew McCulloch, construction soon started with a broken-down locomotive and a few scrappy flat-cars borrowed from the CPR. Eastward from the end of the NK&S at Merritt, east and west from Penticton, the KVR's headquarters, and west from Midway crews set to work building against the province's four-year completion deadline. Driving the first spike at Midway on the 4th of October, 1910, the KVR hammered rails onto the old M&V roadbed to its end near Rock Creek. From there, on his own grade, McCulloch hurried up the Kettle River, reaching the bridge site at the Kettle River Campground on February 28th, 1911.

Having bolted together the wooden Howe truss structure, crews laid rail northward past Westbridge, where the Kettle and the West Kettle converge, and up the latter past old gold camps like Beaverdell and Carmi until winter halted work. CP never intended to build the line up to Vernon. Heading for Penticton, McCulloch and his staff picked their line into the Highlands around Little White Mountain, some fifty kilometres north of the campground bridge. Reaching Hydraulic Lake at the end of the 1913 season, the KVR established McCulloch Station as a service depot, to which a coach road soon extended twenty miles up Hydraulic Creek from Kelowna, bringing that town into the railway age. The next year, the spectacular canyons between Myra and Ruth at the top of the Highlands were conquered with eighteen bridges and trestles and two tunnels. On October 2nd, 1914, crews eastbound from Penticton up 27 miles of 2.2% grade—the longest, steepest unbroken railway grade in Canada—met their westbound comrades to drive the section's last spike in the middle of the West Fork Canyon Creek Bridge. Exactly two weeks later, the first revenue service train rolled into Penticton.



KVR Railway at Penticton, BC

As the KVR was taking shape, CP signed a lease on July 1st, 1913, which gave it exclusive use of the line until 1912. Seeking to weave the line more securely into the Company's operations, in 1919 J.J. Warren was made president of CP's Consolidated Mining and Smelting Company subsidiary and a year later was replaced as KVR president by D'A.C. Coleman, CP's vice-president of Western Lines. On January 28th, 1929, a disaster at Surprise Creek in the Rogers Pass blocked CP's Mainline for the seventeen days.

KETTLE VALLEY

Thrown upon the resources of its Southern Mainline, the Company was forced to recognize the KVR's limitations and, in the event that it might again need to rely upon it, decided to improve the Line. To make that easier, on January 1st, 1931, CP absorbed the KVR and combined it with its Columbia and Western to form the Kettle Valley Division. The rest of the Southern Mainline to the Alberta—B.C. border became the Kootenay Division.

These changes streamlined operations considerably. The KVR had owned little of its own equipment since the days of its construction, leasing rolling stock and locomotives from CP.

Typically, the Company released only older, worn units for use by the KVR. With integration, equipment could be merely assigned, and new, more powerful engines began to haul trains across the Southern Mainline. Most common, writes Robert D. Turner in his aforementioned Steam on the Kettle Valley, was the 2-8-0 "Consolidation" wheel arrangement which, in a sequence of classes over the years, increased in size and power. In 1932, 2-8-2 "Mikado"s, a more modern class of locomotive which was capable of pulling much longer trains, began to appear in passenger service, and were soon a common sight on all assignments throughout the Division.

Though a few of the first "Mikes" were oil-burning loaners from mainline service, the ones permanently assigned to the KVR were "hay burners"—coal-fired—until, with the stabilization of petroleum prices following W.W.II, CP began converting all of its locomotives to burn fuel oil in 1949. Struggling to economize, the KV Division was one of the first to receive the oil-burners.

After the Coquihalla Section had at last been declared open on July 31st, 1916, CP totalled up the final bill of the KVR's construction and found that it had cost \$20 million. The investment would never be recouped for, over the years, the Line barely recovered its annual operating costs from its most lucrative traffic; coal, lumber and fruit. Ah, but it passed through wonderful scenery, did the KVR, an asset not overlooked by CP's marketing department. On June 1st, 1919, two exclusive passenger trains running between Vancouver and Medicine Hat, the westbound No. 11 *Kootenay Express* and eastbound No. 12 *Kettle River Express* began operations.

Despite the natural attractions, ridership never amounted to much on the KVR, and during the Depression of the 1930s and even into the 1940s, there were often as many crew members and pass holders aboard the trains as there were paying passengers. Only the Post Office's contracts kept cash-flow steady. In 1947 Canadian Pacific Airlines began roaring its DC-3s and Lockheed Electras in and out of several southern Interior airfields, further reducing the number of travellers using its rail-bound sister service.



Courtesy Brian Fergusson bferguss@accesscomm.ca
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KETTLE VALLEY

In 1950, its first full year of operation, the Crowsnest Highway reduced the KVR's income from passenger traffic by some 60% and diverted tons of freight away from the rails and onto the backs of trucks, many of them operated by CP. In an effort to cut costs, CP did away with its *Kootenay Express* and *Kettle Valley Express* and substituted a fleet of "Dayliners", Budd RDCs (Rail Diesel Cars), between December of 1957 and March of 1958, running but one train daily each way between Lethbridge and Spences Bridge: No. 45 westbound and No. 46 east.

Losses continued, and though the Company cut back service to twice weekly, the maintenance of passenger services on its Southern Mainline still cost CP more than a half-million dollars in 1962 alone. Application was made and duly granted to cancel the service, and on Friday, January 17th, 1964, passenger service on the Line ended.

Though the passenger service ate up the KVR's profits, after improvements were made in the '30s and the Great Depression died in the Second World War, freight revenues on the Line soared. According to R.D. Turner in [Steam on the Kettle Valley](#), in the decade of the 1940s earnings tripled as the number of cars nearly doubled to 151,500. Convinced that these earnings could be further enhanced by modernizing the Line's motive power, CP began buying diesel prime movers from Canada's three main manufacturers—Montreal Locomotive Works, the Canadian Locomotive Company and General Motors. The 92 steam engines assigned to the B.C. portion of the Southern Mainline were replaced by 73 diesels by the end of September, 1953. By 1957 the Company had settled on GMs exclusively for yard service, while mainline duties were handled by CLC's Fairbanks-Morse-designed C-Liners and Freight Masters.

As it improved the reliability of its Mainline with tunnels and permanent snow sheds and realignments, CP eventually could no longer justify the expense of maintaining through services on the Southern Mainline. With its revenues steadily eroded by the trucking industry, the destruction of several stretches of roadbed by the Kettle River's spring floods in 1972 proved to be the last straw for CP.

After assisting Canadian Broadcasting Corporation crews in the filming of part of the adaptation of Pierre Burton's book [The National Dream](#) on the dramatic Myra Canyon section in June of 1973, the Company de-activated its trackage between Penticton and Beaverdell, and on the 26th of January, 1979, won federal approval to abandon the entire Carmi Subdivision—Midway to Penticton, 133 miles. By the end of that summer the steel between Midway and Beaverdell had been lifted: the Southern Mainline was broken.

More reading for this Era:

McGrath, T.M. History of Canadian Airports - Second Edition.
Basque, Garnet. Towns & Mining Camps of the Boundary Country
Sanford, Barrie. (2002). McCulloch's Wonder: The story of the Kettle Valley Railway.
25th Anniversary Edition, Whitecap Books.

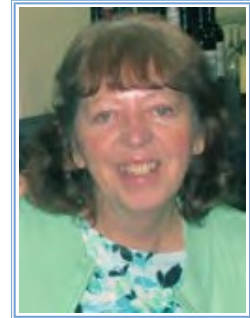


CP "Dayliner", retired

POSTCARDS

ANARCHIST MOUNTAIN

Submitted by Janice Kidwell
Member # 5033



Anarchist Mountain, located on Highway 3 east of Osoyoos, rises anywhere between 1233 metres and 1,491 metres above sea level depending on your source. Its summit is located 9.6 kilometers (6.0 mi) east of [Osoyoos](#) and 4.0 kilometers (2.5 mi) north of the [United States border](#) with [Washington State](#). The term is used primarily to refer to the rural district around the summit and its communities, and also to the [Crowsnest Highway](#) with its long climb up the mountainside from the floor of the [Okanagan Valley](#) at Osoyoos, just below.

Anarchist Mountain was thought to have been named for Richard Graves Sidley, born January 23, 1856 in Ireland and a settler from Ontario who arrived in 1885 (another source states 1884), who was appointed the first postmaster of Sidley in 1895, and was later made [Justice of the Peace](#) and Customs Officer.

Before Sidley, English speaking settlers called this summit Larch Tree Hill. Prior to settling on the mountain Mr. Sidley put in a couple of years placering on Rock Creek and other places where “pay dirt” was either known or believed to occur. People thought Mr. Sidley’s idea of ranching in this isolated area was not a wise idea but from its small beginnings the ranch gradually increased in size, reaching 2000 acres including arable land equal to any in the district, pasture lands timber suitable.

He held, for his time, somewhat advanced political views and was often called an anarchist, resulting in this plateau becoming known locally as “the anarchist’s mountain”. The name was officially adopted June 6, 1922 to refer to the plateau between Osoyoos, the town of [Rock Creek](#), and the town of [Sidley](#). Anarchist Mountain was the name chosen by Richard G. Sidley but was not named after him.

Local officialdom eventually relieved him of his appointments as J.P. and custom officer in Sidley.

Mr. Sidley married Anne “Nannie” Wray Fausset, also from Ireland, on September 1907 in Greenwood, B.C. Mr. Sidley died March 3, 1924 at his ranch; his wife Anne Nannie Wray Fausset was born 1858 and died November 20, 1938. Mr. and Mrs. Sidley are both buried at Bridesville Cemetery, Kootenay Regional District.

To add some more intrigue to Mr. Sidley and Anarchist Mountain, there was an article written by Greg Nesteroff published in the May 3, 2019 edition of the Trail Times newspaper. In this article Mr. Nesteroff is suggesting that the usual explanation for naming a site and in this case Anarchist Mountain, is incorrect and that the Anarchist Summit between Rock Creek and Osoyoos was named not for Richard G. Sidley but for John Haywood an eccentric who used to carry dynamite for blasting in his boots. Incidents that followed included theft of cattle, animal hide on Sidley’s farm gate with an abusive note and the next day a deceased bull with seven bullet holes in it. An attached note was signed “Jack Revenge”. Another story suggests it was not Mr. Sidley who was the anarchist but a gang of horse rustling outlaws that roamed the mountain. Mr. Sidley called the outlaws the anarchists.

Mr. Nesteroff’s article is detailed and interesting.

POSTCARDS

Preparing a write-up for the Anarchist Mountain postcard with all the various deemed reliable sources was challenging but I admit that finding information on Richard Graves Sidley and all the other characters who lived in this area was quite interesting.



The description on the back of the postcard reads: Anarchist Mtn Scenic Drive, Osoyoos Lake in background. There is neither a message nor a stamp on the back.

Taylorchrome Color Card. From an Ektachrome Transparency. Copyright G. Morris Taylor, Vancouver Canada. Printed in the U.S.A.

Sources:

Boundary Historical Society 10th Report 1985. 971.145 BHS1985 (available at BCGS Library).

[British Columbia / B.C. Postal History - 27 September 1907... | Flickr www.flickr.com https://www.flickr.com/photos/allmycollections/50967013556](https://www.flickr.com/photos/allmycollections/50967013556)

Here you will find a postcard written by Richard Sidley's wife Anne "Nannie" Wray Sidley (nee Fausset) to Stuart Fausset in Belfast, Ireland. Postmarked September 27, 1907. The stamp is of King George V.

BC place name cards or correspondence to/from BC's Chief Geographer or BC Geographical Names Office. <https://apps.gov.bc.ca/pub/bcgnws/names/1498.html>

Encyclopedia of British Columbia, Editor: Daniel Francis.
Harbour Publishing Ltd. ISBN 1-55017-200-x

POSTCARDS

1001 British Columbia Place Names by G.P.V. and Helen B. Akrigg.
Akrigg, Helen B. and Akrigg, G.P.V.; British Columbia Place Names, Sono Nis Press, Victoria
1986/or University of British Columbia Press 1997.

(Rupert W. Hagen, BCLS, Origin of Place Names in Boundary District, 1945 manuscript,
file H.1.45.)

<https://www.trailtimes.ca/community/anarchist-mountain-a-mistaken-b-c-namesake/>

https://en.wikipedia.org/wiki/Anarchist_Mountain

In Memory of Queen Elizabeth 11

This postcard features
a photo of
H.M. Queen Elizabeth 11
and
H.R.H. Prince Philip
taken to celebrate the
Queen's Silver Jubilee.

The official date of the
Jubilee was February 6, 1977.

*Photography by Peter Grueon
F.R.P.S..*

*It was published by John Hinde
(Distributors) Ltd. and was printed
in Ireland.*



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BRITISH COLUMBIA GENEALOGIST

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The Genealogist is looking for submissions from authors in categories such as Feature Articles, "How-To" Articles, Historical Mysteries, and general genealogy-related submissions.

1. Author is currently a BCGS member.
2. Content is a unique tale, easily readable, with details of how you uncovered the answers to problems. Sources or endnotes may be included as needed.
3. Photographs, family diagrams or other illustrations will complement your story, These should be submitted separately as jpegs, tiffs or PDFs. Captions for pictures are helpful.
4. Entries will be between 500 and 2000 words (roughly two to six pages), and should be submitted in an electronic format (PDF, Word document) to the Editor at Journal@bcgs.ca

Questions or Ideas ?
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Deadlines for Submissions:

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From Our Cover . . .

A retired "Budd Car".

Many residents from the interior of British Columbia will remember the "Budd Cars" or Dayliners that provided passenger service on the southern railway lines across the province during the 1950's and 1960's.

An article from a guest writer, WM Wilson recalls the many different cars and engines used on the railway service in Southern BC. Check the Kettle Valley Railway story on page 16.

