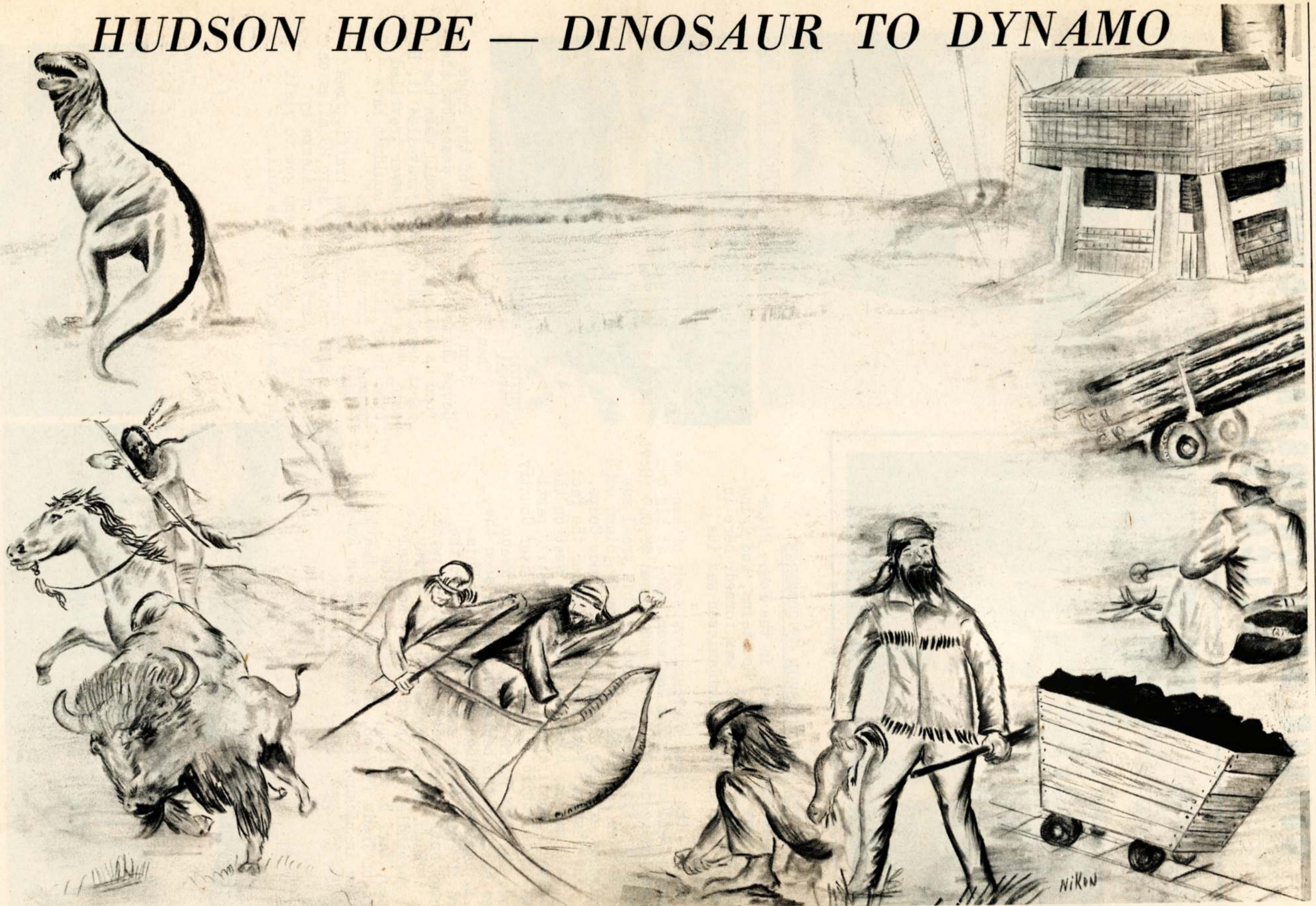
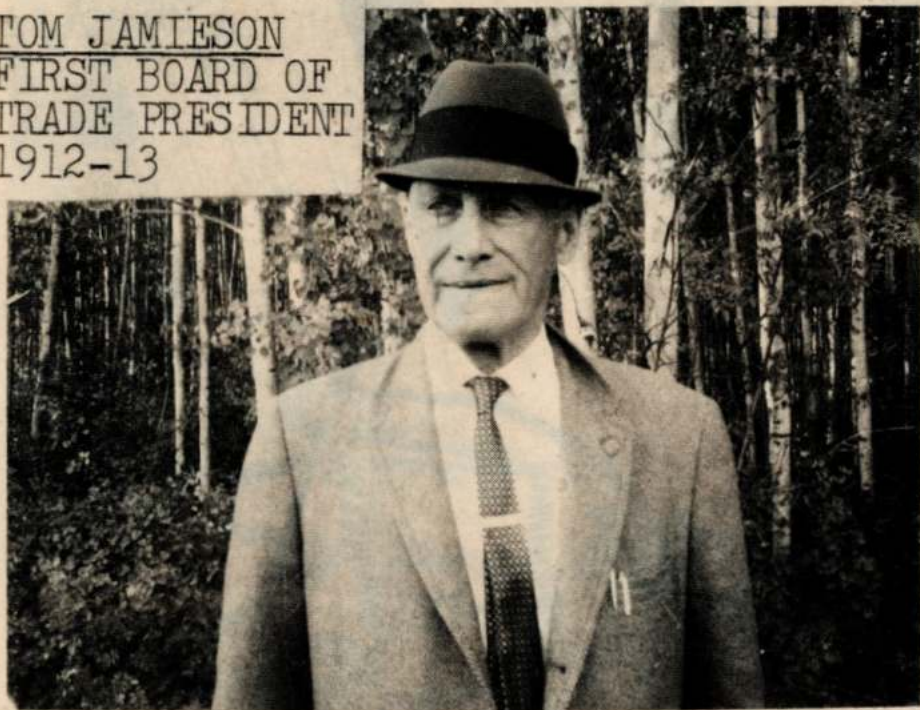


HUDSON HOPE — DINOSAUR TO DYNAMO



HUDSON HOPE CHAMBER OF COMMERCE WELCOMES YOU

TOM JAMIESON
FIRST BOARD OF
TRADE PRESIDENT
1912-13



THE FIRST CHAMBER OF COMMERCE

The first Board of Trade in the Peace River District east of the Rocky Mountains, and lying within the Province of B.C. was formed, here in Hudson's Hope in 1912. Tom Jamieson was its President.

In 1914 the first overland route out of here was organized and cut by Tom Jamieson, who, at his own expense had gone to Victoria and raised \$8,000 (Govt. Grant) for this project. (Part of this trail was opened up as far as East Pine where it joined with an already existing sleigh trail to Pouce Coupe.

Interesting? Yes! when you consider the fact that this man now holds an Aldermanic seat on the Municipal Council after 57 years of active participation in public life in the Peace River Country.

Below: The 1958 Board of Trade on the Peace River hill. In the background can be seen the P.G.E. Railroad bridge at Taylor, B.C. This Board of Trade Drive was to try and get the Highway built from Hudson's Hope to Chetwynd. Left to Right: Noel Verville, George Murray, Nell McKindle (Red Cross Outpost hospital nurse), Earl K. Pollon, president of the Board of Trade 1967-68, Ed Summer, Bob Beattie sitting in pickup, P.F. Tompkins and Guy Robison.



ROD TREW
OF RODS NEWS AND MENS WEAR
CHAMBER OF COMMERCE PRESIDENT
1968-69



Then 1958

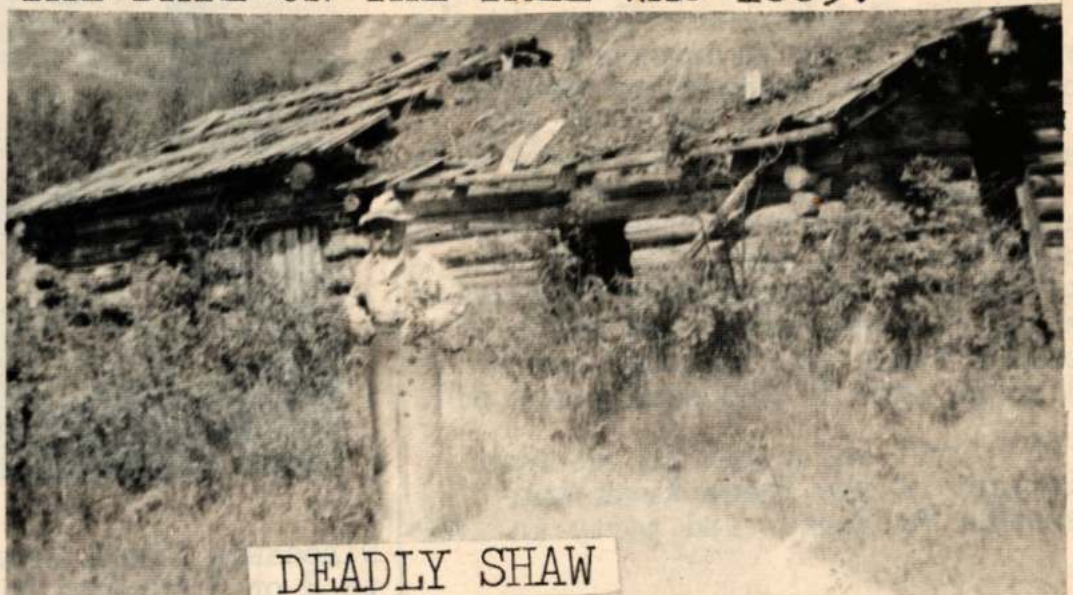
John Lund, President of the Pouce Coupe Chamber of Commerce described the road as well as anyone could when the first cavalcade of cars travelled it. He said, "The worst road I ever travelled over in my life! But I wouldn't have missed it for the world."

Now 1969, north bound traffic from the coast can actually save 28 miles on a trip to Fort Nelson or Alaska by coming this way..... and get to visit the big Dam Project, as well.





DEADLY SHAW FOUND A BLAZED TREE NEAR THIS CABIN IN 1912, TWO NAMES WERE ON IT, CHARLIE PAQUETTE AND OLSON. THE DATE ON THE TREE WAS 1885.



DEADLY SHAW

CHARLIE PAQUETTE
HE HAD NOT A SINGLE GREY
HAIR WHEN HE DIED IN 1936
AT WELL OVER NINETY YEARS
OF AGE.

EXCERPT FROM CHARLES HORETZKY
NOTES 1872 RAILWAY SURVEY
Taken from Peace River Chronicles.
"On reaching the level and sandy
terrace opposite "Hudson's Hope".
The euphonious name of the Co. es-
tablishment we could find no means
of communication with the oppo-
site shore; but, after yelling
ourselves hoarse, managed to draw
the attention of a solitary miner,
who was camped close to the Com-
pany's house. Carrying on a very
trying conversation with this in-
dividual, the distance between
us being about two hundred and
fifty yards, and a high wind blow-
ing, we found that Charlette, the

(Continued on page 17)



L. to R.-2 Forest Rangers, -Bill Carter, who came
to the Peace Country in 1905 with N.W. Mounted
Police cutting the Klondike N.W.M.P. trail. Re-
turning permanently in 1912.
4th man-Goldthorpe. Next Col. MacIntosh 1st Post-
master in 1912....6th man unidentified.....
extreme right-Charlie Paquette.



LES BAZELEY
RIVERMAN, TRUCKER,
MAIL CARRIER &
PHILOSOPHER

BILL KEILLY
WITH HIS EVER
PRESENT CAMER



L. to R: Unknown Forest Ranger, Jack Thomas, Mrs.
& Mr. Scarmouth in front of Hudson's Hope's first
Post Office.

HUDSON'S HOPE HISTORY

DINOSAUR TO DYNAMO

300 million years ago the dinosaurs roamed this area, leaving their tracks in the inland lake beds. These tracks may be seen today in the rock formations along the Peace River Canyon.

At one time it is believed that the Peace River ran on the North side of Portage Mountain, was rerouted by glaciers and cut the present channels around the south side. To bear this out, the glacier moraines from which the dam is constructed had parts of mastodon tusks in them that are believed to be over 10 thousand years old.

The first white man to discover this part of the Peace River was Alexander MacKenzie and party in 1792-93,

In 1805 the Hudson's Bay Co. built the first Trading Post at Hudson's Hope, then called Rocky Mountain Portage House. This makes Hudson's Hope the third oldest established district in British Columbia. This post operated for a time, then was closed down by the Hudson's Bay Co. to punish the Indians for their resistance to the white man's invasion of their country.

From 1862 on, the Hudson's Bay Co. had opposition from Free Traders such as Twelve Foot Davis, Cust, Pete Toy, Nigger Dan, etc.

Signs of the '98 Gold Rush miners could be found along the shores and on the bars of the Upper Peace up to the time of the flooding of the valley by the W.A.C. Bennett Dam.

This Dam creates one of the largest man-made lakes in the world, opening new areas and shores to be explored by the small boats and pleasure craft.

The growing season of the area is rather unique due to the long days of sunshine during the summer months. Gardens and crops are generally good with an average 68 day frost free growing period.

The weather of the area goes to extremes at times. The summers can be extremely hot and the winters extremely cold, or winters very mild and summers cool. The newly formed lake is expected to raise the average temperatures about 4 degrees.

GAME - Moose, mule deer, white-tailed deer, black and grizzly bear, Stone sheep, mountain goats, caribou and elk.

FUR BEARING ANIMALS - Beaver, fox, martin, fisher, lynx, coyotes, timber wolves, mink, weasel, red squirrels, muskrats, wolverine and otter.

GAME FISH - Rainbow trout, grayling, dolly varden, wall-eyed pike, jack fish. Some lakes have white fish (not a game fish)

WILD FRUITS - Blueberries, raspberries, high bush cranberries, low bush cranberries, black currants, red currants, chokecherries, huckleberries, pincherries, saskatoons,



Dinosaurs lived anywhere from 60 million years ago to 2 or 3 hundred million years ago. When the mountains were formed the great swamps drained, leaving the largest dinosaurs without sufficient food. Brachiosaurs were the largest of these. The large flesheater, Tyrannosaurus lived on the plant eaters. They too died out when the vegetation consumers perished.

TIMBERS - Lodgepole pine, spruce, balsam, birch, tamarac, aspen (poplar), Balm-of-Gilead.

POTENTIAL INDUSTRIES - Forest products, coal mining, cement, untapped mineral ores on the newly formed lake, farming and ranching, oil and gas.

Coal was discovered in 1903 by Neil Gething and staked in 1905 by Neil Gething and Steele Johnson. A company was formed and brought a mine into production in 1922. This mine closed due to lack of transportation.

First settlers, led by Tom Jamieson, arrived here in 1912. More followed, over the years.

During the 1920s and on into the late 30s guiding, outfitting, trapping and placer mining were the main sources of revenue. During the depression years hundreds of placer miners worked the bars of the Peace and her tributaries.

In 1932 the first lime kilns were burned for commercial lime sales, brought into production by Jack Polon and sons. This operation lasted until 1948.

In 1940 during World War II, coal came into production again. 3 mines operated - the King Gething Coal mine, Packwood Coal mine (renamed Reschke Coal mine), and the Peace River Coal mine. The latter lies under the eastern end of the W.A.C. Bennett Dam.

HISTORY OF INTEREST - In 1880 Charlie Paquette claimed to have acted as canoeman and guide for the Smithsonian Institute, taking them down into the MacKenzie River delta in search of musk-ox specimen.

In 1912 Deadly Shaw, early settler found a blazed tree with Paquette's name on it dated 1885. Could have been when he returned from his Arctic guiding expedition.

The tracks of the various dinosaurs, found in the rock formation along the Peace River Canyon are as large as 3 feet in length. There are other smaller tracks that are only 12 or 14 inches in length.

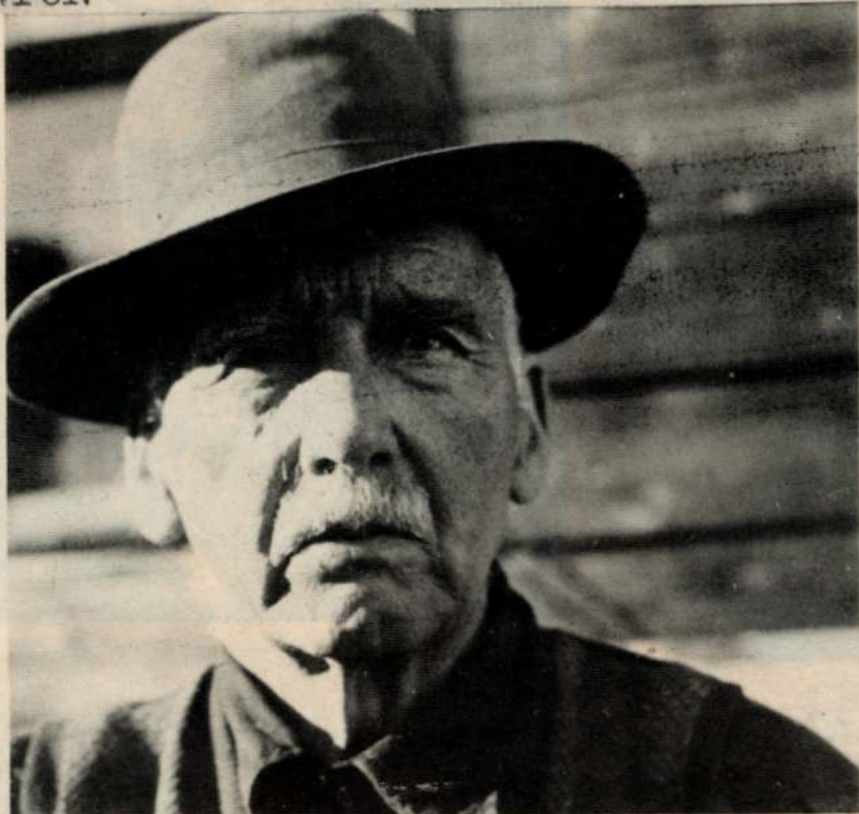
The photo shown above, with Colleen Smith, when a child, (nee Neil) sitting beside them, were among the larger group of tracks found here.

When the rock formation was exposed in preparation for the installing of penstocks, power house and spillway many more tracks of dinosaurs were exposed. Plaster casts of some of these tracks may be seen at the Hudson's Hope Museum and W.A.C. Bennett Dam Lookout.

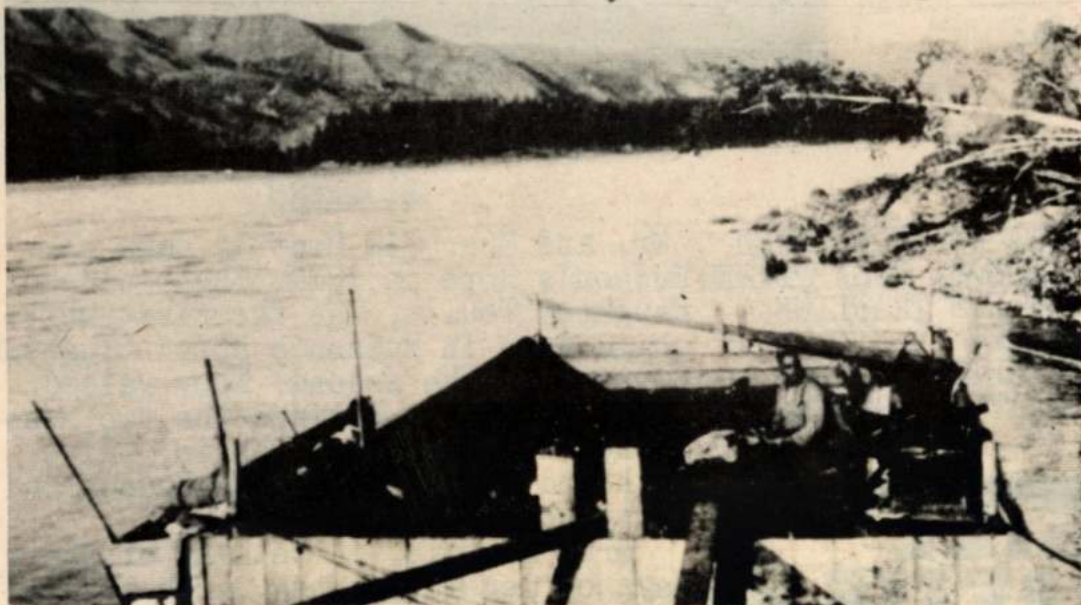
Also shown at the Museum and the Lookout are parts of Mastodon tusks taken from the moraine from which the dam is constructed.

The first Railway survey through the Peace Pass was made in 1872.

NEIL GETHING, DISCOVERER AND ORIGINAL STAKER OF COAL IN THE PEACE RIVER CANYON



WES GETHING TAKING FIRST BARGE OF COAL OUT OF ALYARD MINE IN CANYON DOWN TO PEACE RIVER CROSSING:, IN 1924



L. to R. BILL CURRIE, M.S. MORRELL, JOE HOLT, NEIL GETHING, LLOYD GETHING, AND AL CHAPPLE IN FRONT OF PEACE RIVER COAL MINE PORTAL.



THIS MINE NOW LIES UNDER EASTERN END OF THE W.A.C. BENNETT DAM.

COAL

In 1903, Neil Gething, after prospecting in the Cariboo area, drifted down the Peace River to Hudson's Hope. On arriving he walked down into the canyon below the landing and discovered coal seams.

He went back outside, then returned in 1905 accompanied by Steele Johnson. They staked the coal and went out and registered it. A law suit developed between them and an eastern company who had also staked these coal seams. The eastern company claimed that Mr. Gething and Mr. Johnson could not have made the trip in the time they said they had. Called in as evidence was Frank Beaton's diary and visitors book (He was the Hudson Bay Company's manager at old Fort St. John) They were able to prove by these records that they had come in by way of Grouard and staked the coal at the stated time. They won the case.

Mr. Gething returned every year after that to do assessment work on these claims. It wasn't until about 1920 that they tried to bring the coal mines into production. At that time he brought his family and remained permanently.

The coal was taken to Peace River Crossing and tried as steam coal. It was found to be of very high quality.

An attempt was made through the old Board of Trade here to try and get certain parts dredged, to accommodate very large steam driven stern-wheelers to ship this coal down to Peace River Crossing. They hit an impasse. The government said they could not do this until the amount of coal being shipped warranted the cost of dredging. The company which Mr. Gething had formed said, "We can't ship any amount until the river is dredged". Same old government story, "The chicken and the egg".

The largest of these steam driven stern wheelers put on the river by the Hudson Bay Co. to try and haul coal down out of the canyon was the D.A. Thomas. This boat grounded in the canyon and was there all winter. That brought coal production to a halt, other than a little that was used in Hudson's Hope for heating purposes.

Then, with the outbreak of World War 11 three coal mines started up; The Peace River Coal Mines, The King Gething Coal Mine, and the Packwood Coal Mine which was later changed to Reschke Coal Mine. These mines supplied Dawson Creek, Fort St. John and up the Alaska Hiway, for several years and it appeared that coal was coming into production for keeps. Then with the war's ending and the striking of gas the coal mines gradually lost their sales. Cost of transportation out of here was so high that they could not compete with these lower cost fuels, so once again coal rests, awaiting a market. The quality of the three above named mines is

(Continued on page 12)



MRS. JIM BEATTIE



JIM BEATTIE

JIM &
OLIVE
BEATTIE
SWIMMING
HORSES
ACROSS
PEACEJUST ABOVE
PEACE RIVER
CANYONGIRLIE BEATTIE IN FRONT OF APPLE
ORCHARD AT GOLD BARMAN STANDING FRED
CASSEY. DISAPPEARED
ON HIS TRAPLINE.
GIRLS
GIRLIE & TOULIE
BEATTIE. SEATED
MEL KYLLOPIONEERS

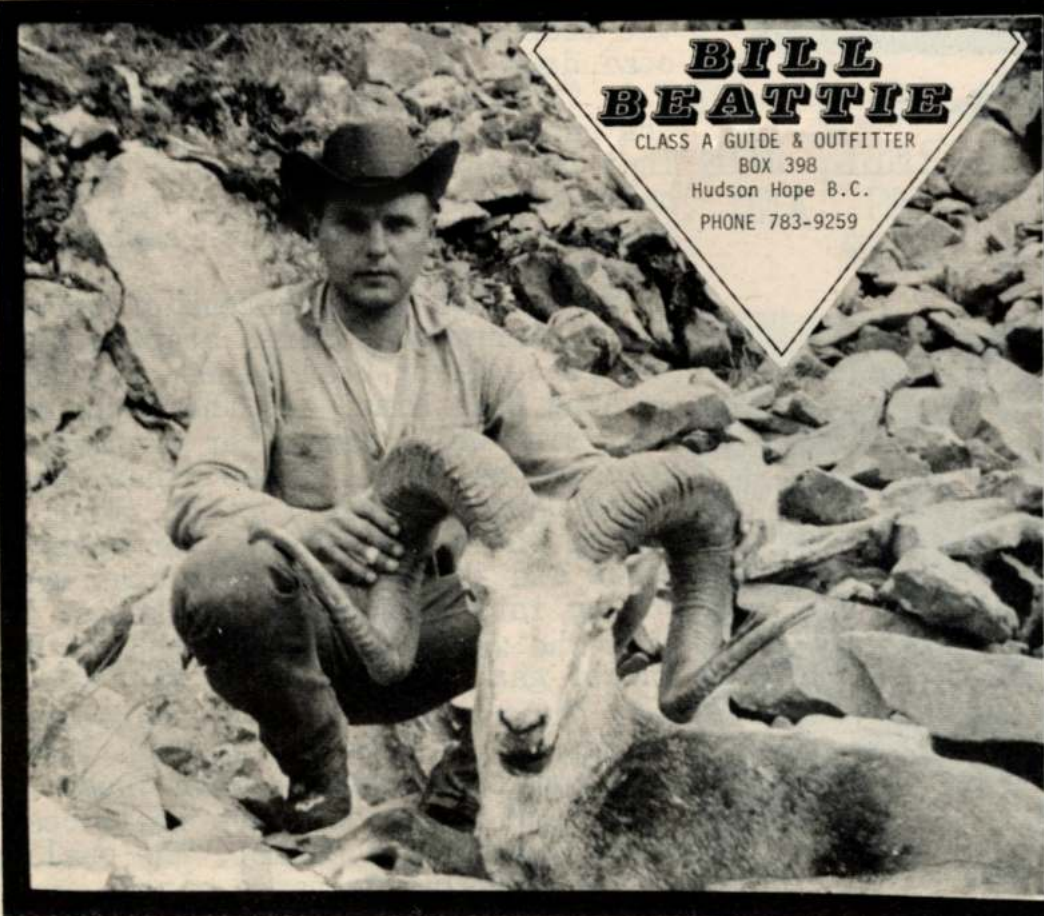
Mr. and Mrs. Jim Beattie came to Hudson's Hope in 1914. Their eldest daughter Toulie, was the first white child born in Hudson's Hope. Daughter Girlie was the second. They raised eight children. Besides the two mentioned were Clarice, Bobbie, Olive, Ruth and the twins Billie Hudson and Jimmy Hope.

Mrs. Beattie, in telling of their days of developing the ranch at Gold Bar is a mixture of various emotions. She says her clearest recollection was the hard days of clearing the land at 20 Mile and building the wagon road into the ranch from Hudson's Hope.

She, alone, burned off, in one day 20 acres of brush that had been cut and piled by her and Jim. She says, "I was so tired that night I couldn't sleep when I went to bed. I kept seeing the flames of the burning brush piles. It was a perfect day for burning and I didn't want to quit until I was finished, in case of an unfavorable wind the next day. There was enough moisture in the surrounding area to make it safe for the blowing sparks and yet the piles were dry enough to burn".

Their years at Twenty Mile were memories of days of hard work. They had one of the finest gardens in the

(Continued on page 35)

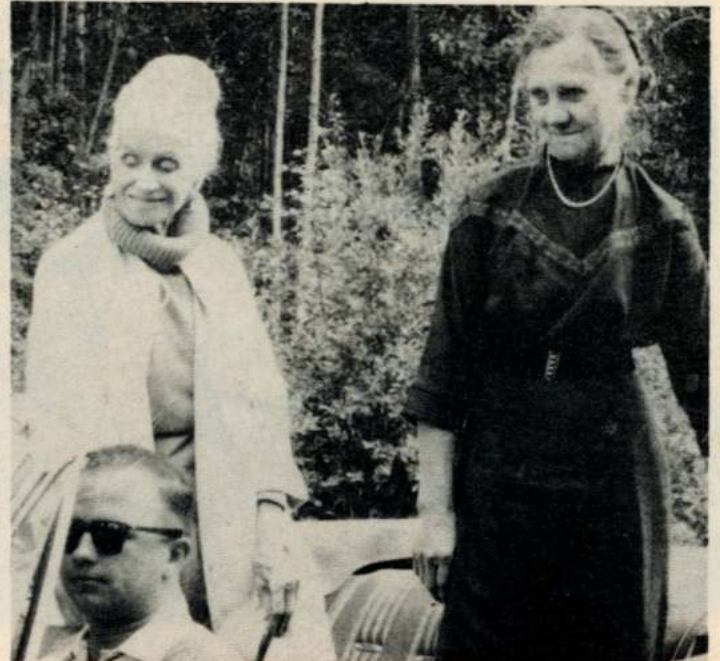
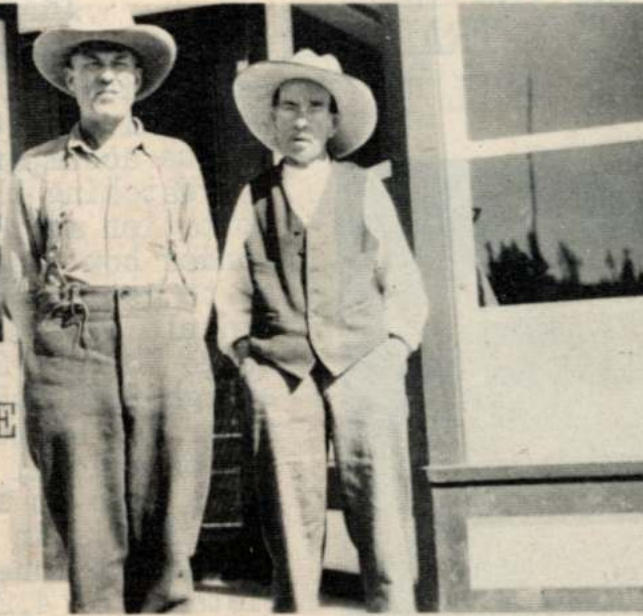


**BILL
BEATTIE**

CLASS A GUIDE & OUTFITTER
BOX 398
Hudson Hope B.C.
PHONE 783-9259

STANLEY WALLACE
FROM TEXAS 1912

RIGHT
DEADLY SHAW FROM
ENGLAND 1903 CAME
TO HUDSON'S HOPE
1912



L. to R. Mrs. Lucill Adams and Mrs. Elizabeth Beattie, photo taken 1966 M Day Parade.

HUDSON HOPE Box 452



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AUTHORIZED
INTERNATIONAL
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Mrs. Jack Adams reminds one of a beautiful multicoloured hummingbird with her darting mind and sunny disposition; sipping of all the interesting nectars of life --- flash --- a second here --- flash --- flash --- a second there --- never hovering overlong sipping of any one blossom. Continuously darting --- hovering --- flashing to each new and more enchanted appearing nectar --- ambrosia laden flower --- never seeming to sate her appetite for life, or come to rest upon any single blossom.

At 89 she still appears to be the same sharp minded, life-loving woman whom I met over 30 years ago. A woman who can never die of old age - for she has never aged, and surely in her hovering flights must have discovered and sipped of the long sought for "Fountain of Eternal Youth".

Let's let her speak for herself.
She can tell of her life better than I.
E.K.P.

(Excerpt from a personal letter to Bonnie and Earl Pollon)

You young people are all part of my northern family and I'm watching you find your place in a country that has a great future. I saw it many years ago - over 55 years when Jack and I arrived at Finlay Forks. I told him I saw a great dam and more than one city - research center and an enviable place to live normally, where we could produce much of what we consumed, while we took time to live and enjoy that vast country and help in the development.

It is all so much more worthwhile as a way of daily life than one gets in big centers, under backbreaking overhead costs for existence, and you will find thousands of people who will go back to that simplicity once the country is ready to open the gates to a new wave of life, as was the case with us early settlers fifty years ago.

(Continued on page 36)

Loiselle Transport Limited

"we serve the north"



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| 4. HUDSON HOPE, B. C. 783-5225 | 8. WHITEHORSE, Y. T. 668-2688 |

LEFT KING GETTING TAKING LEO
RUTLEDGE RIGHT TO THE TRAPLINE
ON A LATE SEPTEMBER MAIL TRIP
TO FORT GRAHAM.



TRANSPORTATION

The transportation problems of the early pioneers of this country are well illustrated by the modes shown in the accompanying photos compiled.

Watching the many means of transportation available today makes one wonder how the oldtimers ever managed to get anything done when, for example it used to take three days to go to Fort St. John by team and sleigh from Hudson's Hope. Just the other day while the Canada Air strike was on a local man drove from Hudson's Hope to Glace Bay, Cape Breton Nova Scotia in seventy-two hours to attend the funeral of his father. A distance of 4,200 miles.

Dog teams right up until the forties were a common means of winter travel as were team and sleigh. River boats plied the rivers into the fifties, and, of course there were the old hand pushed ice sleighs, used on both the lower and upper river. Also the old reliable "Shanks Pony." Hundreds of miles were walked in the Peace Country. Snowshoers actually developed a swinging stride that lets an old trapper recognize another trapper even though they have never met before for they never lose that stride.

For years King Gething hauled the mail to Finlay Forks and Fort Graham. He carried gold back down river for the prospectors, by boat, and everything from potatoes from Beattie's or Jack Thomas' to goats for Charlie Jones at the Carbon River. Often he would have a Game Warden, Forestry Fire Warden or dignitaries from all over the world.

King was the first radio ham in this country and was also one of the best radio builders. He made many of the sets used in here by a lot of the people. A little story that bears telling has to do with one trip when he was going upriver to relieve Roy Sharpe who was radio operator at Finlay Forks. King being King and radios his specialty, he stopped on the way to help Ed and Louie Stranberg with a set they were building. He finally got the short wave working and was lying on the bunk listening when voices cut in. Fred Gaylor, who was radio operator here and Roy Sharpe. King was under discussion.

"Where the heck is King?" Roy wanted to know, "He should have been here to relieve me three days ago. I'm going out to get married and my bride-to-be will be wondering what has happened to me".

"Darned if I know," Fred replied, "But you know King. He'll be there but it's hard to say when".

"Heh, heh, heh," King chuckled, "The boys never worried when I was late with the mail. I guess Roy don't like waiting to get married. I'd better crank up the old kicker and get going". This was evening. The next morning

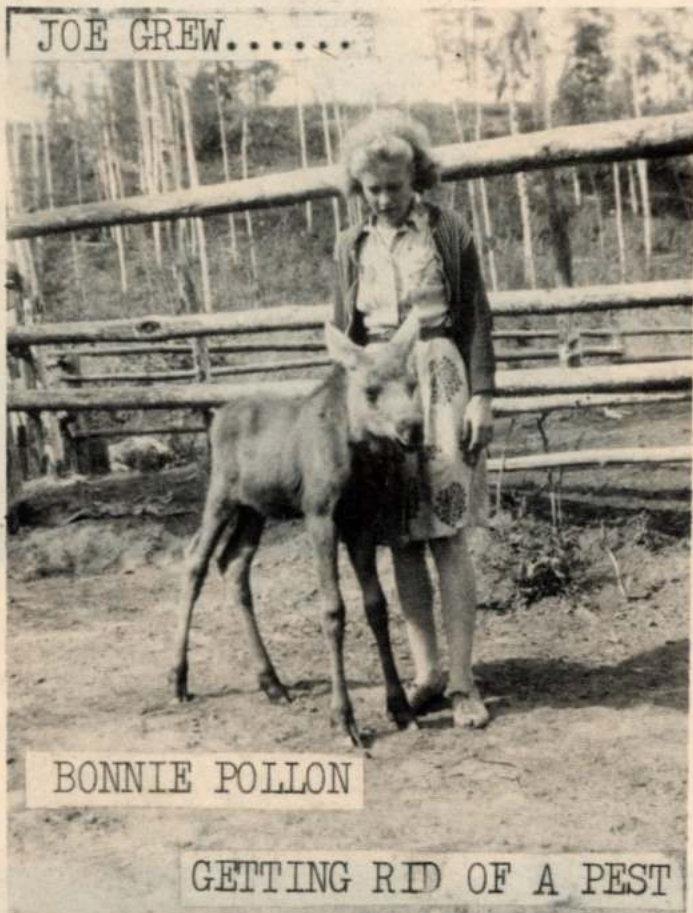
(Continued on page 11)

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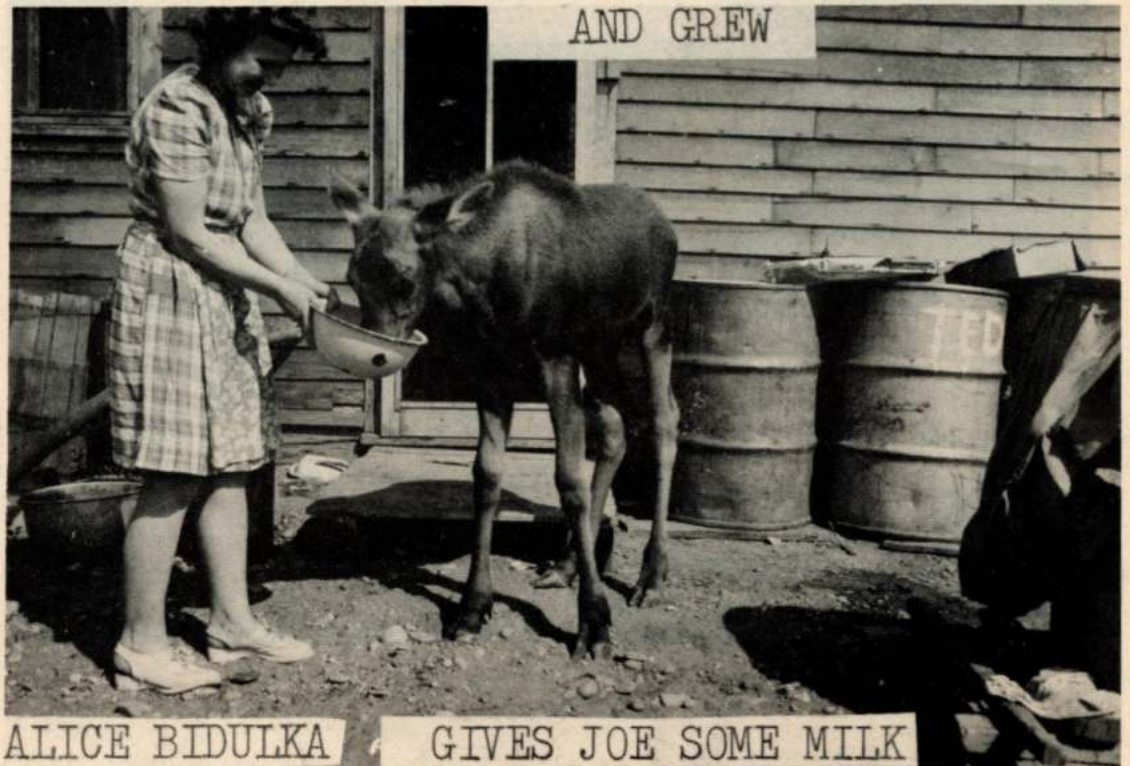




JOE GREW.....

BONNIE POLLON

GETTING RID OF A PEST



AND GREW

ALICE BIDULKA GIVES JOE SOME MILK



AND GREW

IVA BOYNTON

FEEDING THE LITTLE DARLING!



THE LITTLE LOG ST. PETER'S ANGLICAN CHURCH. STILL USED. BUILT IN 1938

LYNX CREEK TRAILER COURT
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UNWANTED JOE

In the spring of 1946 Gene Boring was horse hunting when he heard a bear and moose doing battle. He went to investigate and found a large black bear and a cow moose fighting. The bear was after the cow's calf. Gene watched for a time, then noticed the bear had ripped open the cows stomach and her entrails were hanging out. He shot the bear and the cow which would have died anyhow.

He brought the calf moose home, but not having milk gave it to Bonnie and Earl Pollon to look after. They were also caring for a large Husky female dog. Now Joe as he was named became a very friendly if stupid pet. He had the bright idea of making friends with Yukon, the Husky. Yukon liked Joe, too but for altogether different reasons. Joe looked like good eating to her.

Well, Joe had a terrific appetite and was drinking more milk than the milk cows calf. "Joe's got to go," said Earl, so he contacted the Game Warden and asked him if the Game Dept. wanted Joe. They didn't and the Warden said, "The Department wished people would leave wild animals alone. Something like this always happens. Turn the calf loose".

They tried to give it to the Kylo's. They didn't want it, so Joe
(Continued on page 37)



JACK POLLON PROUDLY DISPLAYS A TROWEL OF FRESH SLACKED LIME FROM HIS KILN, FOR THE BENEFIT OF GLADYS SKINNER, DISTRICT NURSE.

THIS BEAUTIFUL LITTLE CABIN WAS BURNED BY VANDALS ALTHO HISTORICAL SOCIETY INTENDED TO RENOVATE IT BACK TO ITS ORIGINAL STATE OF BEAUTY.



BURNING LIME IN PIT

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ROCK KILN

In 1932 Jack Pollon and Son's brought lime into production in Hudson's Hope. The town took on a lot cleaner and brighter appearance after the introduction of one of the towns first industries.

The lime was burned in open pit kilns and shipped via the Hudson's Bay freight boat the Weenusk, Morris MacGarvey, the mail carrier, and Vic Peck river freighter, to points downriver. King Gething also hauled lime for people upriver to various points. Some of the lime was shipped down into the Arctic via the Bay boats. It was used for several years by Loberg & Sons, contractors at Dawson Creek and Grande Prairie. This lime was considered of better grade than the outside lime, by all who used it.

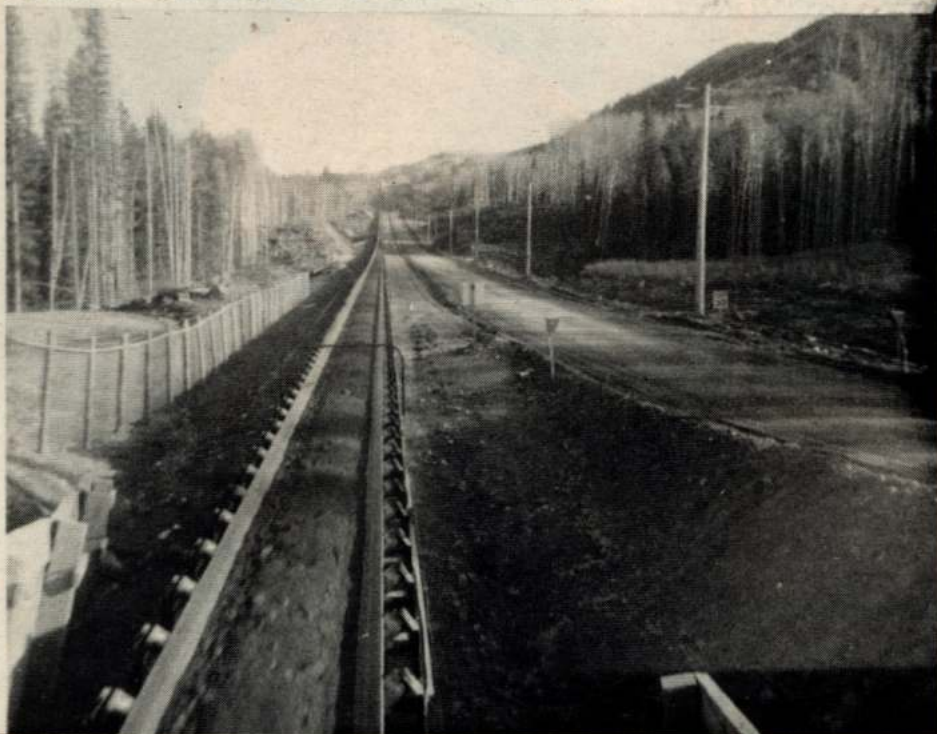
The burning was an interesting process. When the kilns were being burned you could always find a group sitting by the kiln watching the flames which had many colours as they flickered and danced across the top of the kiln as the gasses were burned off. You could almost always find a bottle of beer being consumed, weiners or moose meat being roasted or barbecued over the pit.

(Continued on page 37)

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YOUR FRIENDLY ONE STOP SHOPPING

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HUDSON'S HOPE ENTERPRISES LTD.

World's largest conveyor belt
66 in. wide carried fill deposit
to washing & screening area for
the Bennett Dam fill.



MR. AND MRS. VICTOR PECK.

Vic Peck was trapper, river man and ferry man for many years in Hudson's Hope.

Mrs. Peck was a registered nurse and for many years her home was the medical centre where the people of the area could receive attention. She performed minor operations, delivered babies by the dozen, lanced boils and just generally administered to the ill.

The Peck's raised four sons, Vernon, Keith, Donald and Bruce.

TRANSPORTATION (CONTINUED)

King arrived in Finlay Forks and Roy away to his wedding. Strangely enough the attitude of almost anyone in the north was, "If we don't get it done today, we'll get it done tomorrow." It was always the "Land of Tomorrow" and people even now cannot understand the oldtimers who have never really gotten over this relaxed method of living. King frustrated many of his passengers with his pet saying, and doing, "Another dead tree. Time for a cup of tea".

LEO RUTLEDGE

Who arrived in this country like Wrong Way Corrigan.

He was 17 years old in 1927 and decided to go trapping in the North West Territories. When he arrived at Peace River Crossing he found there would be no boat going down north for another two weeks, but one was going to Hudson's Hope the next day. He thought he would come up and have a look at this country. Leo liked what he saw and decided to stay over till the next boat came up. Well, he has never caught that boat yet.

Leo trapped, guided and now has his own Big Game Guiding and Outfitting set up.

In 1929 Fred Gaylor, Telegraph Operator hired a pretty little blond English girl in Edmonton to come to the Hope and do the housework for his wife Gladys. She took one look at this big, strong, softspoken, silent man of the North and his rambling days were over. A whirlwind courtship. In two months Fred Gaylor had to look for a new helper for his wife.

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PACIFIC PETROLEUMS LTD.
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HUDSON'S HOPE IN 1916



ABOVE:

Fred Montieth, who had far more University degrees than ambition. He acted as communicator for the Indians illiterates and semi-illiterates to the higher echelons of Education and Government bodies.

He came to Hudson's Hope in 1912 with Tom Jamieson, then served overseas during the First World War. He was ferry man, mining recorder, postmaster over the years. He compiled notes on the history of the country for many years, in preparation for a book he intended to write but never did. During the Second World War a man borrowed these notes and never returned them.

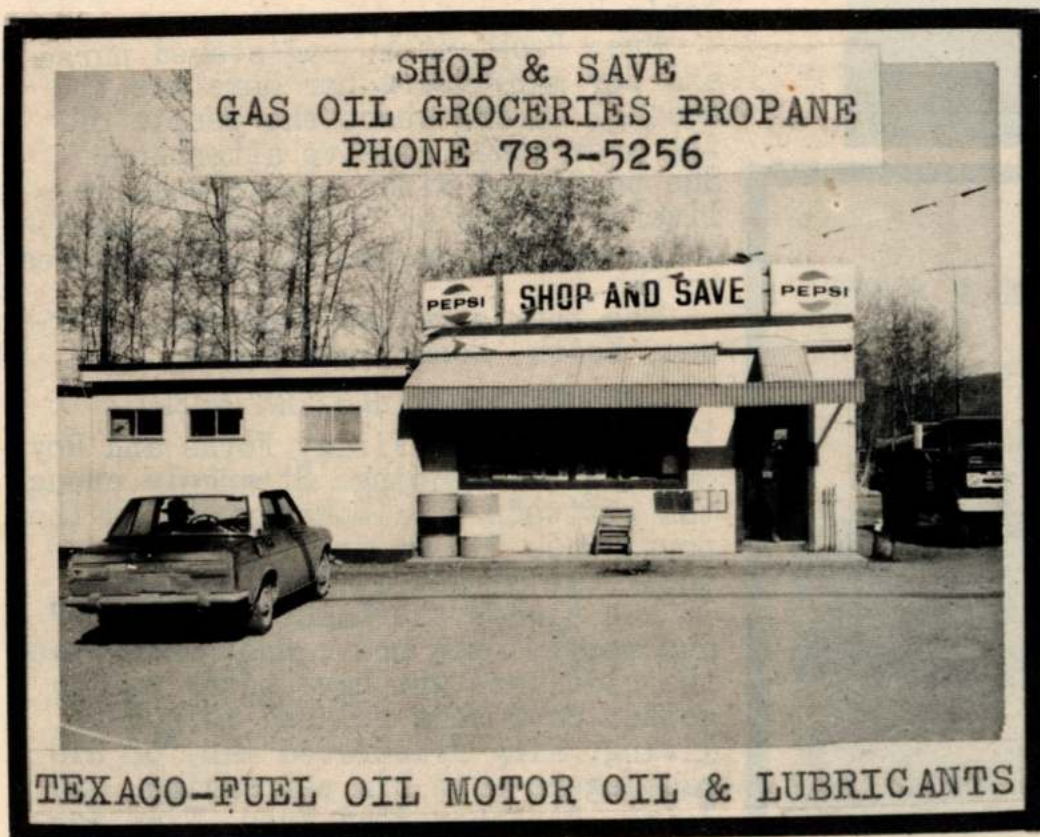
Fred worried constantly, about everyone and everything. If a man was a day late getting in off the trapline or from any trip Fred wanted someone to go look for them or if anyone had trouble of any kind he worried right along with them.

His death created quite a stink as he died in his outside privy in the latter part of June and lay there for two days before his body was discovered. His funeral service was held in the open air instead of the little St. Peter's church for very odiferous reasons.

COAL (CONTINUED)

12,900 B.T.U.s to 14,480 per pound gross and some of the other seams in the Peace River district around the canyon go as high as 15,080 B.T.U.s

Now coal is being given the once-over again here. Perhaps coal is our future as Henry Stege visualized it would be, so many years ago.



TEXACO-FUEL OIL MOTOR OIL & LUBRICANTS



PHONE PORTAGE 262-4246



COMMUNITY HALL BUILT IN 1948 BY THE ATHLETIC ASSOCIATION BETWEEN 20 AND 25 MEN RAISED THE MONEY AND PUT UP THE BUILDING FOR THE BETTERMENT OF THE COMMUNITY. IT WAS BURNED IN 1966 TO MAKE ROOM FOR PROGRESS AND THE NEW CIVIC CENTRE. THE LOCAL LIONS CLUB ARE NOW WORKING ON COMPLETING ANOTHER COMMUNITY HALL FOR THE POPULACE.



MR. & MRS. HARRY GARBITT
& GRANDCHILDREN

Harry Garbitt came from Aberdeen, Scotland at 16 years of age. He arrived in old Fort St. John in 1895.

He had been employed by two men to act as horse wrangler, in Edmonton. They had 7 head when they left Edmonton but had over 20 horses when they arrived in the Peace Country, and had given no bills of sale for the additional stock, according to Harry "they paid more than the 50¢ per day they had agreed to when we left Edmonton", Harry recalled, with a chuckle.

Harry bought furs, guided, trapped, hauled mail and ran a Trading Post at Moberly Lake.

Mrs. Garbitt's parents came to Moberly Lake from the Qu'Appelle Valley, Sask. in the 1800s to get away from reprisals arising out of the Riel Rebellion. They were of the DeSaultaux tribe. Her father had a vision that if he could find a lake that lay east and west with two mountains that formed the shape of a woman's breasts at the western end they would find peace and sanctuary.

The Garbitt's raised four children, Slim, Gertie, Maryanne and Pat.

Harry Garbitt and Charlie Paquette had lived among the Indians so long they thought in Cree. It was simpler for them to speak Cree than English and when together spoke nothing else, which seemed strange to a bystander who was unacquainted with the history of these two men - one a Scotchman - the other a French Canadian, speaking Cree.

The Hudson Hope Chamber of Commerce sponsored publishing of Hudson Hope-Dinosaur to Dynamo. Backed by various businesses of the District.





HILDA, IRVINE AND JACK RESCHKE
PUSHING ICE SLEIGHS TO FINLAY
FORKS TO GO GOLD WASHING



MR. & MRS. GUY ROBISON

Guy came to Hudson's Hope in 1914, he said, "To try and beat the Railroad in, Bill Bullen and me be runnin' a good team of horses to death," when talking to Premier W.A.C. Bennett at Chetwynd, on the greeting platform for the first inaugural P.G.E. train on Oct. 1st. 1958. "We sure as hell be beating it by a long ways, too," he added as an afterthought.

Guy bought furs, trapped, prospected, freighted, carried the mail both across the portage and supply freighting up the river with team and sleigh on the ice.

Mrs. Robison did not arrive until 1922. From that time on "the Gates" their little farm home, became known "the House with the open door." The greeting never changed, "Put up your team, come in and stay. It's supper time, no doubt," although it might be 2:00 P.M. or midnight.

Guy was a man who was mixed up in every public occasion that took place. Board of Trade, Christmas concerts, Church building, Schools or Rodeos. He gave both freely of time and money if it was beneficial to the community. He was one of the main men in the 1958 Board of Trade - Hudson's Hope to Chetwynd road drive, although 85 years of age. He had a crippled right hand caused by a bullet that Cap Haight had put into him in 1922.

When the Pollon & Goodvin Sawmill crawler fell through the ice someone said, "What are we going to do now?"

"We be shovelling the snow off that river by hand. That's what we be doin', said Guy.

He picked up his shovel and headed for the river, and shovel it we did.



LIONS CLUB PRES. ROD TREW PRESENTING
AMBULANCE TO FIRE CHIEF KEN MACKLEM
1968

GIMMY'S GRILL & DAM-SITE STORE
OUR SPECIALTIES
EUROPEAN DISHES AND STEAKS



PHONE 783-5373

"LET'S GO! TO THE RODEO"

HUDSON HOPE JUNE 21 22 1969

RODEO IN 1940



Hudson's Hope Rodeos date back to the days of paying treaty money to the Indians or any time someone had a bronc to break out, in Hudson's Hope. The treaty paying stopped around 1933 or 34 but rodeos had become so much a part of the life here that they were carried on throughout the years, in haphazard fashion until 1958 at which time the Athletic Association in conjunction with Garry Powell, Hank Rempel and the Ardill's. It became a regular affair that has improved over the years and has now become a regular event with modern race track, bleachers, pagoda and arena, under the auspices of the Double H Saddle Club.

It has all the events of a Calgary show with chuck wagon, chariot, $\frac{1}{4}$ mile, $\frac{1}{2}$ mile and mile races. The Double H Saddle Club is affiliated with the Light Horse Association.

Thousands of people come each year to see and participate in the biggest little rodeo in the world.

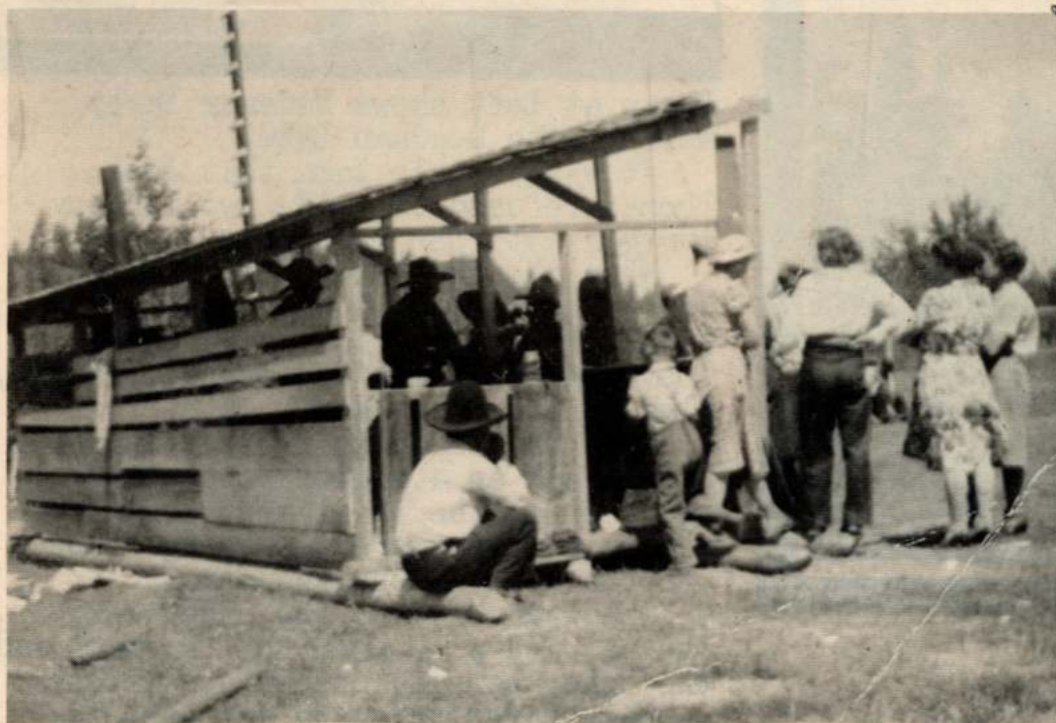
The bull riding, bronc busting, calf roping, ladies undecorating, steer wrestling (with steers brought up from Old Mexico by Don Morrison who supplies stock for a great many of the Northern Alberta and B.C. rodeos) Brahma bulls are also a part of the show and, of course we must not overlook Little Britches, the young cowboys and cowgirls who are the coming contestants in major rodeo events all over North America.

So, let's go to the Rodeo June 21st. and 22nd. and see and take part in the biggest little rodeo in the world.

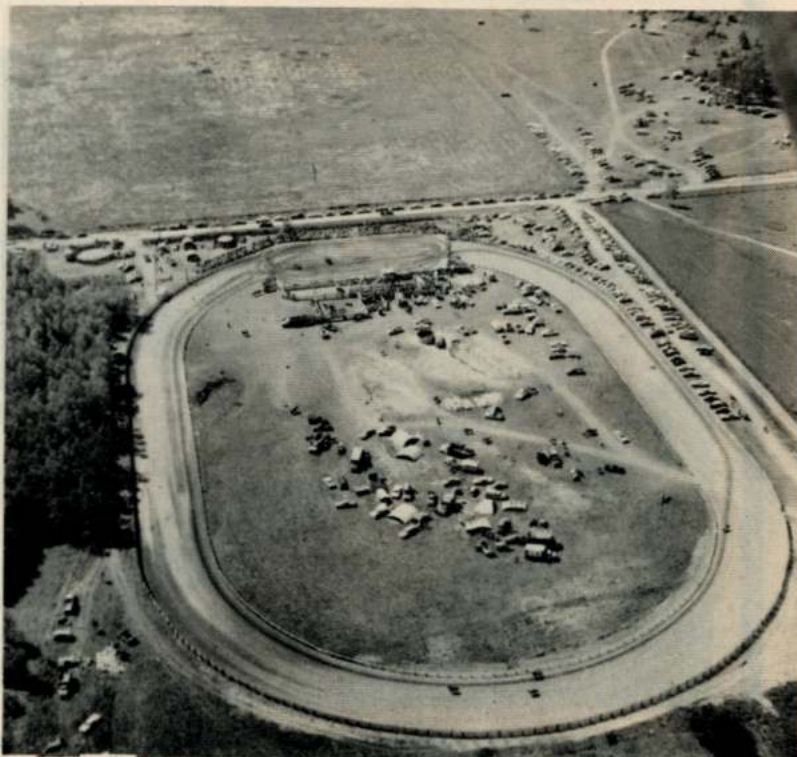
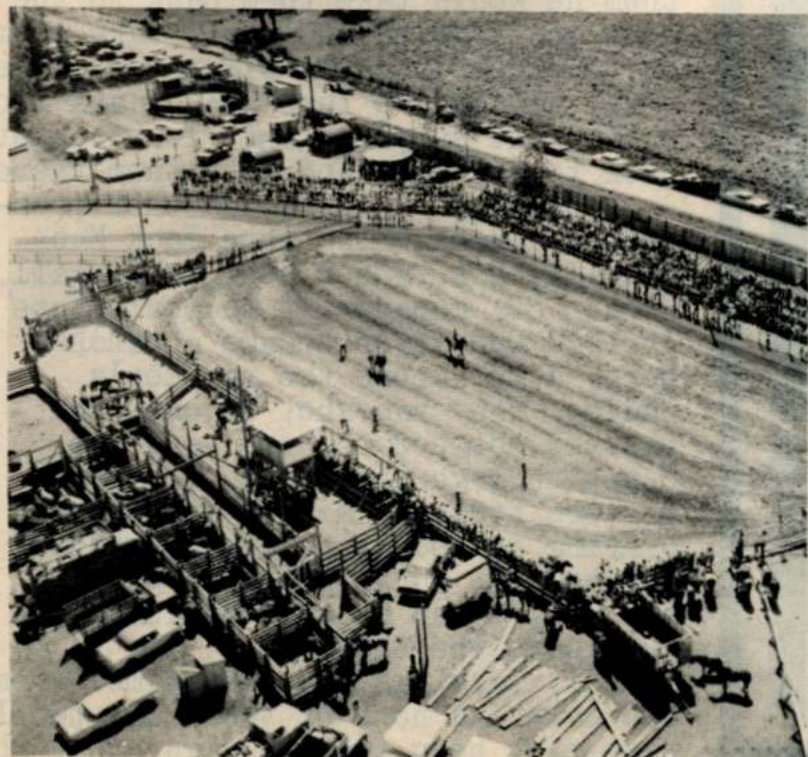
Why not plan your holiday trips to take in this outstanding annual event where the old west is still very much the old west now, as it was 60 years ago.

LET'S GO TO THE RODEO!

PRESENT ARENA & RACE TRACK



WOMEN'S CATERING BOOTH AT RODEO
NEW RODEO ARENA





BEDEAUX EXPEDITION GOING INTO
DEAD MAN LAKE 1934



R.W. SHAW
BETTER KNOWN
AS "DEADLY"

FRED GAYLOR
TELEGRAPH
OPERATER

Photo at Left shows Bedeaux Party moving into Deadman Lake.

It was at this lake that Jack Thomas refused to guide two men any further into the mountains.

When the two arrived in Hudson's Hope they were at loggerheads. One blamed the other for having gotten lost between Edson and Grande Prairie, Alta. on the old Edson route.

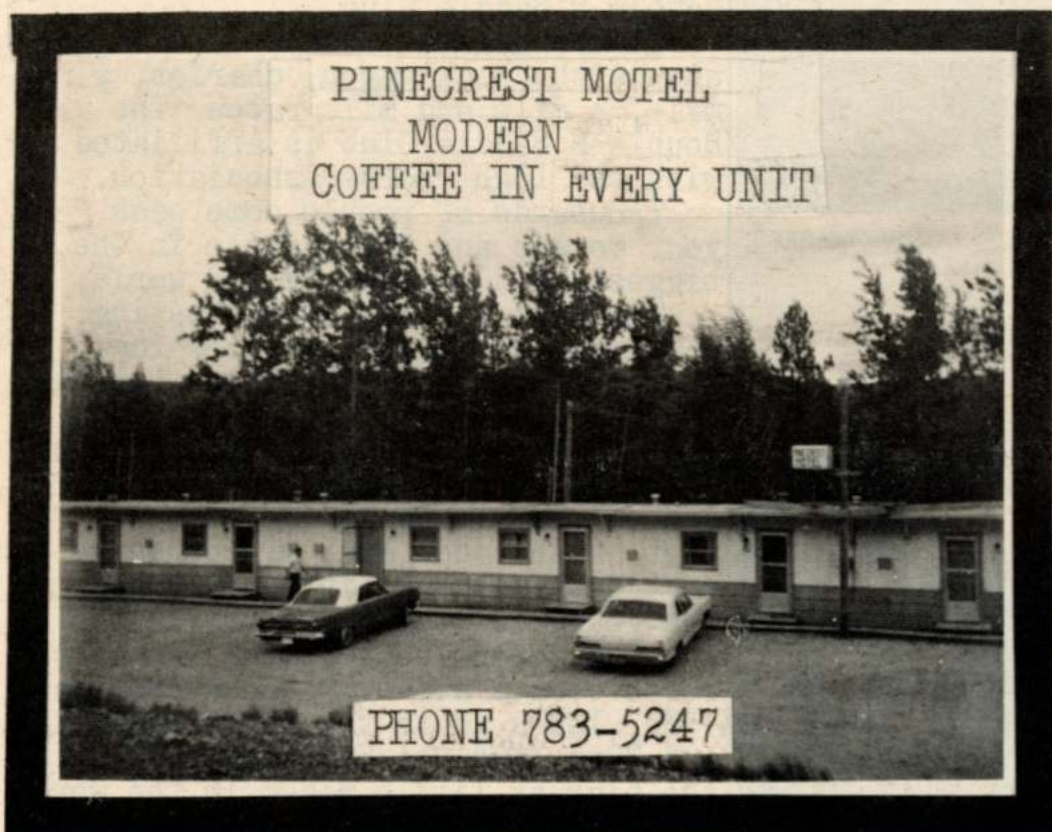
They wanted to go prospecting so hired Jack as a guide. Before they had been on the trail very long Jack realized that there was going to be trouble between the two men.

One was a Texan, the other Mexican. One carried a revolver in his hand and the other carried one in his holster.

Jack first tried to get them to turn back at Farrel Creek, on the north trail, but they were determined to go on. At Deadman Lake Jack told them he would take them back to the Hope but that he would not take them any further into the wilderness. They still refused to turn back. Jack took sufficient supplies and flour to get back to the Hope and left them there.

A few days later some other prospectors among which were Jack MacDougall, his father John MacDougall, Hudson Bay manager in Hudson's Hope in 1914 who later became a rancher here, came across the two men's bodies. They had shot it out. One was hit between the eyes and the other through the heart. The prospectors formed a miners jury, declaring it double murder and buried the bodies, much to the disgust of the police who later went in to investigate the shooting.

This lake has now been named Tremble Lake and none of the local people have ever been able to figure out why.



PINECREST MOTEL
MODERN
COFFEE IN EVERY UNIT

PHONE 783-5247



W.A.C. BENNETT DAM LOOKOUT
TEA ROOM



JIM AND HELEN RUXTON



ABOVE PHOTO:

Henry Stegé who always seemed to be able to have a 3 day beard. Henry had a heart much larger than his body, although he was a very heavy man. He came to the Hope in 1924 and started a Trading Post.

In the early thirties after the depression had finally reached Hudson's Hope he built the large Western Hotel, simply to give employment to the people of the area. As the years passed his shelves carried less and less and his Outstanding Account ledgers carried more and more.

He passed away in 1947 in an institution for the mentally ill.

A man who had spent a fortune helping to develop this country.

HELEN AND JIM RUXTON.

Jim was one of the earlier settlers who was also a writer. After the First World War he had to find an outside, fresh air living so he came to Canada and wound up in Hudson's Hope. From here he travelled many of the rivers and wrote of his impressions and experiences over the years. Many of his articles appeared in the Vancouver Sun and many papers and novels in England..

Helen Ruxton had been engaged to George Clark, who accidentally shot himself. A few years later she came north to pay respects at his grave. Here she met and married Jim who had been in partnership with George Clark prior to his accidental death.

CHARLIE PAQUETTE (CONTINUED)

man in charge, had gone down the river, and had taken with him the only canoe at the place, so that we had to give up all idea of crossing.

The man who had taken the canoe was no doubt, Charlie Paquette. The soft syllables of his name would have been lost with the high wind, and distance and would have sounded like Charlette (CHARLIE paquette)

Charlie claimed to have guided the Smithsonian Institute down the Peace and Mackenzie Rivers to the Arctic in search of muskox specimen in 1885 and he did pack into Manson Creek during its hey-days on the '70s.

GARY J. POWELL



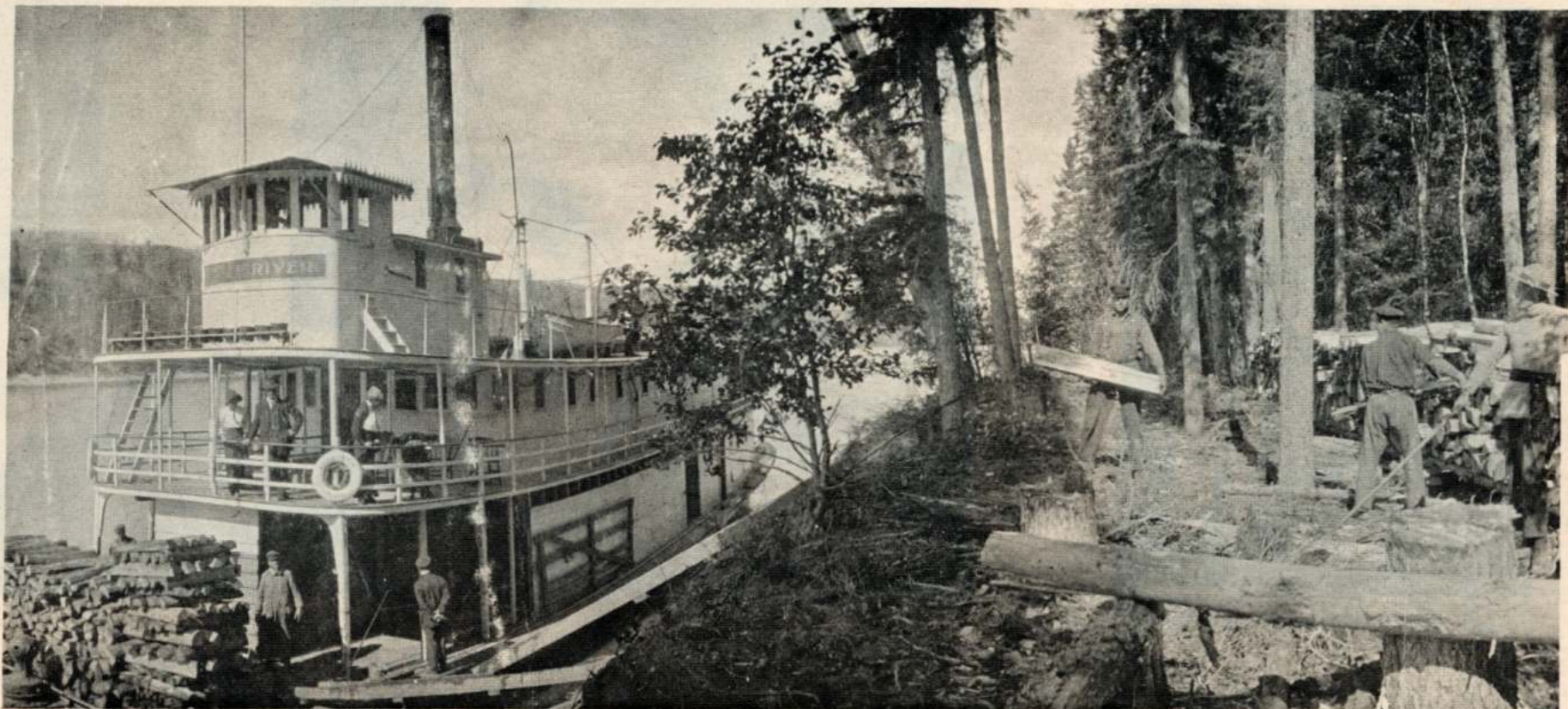
Hudson's Hope **British Columbia**

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GUIDE AND OUTFITTER

P.M.E. LTD. AUTO BODY SHOP

Phone 783-5396
HUDSON'S HOPE, B.C.



These old steam stern-wheelers plied the river from Fort Vermilion to Hudson's Hope for many years.

Above: The Peace River taking on fuel (Cordwood) just above the Halfway River, on the south side.

Notes on back of photos: "You see I am unloading wire off deck as you requested. Just heaved in- to the water.

Captain Clifford Smith Do we note a touch of sarcasm in these remarks? Lower

Lower photo: "Mrs. C. Smith 1093 Nicola Street, Vancouver, B.C.

I did not get a letter from you the last 3 mails. I hope B. is better again. What do you think of the boat? Of

ht not get this P.C. as someone else might take it. Well good.

G.C.S!"

It would appear that Capt. Smith did not place too much trust in the mails in 1914.

The photos on this page were supplied by Burly Smith, only son of Capt. Clifford Smith and the "B" referred to in the above note.

Capt. Smith built the B.C. Boy in 1911, also assisted in the construction of the Peace River



1914

HUDSON'S HOPE FIRST POST OFFICE 1912



HUDSON'S HOPE'S FIRST SCHOOL BUILT IN 1922. THE LOCOMOTIVE BELL USED AS SCHOOL BELL WAS DONATED BY ED RUSHTON, WHO NEVER WOULD TELL HOW HE GOT IT. NOW IN MUSEUM



EARLY DAY STUDENTS. BACK ROW- VERN PECK
LLOYD GETHING
CENTRE ROW- DON PECK, KEITH PECK.
FRONT ROW- IRIS GAYLOR, CATHIE OSBORNE
BRUCE PECK. CLASS OF '29



STUDENTS AT BACK-
KEITH PECK, DON PECK,
IRIS GAYLOR.
FRONT ROW- BRUCE PECK,
RUTH BLAIR, PHYLLIS
POLLON, WARREN GAYLOR.
TAKEN IN 1934



MR. ALWIN HOLLAND - FIRST
SCHOOL TEACHER IN HUDSON'S
HOPE. 1922

SCHOOLS

By Edith Kylo

At the close of World War I some of the early settlers returned to "The Hope". Visions of the North with its vast forests, its peace and its solitude sustained them through those years of horror on the battlefield. Other discharged men followed, ever eager to "get away from it all" - from people, from turmoil, from regimentation.

This area around Hudson's Hope was a man's world and they revelled in the freedom they enjoyed. They were outdoorsmen, free as the wind to do as they wished. There were no customs to follow, no traditions, no women to advise, regiment or discipline them - no restrictions whatsoever.

Then in 1922 some families moved in. These unrestrained men saw their freedom threatened. When a couple of women decided they needed a school for their children and set out to get one, the bachelors saw approaching an end to their way of life. A school would attract more families and more women and soon an attempt would be made to restrict and discipline them.

When Mrs. Neil Gething, the powder keg behind the drive to get a school, was informed by the Dept. of Education that the village would have to supply one-half the money needed for the building, she ran into opposition. The trappers refused to put up a nickel. As far as they were concerned life as it had been was just what they wanted - in fact their reason for coming to Hudson's Hope. Even the Hudson Bay Factor enjoyed this backwoods, down-to-earth way of life and backed up the trappers.

Mrs. Gething persisted in spite of the opposition. She organized parties, teas and dances to raise funds. These events helped to accentuate the need of a community hall, a purpose which the proposed school building would also serve.

Finally she won over Mr. Gregg, the Hudson Bay factor, who really had come from a cultured family. Maybe he realized that a lady teacher might add a little interest to life while most of the men were away in the bush trapping over the long winter. Maybe the thought of a hall for parties and dances, which he dearly loved, appealed to him. At any rate, he became a very staunch disciple of Mrs. Gething. When she raised funds with her teas, he set out to persuade the men to donate. Not meeting with much success at first but still fired with great enthusiasm, he offered to match dollar for dollar whatever the other fellows donated. The trappers ever eager to "make a man eat his words," dug into their pockets and everyone donated. About \$500 was raised - all that the Dept. of Education demanded.

(Continued on page 23)



LEFT TO RIGHT: ALDERMEN PETER BOYKOWICH, RAY HAGEL, MAYOR JACK DICK, ALDERMEN TOM JAMIESON, LARRY GETHING. BACKGROUND: STENO LORRAINE McINTOSH



OFFICE STAFF: LEFT TO RIGHT: GARNET STUBLEY, LORRAINE McINTOSH, JUDITH ROBERT

DISTRICT OF HUDSON'S HOPE - INCORPORATION 16 November, 1965.

From the Hudson Hope Improvement District incorporated under the water Act by the Letters Patent issued on June 14th, 1962, was formed the District Municipality of Hudson's Hope pursuant to the provisions of section 10A of the Municipal Act, by Letters Patent issued the sixteenth day of November, 1965. The opening paragraphs of the Letters Patent reflected what exactly was in store for the Municipal Councils and outlined specifically the mode of administration required for the given responsible area of 18 by 20 miles square.

AND WHEREAS the British Columbia Hydro and Power Authority is developing the power resources of the Peace River at Portage Rapids.

AND WHEREAS it is in the public interest to establish a municipality in conjunction with this development. The municipality shall be called and known by the name and style of the "District of Hudson's Hope".

The members of the interim Council of the municipality appointed were: Ralph Spinney, William Findlay, Claude Stuble, Quentin Gething, R. Marshall Ness, Thomas Jamieson and A.O. Summer, and were appointed until the first elected Council of the Municipality under the provisions of the Municipal Act. The first Reeve-elect was Quentin F. Gething.

The area incorporated as the old Hudson Hope Improvement District was later incorporated into the District of Hudson's Hope by the Lieutenant-Governor in Council on the 29th day of June, 1966.

An interesting provision in determining the population was provided for in Section 6. The definition of "population" in the Municipal Act and any other Act is excepted and the population of the municipality for the purpose of any Act shall be as determined from year to year by a certificate of the Minister of Municipal Affairs and in the event no such certificate is issued, the population shall be as provided under the appropriate Act.

Forming part of the Letters Patent were also included four important guide lines: (a) District of Hudson's Hope Official Community Plan. (b) District of Hudson's Hope Zoning By-law. (c) District of Hudson's Hope Sub-division By-law, and (d) District of Hudson's Hope Building By-law. It was also noted that until five years from the date of incorporation the municipality of the District of Hudson's Hope would be deemed a village only for the purpose of having any future By-laws registered with the Inspector of Municipalities.

One of the major problems of administration was controlling the placing of trailers in Mobile Home trailer courts and on residential lots, in order to provide the necessary accommodation for the families of the men employed at the W.A.C. Bennett Dam. Special by-laws were enacted to allow for the temporary accommodations by the transient population during this interim period, however, it is also noted that the General Assessment for the area is the third highest outside of Dawson Creek for land and improvements, which indicates a consistent amount of building and construction, apart from non-taxable trailers.

Other amenities include sewer and water, fire-fighting and protection, street lighting, paved streets and highways, natural gas, ambulance and clinic, storm sewers, schools, airport, recreational facilities such as the Alwin Holland Memorial Park for campers and tourists and the Hudson Hope Centennial Park and Swimming Pool (heated), skating rink for the encouragement of minor hockey and figure skating. The District has assisted local organizations with grants for the promotion of library facilities and any other worthwhile projects.

There is no indication that the continued growth of the District will decrease as a result of the completion of the W.A.C. Bennett Dam, as the potential natural resources of the District will ensure the economic stability required for the future.

BY D.M. Geddes,
Municipal Clerk.



L. TO R. TOWN CLERK DENNIS GEDDES, FIRST REEVE & MAYOR KING GETHING, STENOS SHIRLEE MATHESON, SHARON FINDLAY, JANET HEARD & WORKS FOREMAN ROGER PORTER



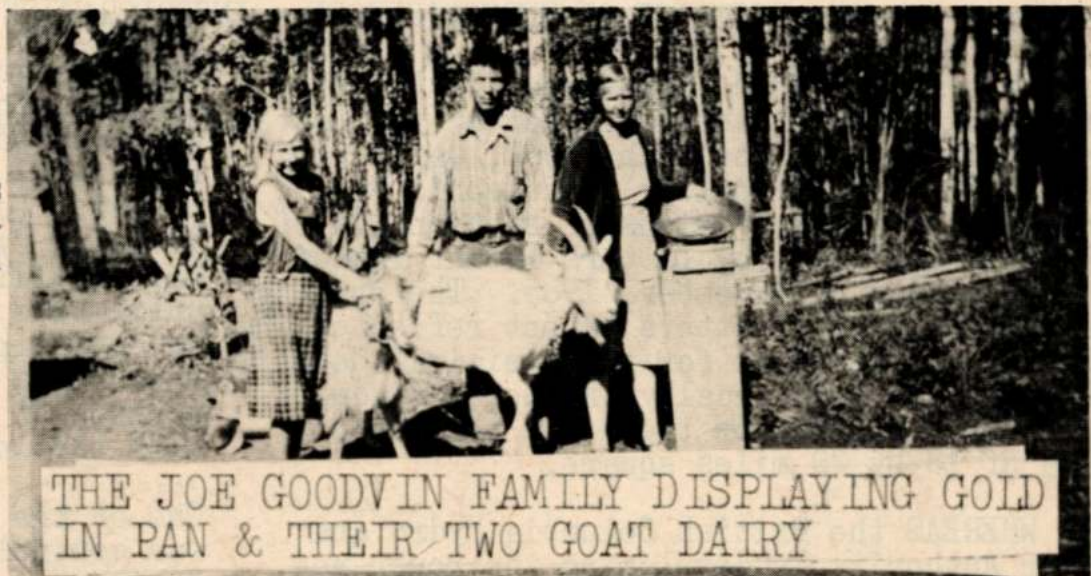
ORIGINAL DISTRICT OFFICE
L. TO R. TOWN CLERK DENNIS GEDDES,
STENOS SHIRLEE MATHESON & SANDI KRUGER

PLACER MINING ON THE PEACE

Many and varied were the types of Gold washing outfits on the Peace and her tributaries; water wheels, gas driven pumps, hand operated pumps then of course, there was the old reliable bailing bucket. This consisted of a ten pound lard pail attached to the end of a long pole and was the hardest method of water supply for washing.

Some of the transportation to get in here to wash gold is deserving of mention, 2 wheel carts, bennett buggies, team and sleigh, canoes and rafts. The outstanding method was one that a man from Alberta used for several years, a wheelbarrow mounted on a ski. As long as there was snow

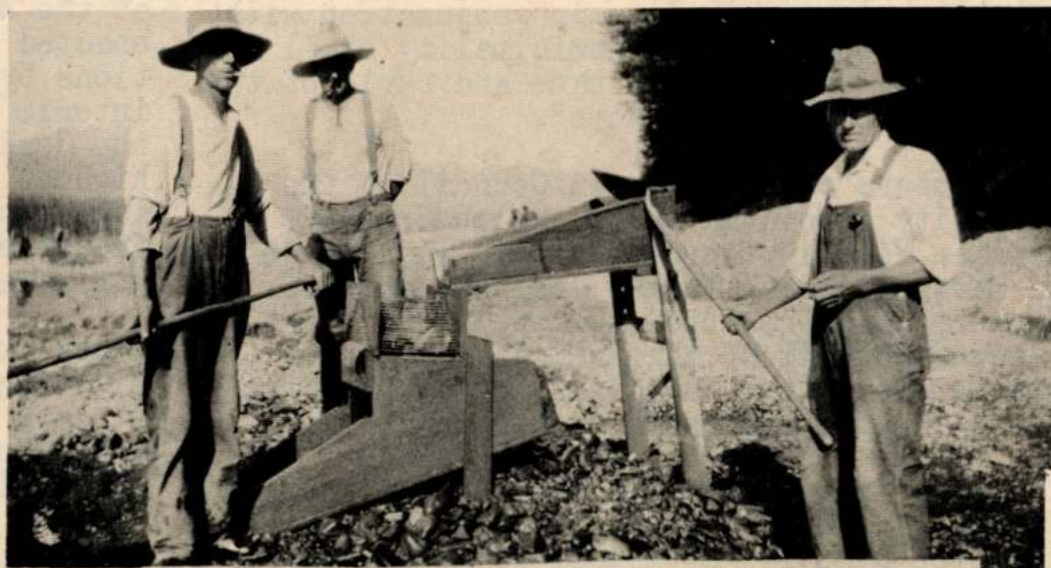
(Continued on page 34)



THE JOE GOODVIN FAMILY DISPLAYING GOLD IN PAN & THEIR TWO GOAT DAIRY



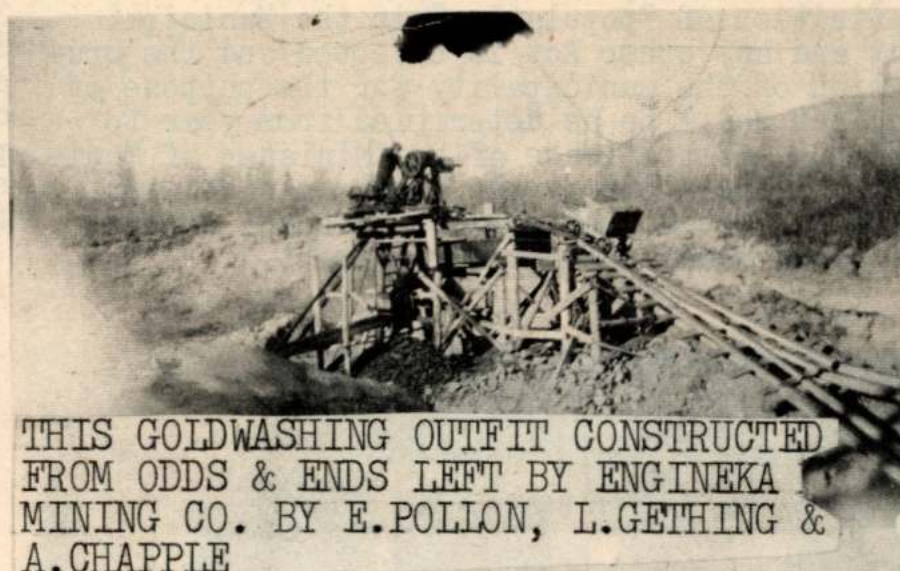
JOE GOODVIN & FATHER JOHN WITH THEIR GOLD WASHING OUTFIT



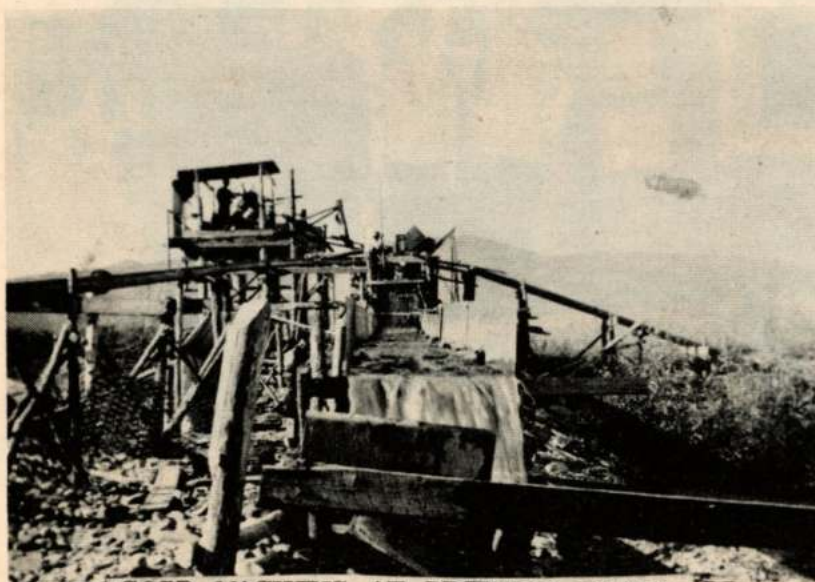
JACK THOMAS, BILL BRADEN, ART SCOW



MRS. M. KYLLO, MRS. ANN JOHNSON AND CHILDREN BETTY LOU AND HARRY. KEN & GLEN KYLLO ARE RIDING IN THE PANIERS OF PACKHORSE AT LEFT



THIS GOLDWASHING OUTFIT CONSTRUCTED FROM ODDS & ENDS LEFT BY ENGINEKA MINING CO. BY E. POLLON, L. GETTING & A. CHAPPLE



GOLD WASHING AT BRENHAM FLATS

BILL MAHAFFEY EXAMINES SLUICE BOX TO SEE IF IT'S TIME TO CHANGE BLANKET. B. BRADEN LOOKS ON



SCHOOLS (CONTINUED)

A local Frenchman, Joe Lemieux was hired to supervise the construction. Some logs were cut and squared and the building took shape. Lumber needed was sawn at a mill at Taylor Flats. Nails, windows, etc. had to come up on the boat from Peace River "Crossing," a distance of 250 miles downstream. The furnishings were made locally. The desks were tables with tilted tops and the seats were benches luxuriously supplied with backs. The teachers desk was a kitchen table.

By September when the school was due to open, the building was not quite completed. The teacher, Alwin Holland, had arrived so classes began in a little log house belonging to Dr. Fredette, a veterinarian.

By October the school was completed and a big feast was prepared and served in the new building. The oldtimers still remember that the menu was fried chicken and lemon pie, really a treat for these woodsmen. It must be noted here that thereafter the bachelors of the area were always ready to assist in any way in regards to the school.

This little log building sat on the edge of the Hudson Bay property, for which privilege the School Board paid \$1 per year. The little out-house marked "Boys" and "Girls" was about 30 feet north of the school. Between these two but a few feet to one side remained a little two-room log cabin which, in 1912, had served as a post office and the dwelling of the first postmaster. Occasionally trappers, in from the bush for a short time, still camped in this building. A triangle of land in front of the school served as the playground. This, too, was Hudson Bay property.

"Utilities" for the school, other than the "outside plumbing," consisted of a waterpail and dipper, a wash basin and a cake of Lifebuoy soap on a stand at the back of the room; a row of cups hung from nails on the wall; and a pail serving as a "Slop Bucket" which sat on the floor. Clear cool water was brought each morning from the spring down over the hill. The slop pail was dumped out each evening.

At the back of the room was piled enough cordwood to heat the room that night and the next day. Also at the back but along one side a row of coathooks served the purpose of a cloakroom.

In the middle of the room a 30 gallon gas drum had been converted into an excellent heater. Around the heater an oblong frame of sheet metal with a swinging door in front had been erected to protect the pupils from the hot sides of the stoves. This form stood about 2½ feet from the floor and also served as a clothesline on which to dry socks

(Continued on page 27)



MOVING SECOND SCHOOL
NOW USED AS SCHOOL
DISTRICT OFFICE.



BEAVER TRAPPING

Beaver, since the long gone day of the "Gentlemen A Adventurers" trading into the Hudson's Bay, have always been in demand.

The trapper who was lucky enough to have beaver on his trapline was almost always assured of a grubstake for the coming year. Mostly trapped in the spring, although at times fall beaver were taken though they were not of the same superior quality of fur, as the spring trapped beaver.

The photos shown on this page give a good description of the steps of beaver trapping. The beaver house in top photo. Centre photo shows eight beaver carcasses prior to skinning. Above, in the same photo is Fanny, Bill Keilly's bitch dog that he had trained to dive under water and bring up beaver that had sunk when shot

or even to give chase under water after a crippled beaver. This is the only dog we have ever heard of trained to perform in this manner. There was not enough money out of furs for anyone to have been able to purchase Fanny from Bill. In the same photo above and to the left is a wolf skin, no doubt taken while beaver trapping was on. The wolf hide at this time of year would be of little value, if any, but at that time there was a bounty of \$25.00 at that time.

Lower left photo shows John Ardill fleshing a beaver pelt. Beaver are one of the hardest furs to look after as all grease must be removed from the pelt. This can take considerable time.

Lower right photo shows the pelts on the willow hoop stretchers being allowed to cure in the sun.

Note in the lower left photo the hinged window cover which is always closed when away from the cabin, to keep out the bears, both black and grizzly, which give a beaver trapper a bad time in the spring.

Both wolves and bear prey on the beaver.

Wolves lie hidden behind a log in the water, generally in a ripple where beaver are logging, to make their kill and bear use a similar manner.

Re: Bill Keilly, trapper.

Bill was the all time best wolf and coyote trapper in this country and kept the secret of his success at this to himself until just a few years prior to his death in 1951. He did disclose his secret to this writer

Bill kept two or three female dogs at all times and when they were in heat he kept them on a leash and in an enclosure where he caught some of their urine during this period. This he bottled and used when fur was prime sprinkling his trails and traps with what Bill described as "Most enticing of Scents".

Photos on this page were taken by Bill Keilly, early photographer trapper, prospector, guide. He helped survey the Peace River Block 1906.



BEAVER HOUSE



BEAVER CATCH



FLESHING BEAVER



STRETCHING BEAVER PELTS



MEL KYLLO WITH
PACK DOG ON WAY
TO HIS TRAPLINE

WINTER TRAPPING

Trapping,, one of the oldest industries in the Hudson's Hope country is fairly well illustrated by the accompanying photos.

Trapping dates back to 1805 when the Hudson's Bay Co. built its first post here, but, no doubt prior to that date furs were being taken out of this area.

Although shown are partners on the trapline, Bob White and Bob Godberson, often one man would trap alone, leaving in the early fall and often not getting in off the trapline until the following June or July.

It is a very lonely life for the uninitiated. Many trappers kept diaries of their winter activities. Often this was done in case anything should happen to them. Their diaries would give a day to day description of their fur catches, location, weather conditions, etc.

Many trappers disappeared in the wild unknown country, leaving no trace of what happened to them.

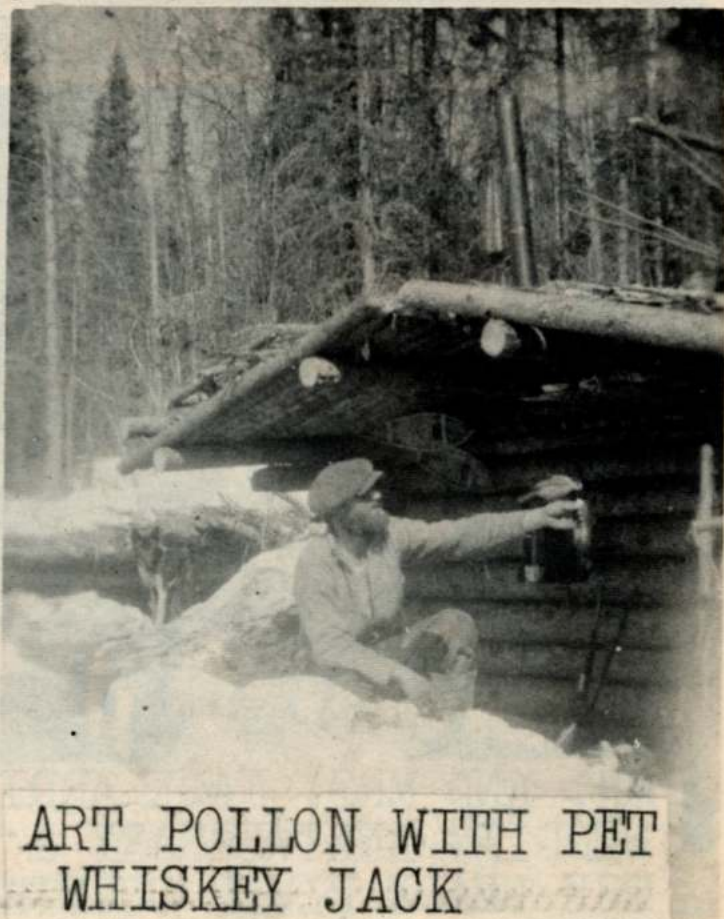
Being lonely, many trappers, like Art Pollon would tame the wild birds for company. Shown below is Pollon feeding a pet Canada Jay. He also had a pet Raven that lived with him all one winter.

During the earlier years furs brought extremely high prices and most trappers were reasonably wealthy according to the standards of the times. Prices fluctuated according to the markets.

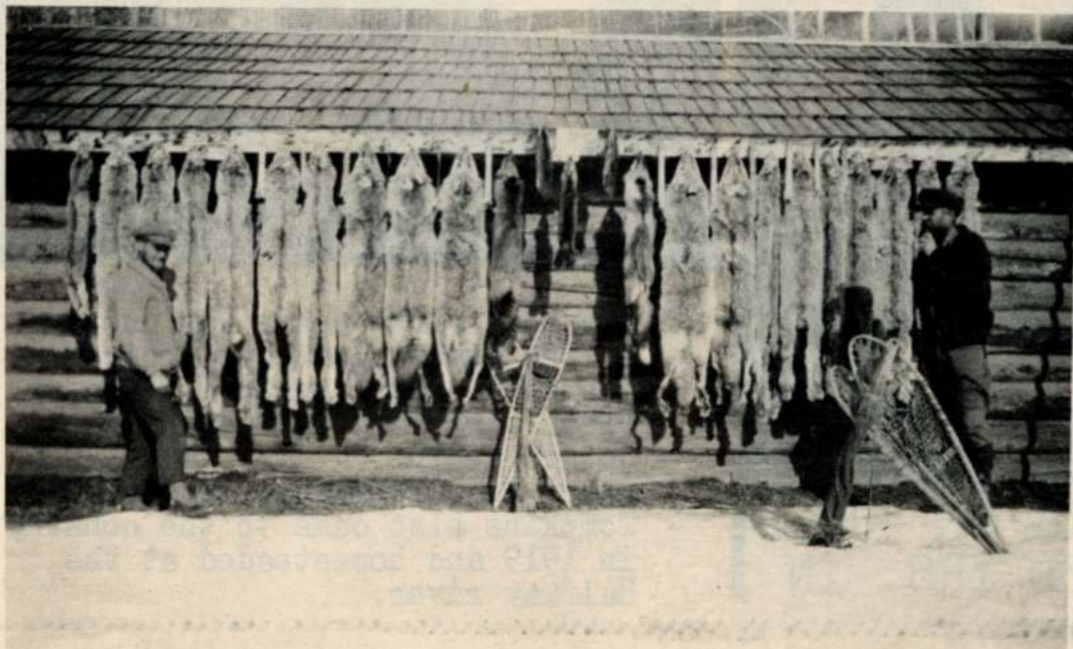
In the 1940s furs, such as marten, fisher, squirrels, weasels and wild mink reached an all time high, as did beaver, but with ending of war Russia recaptured a large part of the fur market and placed them on the world market at such low prices that it caused a collapse of the Canadian furs. Today fur is gradually making a comeback and is becoming more lucrative for the trappers once again.

Lower left photo shows Bob Godber--son on left and Bob White proudly displaying their winter catch of lynx, coyotes, fisher, marten, etc.

Photo at left shows the two Bob's hauling their furs and supplies on moosehide toboggans.



ART POLLON WITH PET
WHISKEY JACK



FIFTY YEARS IN THE PEACE COUNTRY

The story of Mr. and Mrs. Jack Ardill is typical of the pioneers that developed the Peace River Country. They were married in 1919 in Holland where Jack had met her during the First World War. They had both a Civil service and then a Church Service then came back to Canada direct to Peace River Crossing. When they reached there they found the boat had just left a few hours before so had to wait two weeks. They had used all their money on homesteaders effects; cow, calf, wagon, horses, etc. so had to sell one of their horses to finance this unexpected layover.

In August of 1919 they landed at Farrel Creek aboard the sternwheeler The Pine Pass on her last trip.

The first little cabin was 14 X 18 feet. Later an additional section was added of the same size. This was their home for a good many years.. Three sons, John, Dick and Tom and a daughter, Betty were raised and a huge ranch and of course a new home built there.

On May 20, 1969 they celebrated their fiftieth wedding anniversary with many friends from all over the Peace River area, and received congratulatory telegrams from Lieut. Gov. John Nichols and B.C. Premier W.A.C. Bennett. Local M.L.A. Ed Smith from Fort St. John and his wife were there in person to congratulate this old pioneer couple who have many interesting and varied stories to tell of the trials and tribulations as well as the good times they enjoyed over the fifty years of pioneering in "one of the most wonderful countries in the world" to use their own words for the Peace River Country.



BRIDE & GROOM, MR. & MRS. JACK ARDILL
ON BOAT "THE PINE PASS" AUG. 1919
MAY BIRLEY, CAP HAITE ON DECK



HALF OF THIS LITTLE CABIN WAS THEIR
FIRST HOME



PRESENT BIG LOG RANCH HOUSE



MR. AND MRS. JACK ARDILL ON 50th.
WEDDING ANNIVERSARY & 50 YRS. IN
THE PEACE RIVER COUNTRY



Two more fifty years residents of the peace, left Guy Robinson Photo taken on Guys Ninetieth birthday, two years prior to his death.

Right Phil Tompkins, Mr. and Mrs. Tompkins also came to the country in 1919 and homesteaded at the Halfway river.



HARLEY AND PAT POLLON ON THEIR WAY TO SCHOOL, PULLED BY THEIR DOG "SPEED" A FAR CRY FROM HUGE BUSES USED TO DAY.

EXPLORE THE PLAYGROUND OF THE NORTH
BEAUTIFUL LAKE WILLISTON
OVER 1,000 MILES OF UNEXPLORED SHORELINE
FOR HUNTING, FISHING & PROSPECTING
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SCHOOLS (CONTINUED)

that had ventured into too deep a puddle and mitts that had rolled many snowballs.

Artificial light was not often required as the winter school hours were from 9:30 A.M. to 3:00 P.M. In the north the days are usually sunny and bright which is accentuated by the reflected light from the white snow. A gas lamp stood by for emergencies but its feeble light in such a large room mixed with the morning light, did not seem to help much.

This little log school seemed like a castle to some of the little children attending school for the first time. In fact, children from two families came to school straight from their teepees each morning. It took awhile to adjust to an entirely new way of life but eventually they became part of a very happy group.

The term started with 12 or so pupils but ere long, other families came in on account of the school. Mr. Holland, the teacher, was very conventional and an intellectual so had not much in common with most of the other men. However, he was extremely devoted to his pupils and found his time fully occupied helping them - in many ways beyond the call of duty.

Mr. Holland stayed only one year and for the next eleven years lady teachers were employed - all but one staying for two terms. Then for a while, men teachers predominated but most stayed only one year. Salaries in the "Peace River Block" at that time were \$1320 per year for the first two years, then \$1420 there after. This was higher than in the south of the province but the expense of getting into the country was much greater.

The school population soon started to dwindle. The older pupils completed their Grade VIII and some others left for the convent. By 1929 the attendance had dropped very low and parents feared the school might be closed. At that time an average of 6 was required. Before long it changed to an average of 8. For many years little 5 year olds were enrolled to keep the average up - and the school remained open.

During World War II when three coal mines here were active and convoys of trucks were hauling coal to various points on the Alaska Hiway, more settlers moved in. The school population increased and by 1946, it was nearing the requirement for a two-roomed school. Alwin Holland had returned to teach. Again he went all out to help the community. He held night classes in French for pupils and adults. He hired a lady to teach the pupils music and he, along with King Gething, brought in the best of movies and National Film Board films. Children were not re-

(Continued on page 28)



"MILES FOR MILLIONS" MARCH MAY 10, 1969



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SCHOOLS (CONTINUED)

quired to pay admission.

Mr. Holland's big ambition was to teach High School courses in Hudson's Hope. His hopes grew as the attendance increased. He stayed three years but left disappointed. Just about the time sufficient children were enrolled to warrant the second room, people started to move away and all hope was gone.

On the completion of the Alaska Hiway, a panel building was bought from one of the camps. It was brought up in panels and set up adjacent to the little log school. There was need for just one building so the log one was sold to the highest bidder for \$50 and moved off the property. The old locomotive bell which had hung on a cupola on the roof of the old building since about 1928 was moved to the roof of the new.

This bell had been donated by an old railroad engineer who had refused to tell how he came by it. A rope hung down from the bell through a hole in the roof and ceiling. Every school morning this bell was rung one-half hour before school opening to summon the children to school. Radios were not very plentiful in those days so this bell served as a time signal. It also summoned people when there was church service in the school or a fire in the community.

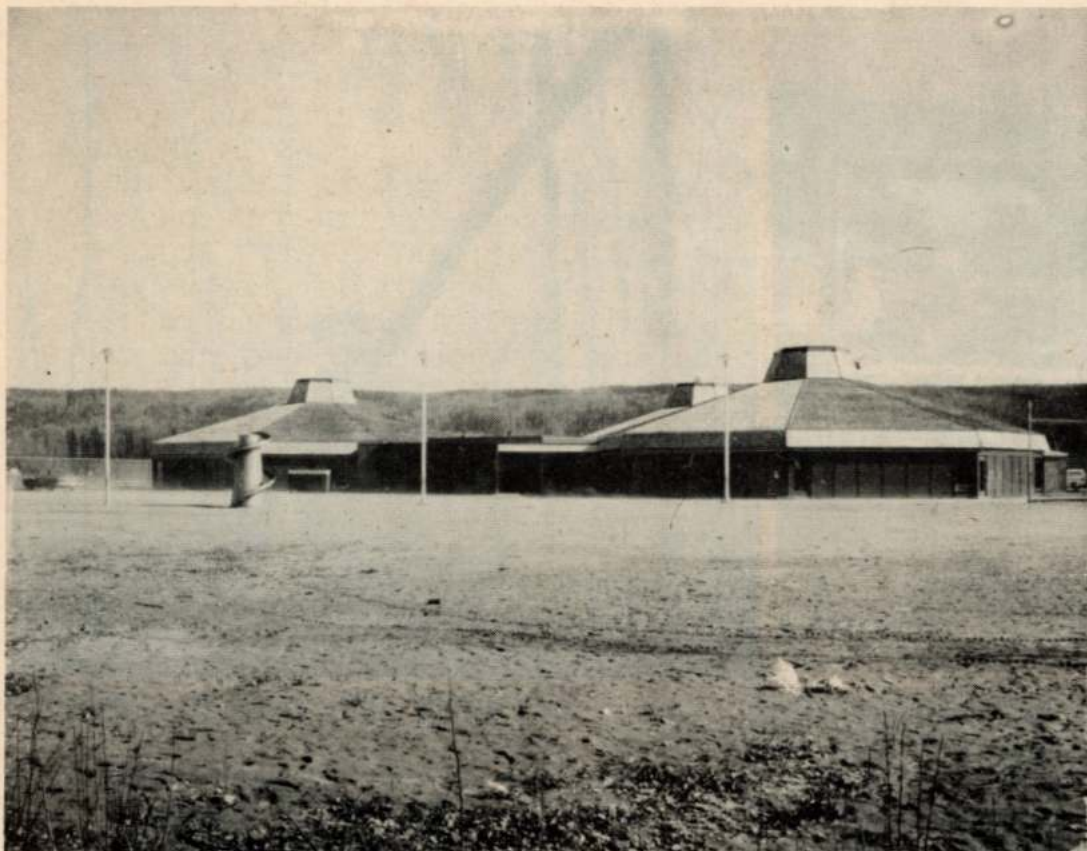
Around 1948 School District #60 Peace River North, of which Hudson's Hope was a part, looked around for a school site. A road leading to the Portage had swerved to miss the school and it ran between the school and the playground. The land on which the building sat was designated for a road allowance so a new location was direly needed.

The School Board settled on an acreage of undeveloped land where the Elementary-Secondary School now stands. It was owned by two elderly sisters in the U.S.A. who had inherited it from a brother. They had never been here nor were they out of pocket for taxes as a cleared field on the quarter had been let out for years, the renter paying the taxes on the whole quarter. When they were approached by the School Board they refused to sell at any price. This land was nearer to town than any other which had not been subdivided into lots. The Board kept trying to deal with them but the ladies remained adamant so they finally took it to arbitration which was legal in respect to land for schools. The ladies were paid a reasonable sum for land at that time.

In 1950, two trucks dragged the panel building over to the new site and finally the children had a playground of their own.

In 1958 surveyors swarmed over the country for Wenner-Gren of Sweden who first conceived the idea of dam--

(Continued on page 29)



SCHOOLS (CONTINUED)

ming the Peace and transporting the the power to the southern part of the province. New settlers moved in planning to "be in on the ground floor"

if anything should develop.

Soon the little schoolhouse was overcrowded and in 1959 the second single room was built. It contained also a teacherage under the same roof and Marge Johnson who is still on the staff taught and lived in this building. By 1961 it, too, became overcrowded so the whole building was converted into one classroom and a trailer was put on the school grounds for a teacherage.

By 1962 the boom really struck the town. B.C. Hydro had bought out Wenner Gren's investments and work started on the conversion tunnels. A school with four classrooms and an activity room was completed that fall and two one roomed schools were built in the area - one at Beryl Prairie and one near the dam site. These were moved after one year and the pupils bussed to town.

In January 1963, School District #83 (Portage Mountain) was born and the Hudson Hope School and Assets were purchased from Peace River North. This new district comprises 5530 square miles and extends up the Peace and Finlay Rivers to Fort Ware.

In 1964, four more rooms were added and the gymnasium enlarged. The following year Industrial Arts and Home Economics sections added.

At one time even with these additions, there were 10 annexes of various types, including five Atco trailers, scattered about the playgrounds leaving no room for the children to play. With definite indication of still larger attendance ahead, the Board planned another school on the western edge of town.

This new school named the Gen. Geo. R. Pearkes Elementary School after the Lieutenant-Governor of the province, was officially opened on May 15 1968. It was a very modern open area type building or complex designed by architects Rhone & Iredale. This exciting new design of 3 octagonal units built around a central core won for the architects the highest award in Canada for school design. It also brought great honor and publicity to Hudson's Hope, being mentioned in various magazines and newspaper articles. This school houses the kindergarten classes and Grades 1 to 111. Some of the children are bussed from outlying areas or picked up at the Elementary-Secondary School and bussed to the primary.

There are 8 busses transporting children to and from school - one of which takes Grades XI & XII students a distance of 42 miles to Chetwynd daily. These grades had attended the High School in Fort St. John previous

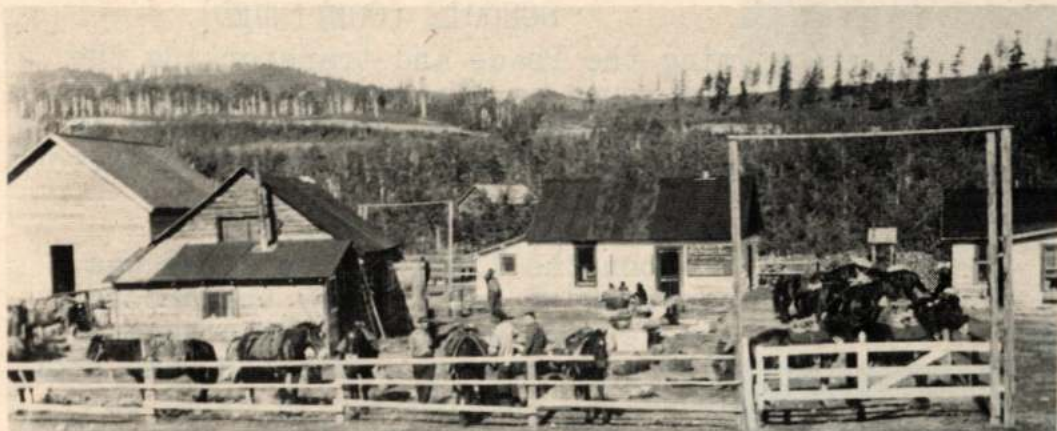
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JIM ROSS PACK OUTFIT LOADING OUT FROM HENRY STEGE STORE YARD. JIM ROSS WAS THE MAN WHO PUT BIG GAME HUNTING TO THE FORE IN THIS COUNTRY



MORRIS MACGARVEY WHO CAME TO HUDSON'S HOPE IN 1919.

"Mac" as he was called hauled mail to Hudson's Hope for 20 years.

In 1920 he found the remains of a body - part of a skull and hands. The remains were identified by Dr. Greene, a dentist who had done dental work for him, as that of Hans Kristiansen. Hans had been in partnership with a man named Harry Holtmeyer whose body had been found, riddled with 303 British Le Enfield bullets. It was thought that the "Danes" as they were known as, had had a disagreement and one had killed the other.

With MacGarvey's finding of the body of Hans Kristiansen, that theory was wiped out.

Shorty Weber had been the first to discover the body of Harry Holtmeyer and claimed he had ran away in a blind panic and gotten lost on top of the Butler mountains.

The body was discovered a second time by Allen McKinnon who was hauling the mail on the Upper Peace.

Bill Inusk was supposed to have confessed to Shorty Weber that he had killed "the Danes" as they were called. His body was found shortly after this and he was supposed to have committed suicide. Very few of the oldtimers accepted this theory as the solution to the two positive murders and supposedly suicide.

For one reason, Holtmeyer's body was found above the Peace River Canyon at their trapping cabin. The other body was found below the canyon about a mile above the present site of Hudson's Hope. An attempt had been made to cremate the body that MacGarvey found.

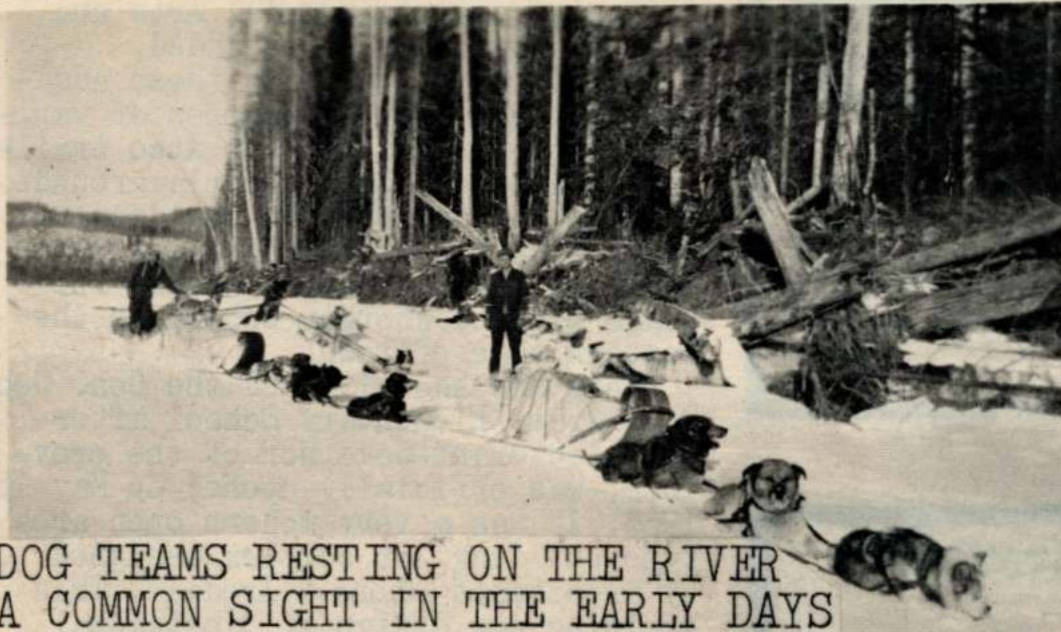
Mac took this writer out to show where he'd found the skull and hands 49 years before, in 1920. Years of erosion had taken their time and Mac thinks the site has eroded into the river.

While searching, we did find this old springpole trap set which has been outlawed for at least 35 years.

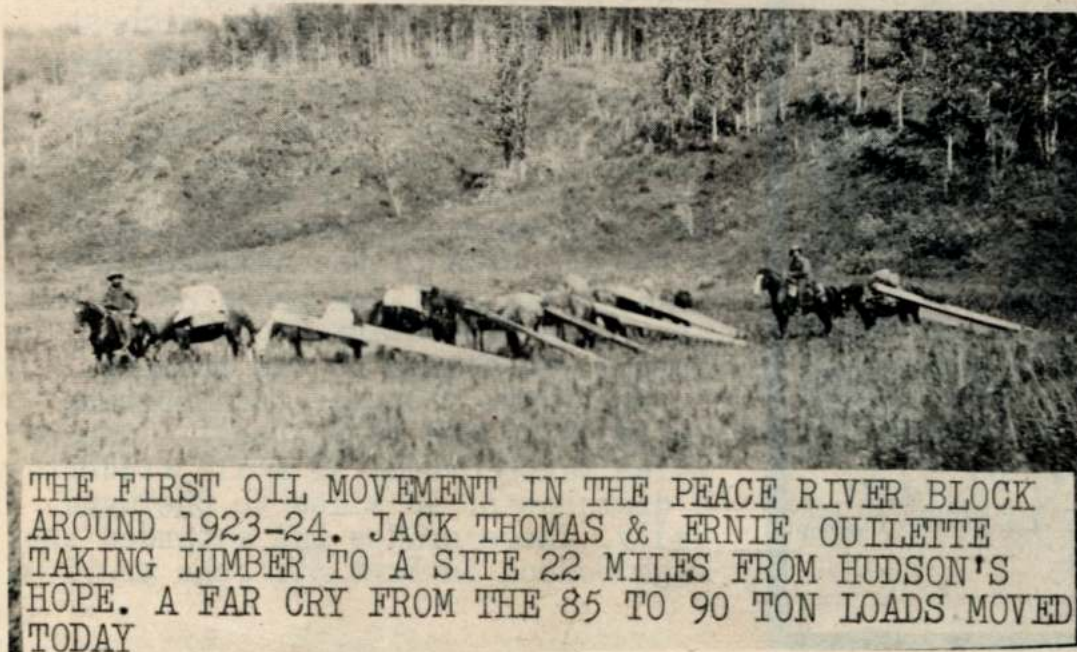
Mac kindly posed by the pole set for the above photograph.



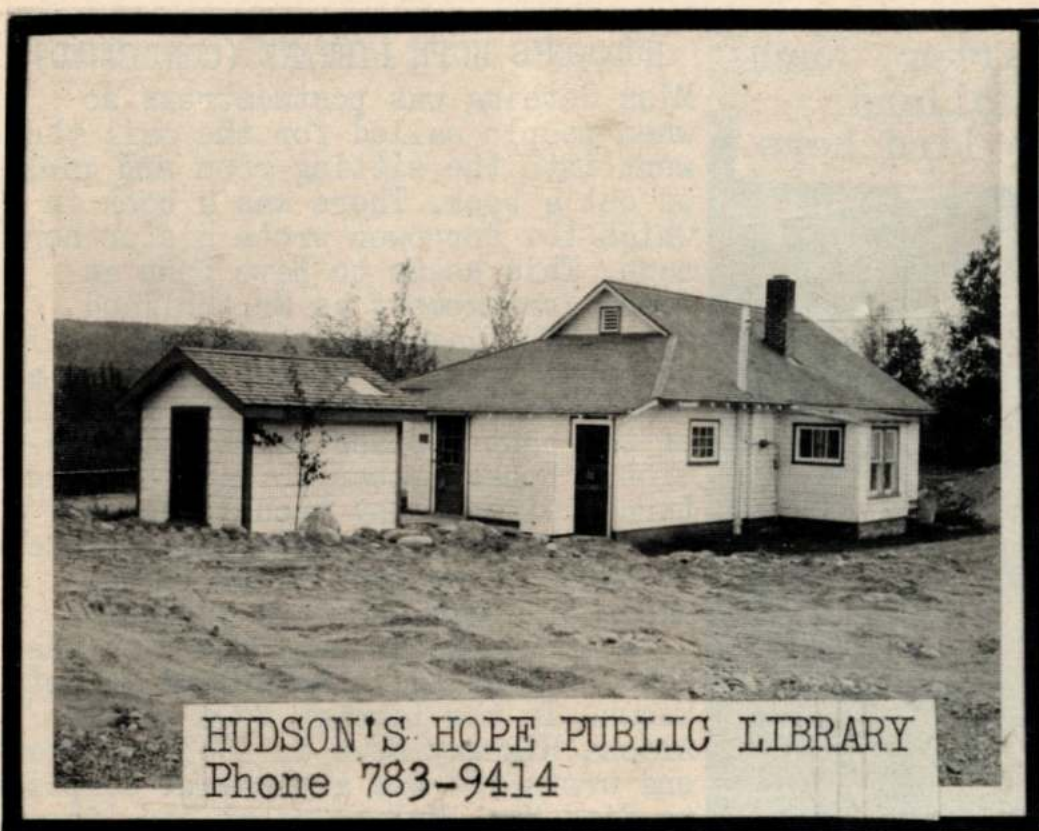
A GROUP OF PARTY-GOERS ON THEIR WAY TO SWAN LAKE TO A HOUSEWARMING AROUND 150 MILES FROM HERE. AMONG THE GROUP ARE TOM JAMIESON, VIC PECK AND BESSIE DUNSMUIR OF THE FAMOUS DUNSMUIR FAMILY



DOG TEAMS RESTING ON THE RIVER
A COMMON SIGHT IN THE EARLY DAYS



THE FIRST OIL MOVEMENT IN THE PEACE RIVER BLOCK AROUND 1923-24. JACK THOMAS & ERNIE OUILLETTE TAKING LUMBER TO A SITE 22 MILES FROM HUDSON'S HOPE. A FAR CRY FROM THE 85 TO 90 TON LOADS MOVED TODAY

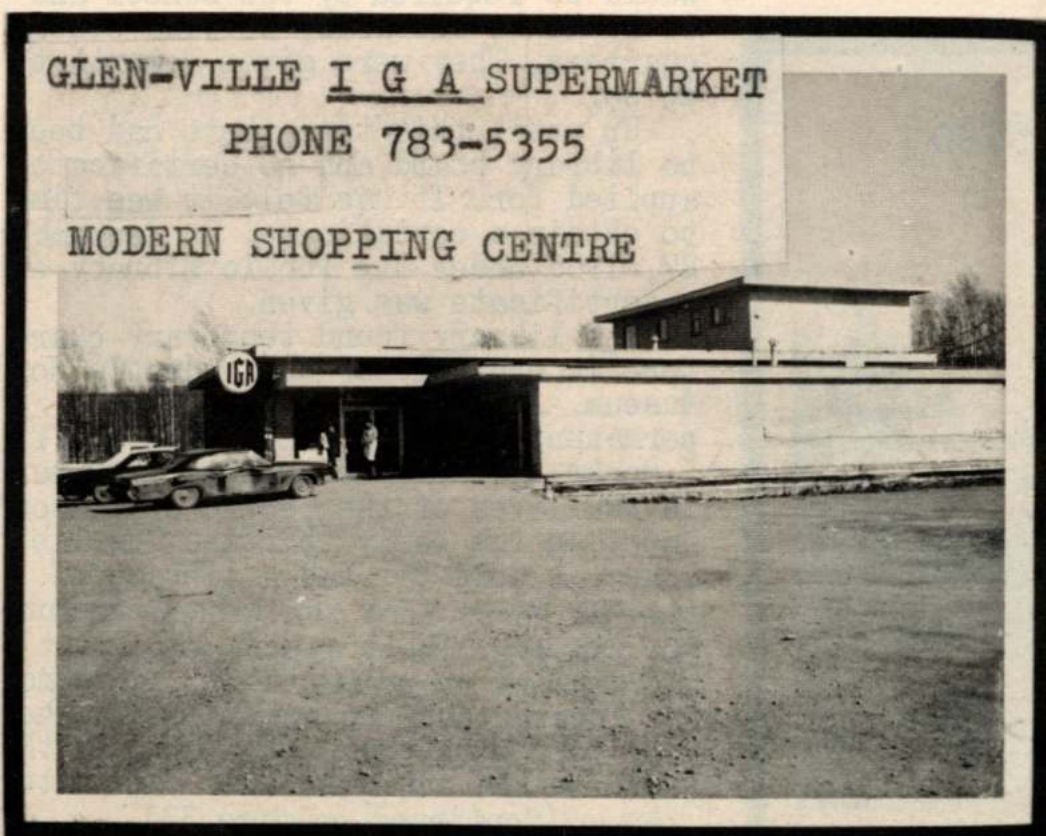


HUDSON'S HOPE PUBLIC LIBRARY
Phone 783-9414

RED CROSS OUTPOST HOSPITAL
BURNING DOWN . 1950



THIS WAS THE HOME OF LEO AND
ETHEL RUTLEDGE, BUILT BY LEO
IN 1931



GLEN-VILLE I G A SUPERMARKET
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MODERN SHOPPING CENTRE

HUDSON'S HOPE COMMUNITY LIBRARY By Dorothy Holt.

June 1, 1969, will be remembered by the residents of Hudson's Hope as the date of the opening of the permanent home of the Hudson's Hope Community Library. To visitors and some people it may appear just an ordinary home. But to those who have lived in the district for the past forty years or more it has quite a history.

The site was once part of the original forty acres belonging to Charlie Paquette. Several lots were sold and log cabins were built along the Peace River. This comprised the townsite of Hudson's Hope which derived the name from the Hope of Hudson a name used many years ago.

This building, which is to be known henceforth as the Hudson's Hope Community Library, was the home of Pen Powell and his wife, formerly Girlie Beattie. When the Red Cross Outpost hospital burned down a building had to be bought for the residence of the nurse, Mrs. Rose Barkley, and a dispensary, office and emergency sick room. The Powell home was available so was bought by the Red Cross. When the hospital closed the District of Hudson's Hope acquired it and turned it over to the Library Board for use as a community library.

Outside the grounds have been levelled to make ample parking. With flower beds, trees and shrubs the parking lot will have a beautiful setting. From here, at any time of year, the view of the Peace River and its far bank commands a magnificent scene. At the intersection of Dudley Drive and Gething Street it is within walking distance for all residents of the town.

The acquisition of this building means much to the library as in the past it has been moved from place to place. From information received from the first records at Dawson Creek and on file in the office of Mr. W.H. Overend, Branch Librarian of the Library Development Commission, the first record in existence was dated February 29, 1948. Mrs. Mollie Cottam who ran the hotel wrote to Miss Edith Sturdy stating that she believed it would be best to keep the library books for the next couple of months as they had not been read very intensively. She mentioned that a few people belonged to the Book of the Month Club. From this we know that there was a library but no one seems to know when the first books were received. Later in June of the same year the school teacher, Mr. Alwin Holland, wrote for a school library. Mrs. Cottam had moved away. The community library was sent out in his care. In August, Mr. Holland sent word that Miss Vesta Gething had been acting as curator and requested that the next lot be sent in her name.

(Continued on page 32)

L. to R. Guy Robison, Bill Carter, Hugh Murrav. Larry Gething, Alwin Holland,
In front of 1st. Helicopter to land here.



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HUDSON'S HOPE LIBRARY (CONTINUED)

Miss Gething was postmistress so when people called for the mail they went into the sitting room and picked out a book. There was a book in which the borrower wrote his or her name. This seems to have been an ideal arrangement as Mr. Holland wrote "The last assortment was well accepted here. In winter there is a considerable demand for non-fiction of the better class as well as fiction." Books appear to have been returned without any trouble as only two books were not returned. Only one of three books were found in the cabin of a man who died suddenly.

When the books were moved to the home of Mrs. Edith McFarland is not known. In the Library News of the Alaska Highway News in 1963 Mr. Overend wrote "It was a pleasant surprise to find Mrs. McFarland at the Library in one of the classrooms vacated when the new four room school was opened in the spring of that year." He mentioned that she had had a collection of library books at her home for quite a few years. Here the books remained until Mrs. McFarland decided to leave for the coast. Mr. R.M. Dundas, Official Trustee for the new School District #83 allowed the empty classroom to be used.

By 1966 there were more than One thousand books on the shelves. The books were rotated periodically from the Peace River Branch of the Public Library Commission. It was open every Monday and Thursday evenings from 7:30 to 8:30 and from 3 to 4 on the same days for school children. Under the general direction of Mrs. W.V. Johnson and the voluntary help of several ladies it was possible to serve the ever increasing number of residents. Mrs. Frank Riter was a member of this group and is still continuing to help.

In June 1966 the library workers were informed that the classroom would be required by the school and it would be necessary to find other quarters. They were given a month to do so.

Up until this time there had been no library board and no certificate applied for. It was felt it was time to obtain a certificate. On September 27, 1966 under the Public Library Act a certificate was given.

The library found temporary quarters in one-half of the Hudson's Hope Museum. At last the library has a permanent building and a paid staff.

Books have played an important part in the lives of the people of Hudson's Hope. In the early thirties Charlie Jones at Gold Bar had a library of discard books from the Vancouver Public Library. The trappers who spent the winters trapping in the surrounding country used to borrow books when they left with their supplies. As they often walked out the books were retur-

(Continued on page 33)

SCHOOL BUSES 1969



SCHOOLS (CONTINUED)

to 1967 and boarded at the dormitory. When both the fees and dormitory rates were raised very considerably in 1967 the official trustee arranged with Chetwynd in School District #59 Peace River South to allow the students to take these two grades there. Portage Mountain School District finances the education and the transportation of these pupils.

The School District had been administered by an Official Trustee appointed by B.C. Hydro assisted by a Secretary Treasurer until October 1968 when the first Board of local citizens was appointed. This group will continue to function until the Municipal elections in the winter of 1969.

The total school enrolment for Hudson's Hope reached its peak at 973 during the 1967-68 term with an average of 40 teachers. In June of 1969 there are approximately 640 pupils and 31 teachers. Even with this drop we, with our fine buildings are a far cry from the days of 10 or 12 years ago when it was touch and go as to whether enough pupils could be found to keep the little one-roomed school open.

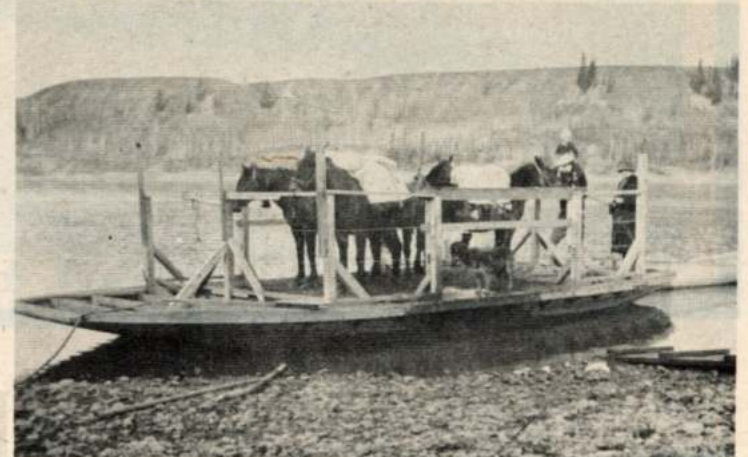
(ED'S NOTE)

Miss Edith Edwards came to Hudson's Hope in 1929 to teach school. Meeting the fate of almost every single girl who came into the women starved north met and married a man, Melvin Kylo, our present Magistrate.

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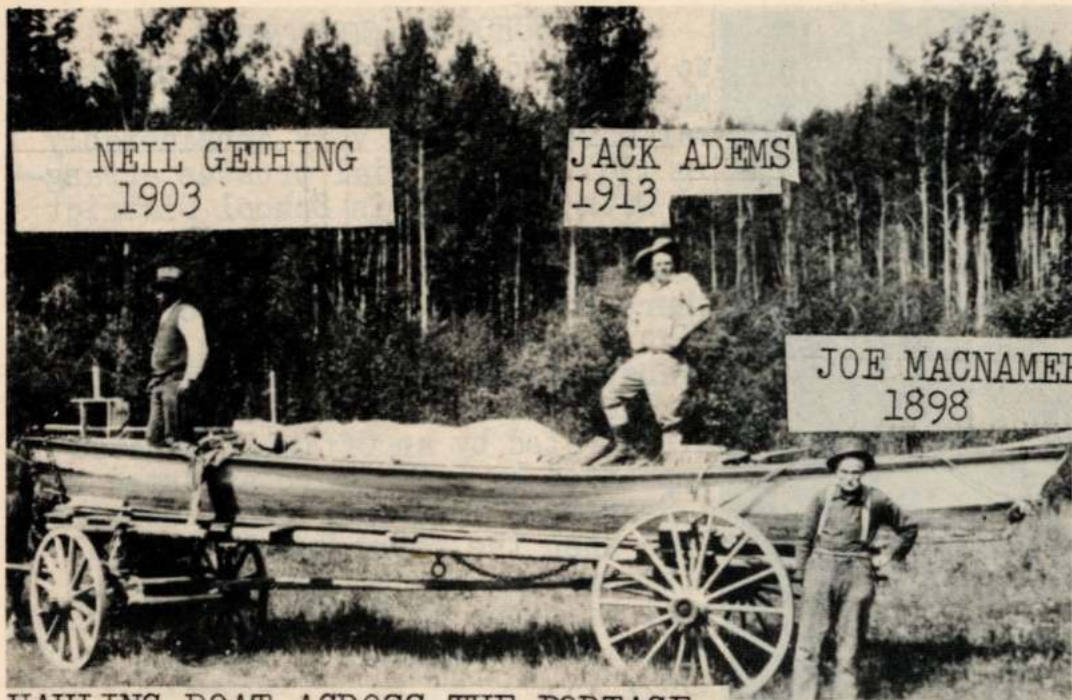


JOE, JENNIE & FRANCES GOODVIN CROSSING PEACE RIVER ON FERRY AT TAYLOR FLATS ON THEIR WAY TO THE TRAPLINE AT NIG CREEK IN 1923
NOTE FRANCES AT THE AGE OF TWO SITTING ON HER PONY

LIBRARY (CONTINUED)

ned the next fall.

When Mr. and Mrs. Jones left the country in 1936 the books were moved to the home of Mr. and Mrs. Jim Beattie at 20 Mile. Mrs. Beattie says the books were just what the trappers liked. They were not new but they were in good shape and were always returned that way. For those with access to the Peace River supplies were brought up by boat and there was always a good supply of books for winter reading. There were no fines and nothing was ever said about returning them but they all came back sometime. Today these books are on display in the original bookcase at the museum.



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PLACER MINING (CONTINUED)

the ski was left on. Whenever he hit bare ground he would remove the ski and use the wheel. Eric Dahle pushed this rather unusual vehicle over a hundred and fifty miles each spring. He had it loaded with about 250 pounds of supplies. We were to hear years later that this same man built a one-man sawmill that had an astounding production capacity.

The placer miners that made the most money were the ones that had gas driven pumps and power driven boats so they could skip around creaming the bars.

At the head of the Peace River Canyon at what was known as Grubstake Bar, almost everyone who came in placer mining stopped for a few days and took out a little gold, many staying only a day or two but some never got any further upstream.

King Gething was running a mail boat on the Upper Peace at that time hauling mail to Fort Graham and Finlay Forks. This was the way most of the prospectors reached their destination. King would haul their supplies during the summer. He would also be entrusted with their gold to barter and trade at the Hudson Bay Co. or at Henry Stege's store for supplies.

During the thirties, literally hundreds of men and women with their families survived the depression by washing gold, a meager living on the gravel bars of the upper rivers. The living may have been meager but it was one of the freest times of their lives and many have come back, over the years just to try and recapture some of those days of freedom - and of course, they were living better than they would have been had they stayed on relief, on the outside. Meat was available for the price of ammunition and a little energy. Wild leeks grew along the gravel bars of the Peace. These gave a little savoury onion touch to the moose and deer meat mulligans. Vegetables could be purchased from Jack Thomas or Jim Beattie so all-in-all about all that was needed was flour, salt, sugar, tea or coffee and yeast or baking powder.

When the second World War broke out prospecting was no longer profitable, as better wages could be made anywhere along the Alaska Highway working on construction. So ended one of the most exciting periods of history which dated back to the days before the Klondike rush. The old tailing piles on the gravel bars left by these earlier prospectors could be seen right up to the time of the flooding of the valley by the W.A.C. Bennett dam.

IN THIS CABIN NORTHERN AUTHOR BRAD ANGLIER
WROTE "A HOME IN THE WOODS" & OTHER BOOKS.
LADY ON RIGHT THE AUTHOR'S WIFE, VENA.



BEATTIES (CONT'D)

Peace River country. They also had the first home that had hot and cold running water. Jim brought this about by putting a water ram in 20 Mile Creek. This same creek also supplied an irrigation system for the lower fields which guaranteed them a good garden and crops from those fields.

The large ranch house, built of logs was made in the early thirties. There were always men around during the summer months as the trappers used to stay with the Beatties, just to get in on some of the home cooked food that was a welcome change to their own bannock and moose meat diets.

They had apple trees and often raised crabapples from these trees.

shows daughter Girlie standing in front of the trees when they were in full bloom.

Jim Beattie cut the first wagon trail across the Portage to haul river boats on, a distance of 14 miles.

Jim also cut and graded a road on beyond the Portage to his ranch at Twenty Mile a distance of another twenty miles.

He supplied packhorses for survey and hunting parties. In 1922 he lost one of his legs but continued to run river boats on the Upper Peace, as Mrs. Beattie puts it, "To keep a sack of flour in the house".

This beautiful large log ranch home was burned prior to the flooding of the valley, by the W.A.C. Bennett dam, a sad thing to see as so many years of pioneering had gone into the construction of this large home. A home that would have cost thousands of dollars to build today and would have made such a wonderful museum attraction for all and sundry to have seen.

The photo, taken by Mike Ovenell shows Mrs. Beattie standing in front of her lovely home just before it was razed to the ground.

What were the memories flashing back to her when she stood before this home for the last time?

Was she thinking of the burning brush piles as she gazed over the fields from which she, alone burned them so many years ago?

Or, did she think this was an end to the hard frustrating days of pioneering, child bearing, developing of a part of the Peace River?

Why not drop in and ask her? She works a shift in the Tourist Information Booth in Hudson's Hope and is still very active in the Historical Society Club and the Women's Community Club.

Some inconsiderate party stole all of Mrs. Beattie's photographs out of her large ranch home prior to it being burned. This was too bad as a great deal of history is contained in these pictures.

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HUDSON'S HOPE MUSEUM AND TOURIST INFORMATION BOOTH



RAISING POLLON & GOODVIN CRAWLER WHICH PLUNGED THROUGH ICE ON PEACE WHILE CLEARING RIVER OF SNOW FOR CROSSING OF B. OF T. MOTORCADE DRIVE FOR HUDSON'S HOPE-CHETWYND HIGHWAY IN 1958. PETE GOODVIN IN CHECK JACKET WENT DOWN WITH MACHINE, WAS SAVED BY BUD STUART, LEE PARSONS AND PETE MACDOUGALL

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THE HUDSON'S HOPE MUSEUM

Hudson's Hope, in the past three years has acquired a former Hudson's Bay Co. store and are steadily filling it with historical artifacts to have a museum everyone is proud of and is of great interest to the travellers who come to see it.

When a group of oldtimers saw that many historical artifacts were going to be lost or destroyed through an influx of people who came to work on the now completed dam on the Peace River they formed the Hudson's Hope Historical Society.

The old Hudson's Bay Store building had to be moved immediately to make room for a road so the town council was prevailed upon to buy the building and a piece of Hudson's Bay property to place it on, until the club could register.

To register cost \$25.16 (The 16¢ for the application forms) Only having \$13.00 on hand and an \$8.00 phone bill 4 of the group, Mel Kylo, King Gething, Marge Johnson and Earl Pollon each donated \$5.00.

The Society now runs the Tourist Information Booth in the same building sponsored by the local Chamber of Commerce.

The museum, like the old school, town hall, present airport, garbage dump, highway to Chetwynd required a few people spending time and money to bring it into being.

Residents of today are the Pioneers of Tomorrow, as much now as 50-100 or 150 years ago, so help gather artifacts that will allow our museum to record some of the facts of today - for tomorrow.

LUCILL ADEMS (CONTINUED)

I certainly consider our decision to make a home at Finlay Forks in 1913, was showing us a way of life I could never have known in civilization, and I look upon what I learned there by trial and error as the foundation on which Jack and I built a normal, healthy and carefree way of life, as did all the early settlers and I am living too soon to see a repeat of it all again by the present young people seeking more understanding of a happy worthwhile way of life.

I so well remember my first year, when I did not see another white woman, and learned there was a kind of life many people know nothing about, but is really very satisfying to the soul. I really was the first white girl to have a home in the lake at Finlay Forks, and believe me I'm going back again this summer to build another home up near the Dam. I really left my heart in that country.

Don't know why I'm telling you, oldtimer, all this today - just lonely for it all again perhaps.

Fondly,
Lucill K. Adams.

LIME (CONTINUED)

Singsongs were well attended when the kilns were burned as folks would gather round with guitars, accordians or what have you?

Jack Pollon had built a small cabin right near the kilns where he had turned the big spring under the building. This gave him a cooling system for his homemade beer. The spring is always near the 42 degree mark, just right for drinks. He also had the first flush toilet in Hudson's Hope. He turned a branch of the large gushing spring under his outdoor biffy. This ran under the privy, then into a large cavern in the spring lime rock formation.

Lime was shipped by boat until the late forties. The last kiln burned was in 1949.

UNWANTED JOE (CONTINUED)

was on his way down to the river where they intended to take it across to the south side and turn it loose. Iva Boynton saw the calf and took a fancy to him. "Isn't he a darling?" said Iva. "Do you want him?" asked Earl. "I'd love to have him!" she replied. "You've got him," said Earl, handing her the lead rope before she could change her mind. She kept him all summer.

Joe learned to like everything in Henry Stege's store, in the line of goodies. He'd walk in and help himself. Out he'd come with Henry mutter

ing and cursing, prodding Joe in the rump with his cane. Joe also learned to hijack goodies from the children. At first they shared willingly but as Joe got bigger he became less attractive but far more insistant on getting what he figured was his fair share of the spoils. He'd knock the children down and take what he wanted.

Well, as stated Joe was a friendly fellow and liked to make cooing sounds to the saddle horses that were often tied to the hitching rail, in front of the Coffee Pot Cafe that Iva was running. He decided one night to make up to Garry and Olive Powell's saddle ponies. Garry heard the horses objections as they snorted their disapproval of Joe, but he heard too late. When he got outside to run Joe off, his horses were disappearing on the dead run. Garry and Olive walked four miles home. That didn't help Joe's standing in the community any. What with angry parents, a merchant objecting to being robbed and ranchers that didn't like walking, Joe's time had run out again and the Game Department was approached. This time they found a place where Joe would be loved and wanted, the park in Calgary.

Joe lived to be four or five years old before he cashed in his chips.

So ends the saga of "Hudson's Hope Joe" which is the name that was given to him in Calgary.

HUDSON HOPE HISTORY
DINOSAUR TO DYNAMO
Compiled & edited
by Earl & B. Pollon
with assistance from
Edith Kylo, Dorothy
Holt, Dennis Geddes,
Burly Smith, Marge
Johnson, Gethings,
Ardills, Garry and
Olive Powell and
others who came forward with pertinent
information of our
History.

Photo credits are
many: Local Museum
and Historical Society,
The Gethings,
Ardills, Beatties,
Kyllos, Powells,
Burly Smith, Evelyn
Vipond, Dorothy
Holt, Iva Lillew,
Bob White,
B.C. Hydro & Power
Authority.

Credit must also
be given to the
early settlers who
were thoughtful
enough to take
photographs and
leave records of
their having been
Cover designed by
Fran Nikon.

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WINTER CARNIVAL QUEEN & PRINCESSES

PLEASE NOTE:

Editor of B.C. Motorist magazine
March April issue.

Please note proper location of Hudson Hope. We do NOT lay between Dawson Creek and Fort St. John on the Alaska Highway as stated in your article.

We are on Highway #29, 42 miles north of Chetwynd and 60 miles west by south of Fort St. John. Highway is paved to Chetwynd and there is only 30 miles of gravelled highway between Fort St. John and Hudson's Hope and this is in the process of being upgraded in preparation for paving.

This article has done this district a great deal of harm and worse, still has cheated many people who are using your mag, or is it rag? as a travellers guide, out of visiting the eighth wonder of the world, the W.A.C. Bennett Dam and one of the most picturesque, historical routes in B.C. for our district is older than Vancouver and was originally known as "Rocky Mountain Portage House".

CARBON RIVER'S
CHARLIE JONES

Charlie Jones came to Hudson's Hope from the Ozark Mountains and settled at Carbon River in 1912. As did most of the early settlers he fought overseas in the First World War. While in England he met and married his wife Madge. They returned to Carbon River right after the war and lived there until 1936.

Charlie was an avid reader. He started a library at Gold Bar from Vancouver Library discards. We have not been able to trace the exact year but it was prior to 1934.

REID JOHNSON, REVILLON FRERES TRADER
HUDSON'S HOPE 1906

CHIEF OF BEAVER INDIANS
CRYING OLD MAN



OUR BIG, BROAD, BEAUTIFUL COUNTRY

The Peace River Country has always attracted the freedom-loving adventurous type of men and women. It has never been, and never will be a land for quitters. It has developed and progressed under the guidance of the willing hands of believing men and women who hacked out their garden plots and fields with grubhoe and axe, breaking them with oxen and horses, and shovels.

Now, as thousands of acres are being cleared by the large, modern equipment of today, it brings to mind the words of Jack Pollon as he gazed in awe, from on top of the large hill, east of Bear Flats on the Fort St. John road, from which can be seen one of the most breathtaking, beautiful views, in the world, as you gaze up the valley of the Peace to where it breaks through the last restraining barrier of the Rocky Mountains to start its long wending journey to the Arctic ocean, "God. - It's a big, beautiful country. It needs only the willing hands of man to develop it. A country to build a home in".

In spite of the tremendous strides that have been made since; Model Town, paved highways, paved airport, the largest man-made lake in the Western Hemisphere, created by the largest earth-filled dam in the Western Hemisphere, it can still be said, "God. - It's a big, beautiful country.

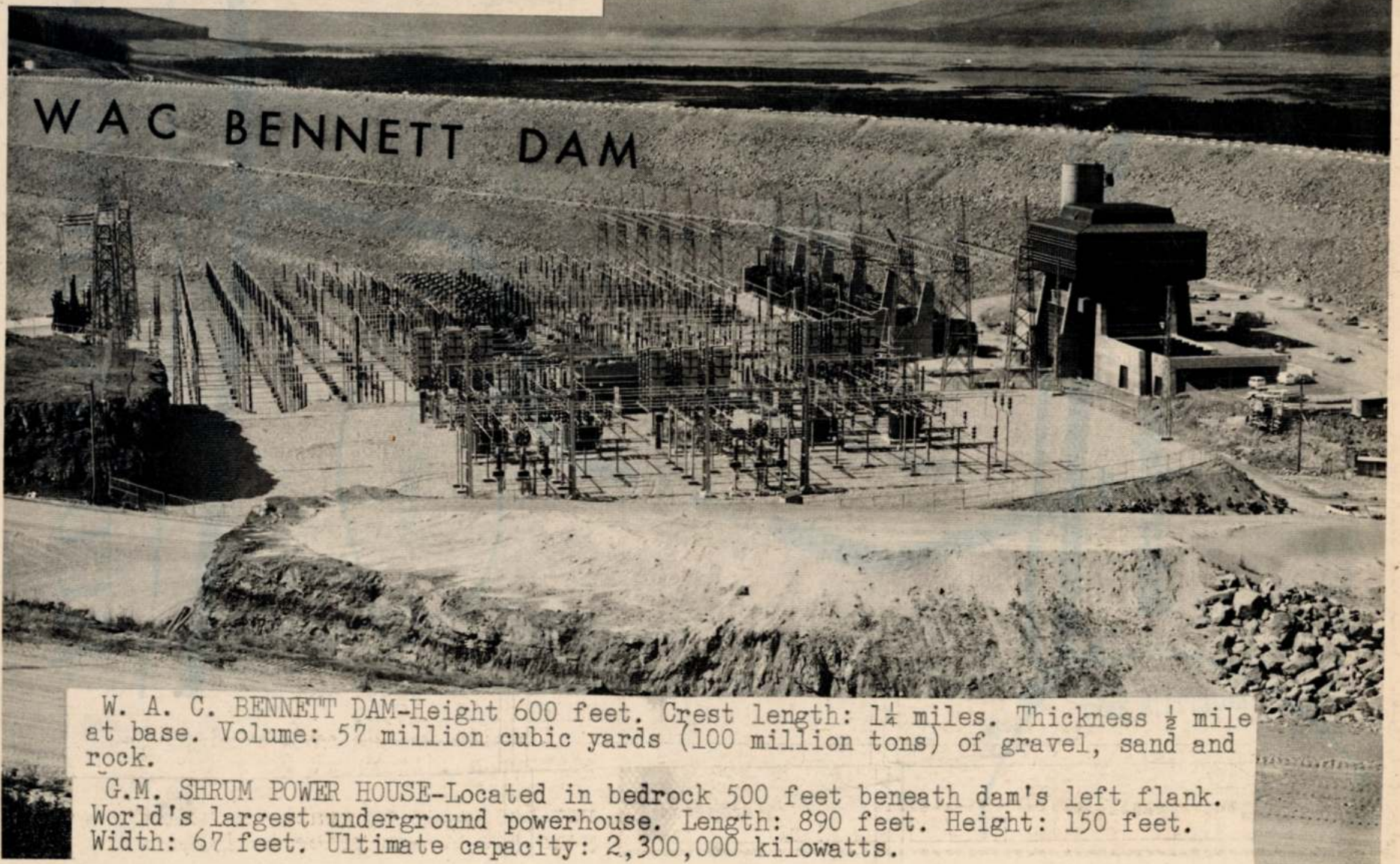
HER POTENTIALS HAVE ONLY BEEN SCRATCHED!"

BEAUTIFUL LAKE WILLISTON
BRITISH COLUMBIA'S PARADISE OF OUTING PLEASURES
RESERVOIR- Length: 225 miles. Area: 640 sq. miles
Shoreline: 1,100 miles.

PAVED AIRPORT

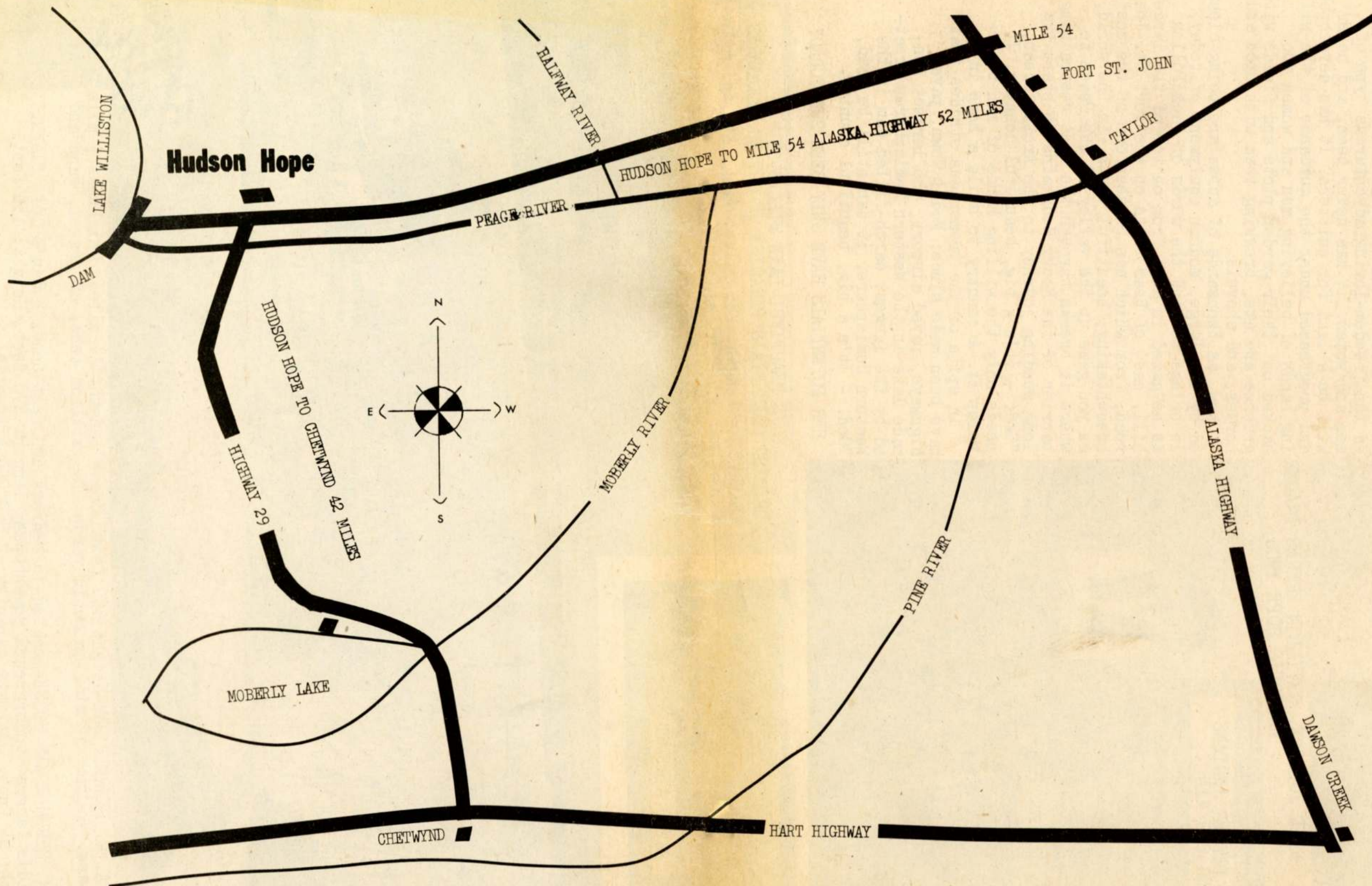


W A C BENNETT DAM



W. A. C. BENNETT DAM-Height 600 feet. Crest length: 1½ miles. Thickness ½ mile at base. Volume: 57 million cubic yards (100 million tons) of gravel, sand and rock.

G.M. SHRUMP POWER HOUSE-Located in bedrock 500 feet beneath dam's left flank. World's largest underground powerhouse. Length: 890 feet. Height: 150 feet. Width: 67 feet. Ultimate capacity: 2,300,000 kilowatts.



HUDSON HOPE — DINOSAUR TO DYNAMO