



the stew

ISSUE 9.08 | AUGUST 2018 | **FREE**

**the
boat issue**

Featuring
Boats that shaped BC
Pages 6 & 7



On the Cover:

Boats of all kinds are the theme of August's Stew. And why not? Our lake-filled Cariboo region has an abundance of places to use them!

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Following in Dad's footsteps

BY CRAIG SMITH

This month it's "Boats, Boats, Boats." You'd only really get that reference if you've ever watched the TV show "How I met your mother." It's always amazing to me that when I sit and arbitrarily pick The Stew Magazine's subjects for the year, how much each theme impacts my life. It might be that everyone has a story for every subject or I pick those subjects with an article in the back of my mind. As I sit in my "drug addled" state trying to put coherent sentences together (I just had an operation and I'm taking pain medication) I probably picked boats because of my Dad.

Anyone who knows me, knows my dad is my hero for a lot of reasons, but one of his coolest stories is about his time in the Royal Merchant Navy. When he graduated in Scotland, he had a couple of choices. There was a little farm work but the main source of employment back then was either the military or the coal mines. As he was pushed towards the mines he tried it for a very short time. I couldn't get exact days out of him but I would probably guess less than a couple of weeks and probably closer to a couple of days. So out of the Branches of service Dad chose the merchant navy. I would think it was probably the adventure, as the merchant navy was always moving, always working. One of my clearest memories as a kid was going through my dad's log book of his time in service. It said the country, the ship, what they carried and his notes of the experience. It also came in a box that contained a bunch of pictures from his travels, things they carried, him painting parts of the ship and him going through

King Neptune's Court. For those who don't know, King Neptune's Court is a ceremony that all sailors go through the first time they cross the equator. Every ship is different, every Navy is different but the gist of the ceremony is the same. King Neptune, Davy Jones and a host of characters most times in costume hold court on the ship's deck where the "Tadpoles" go through a series of ceremonies to become what the Royal Navy calls "Shellbacks" the ceremonies are different everywhere but this one included a head shaving, whip cream and a dunking. For sailors that is the major ceremony or milestone but there are many others such as going through the Suez or Panama Canals, crossing the tropic of Capricorn or Cancer, passing the straight of Gibraltar, going into the great lakes or any of the Seas, crossing the Arctic or Antarctic circles or the international date line. My dad's logbook reads like a list of everywhere with a port that you would ever like to visit. The many years my Dad was in the Merchant Navy also gave way to some amazing if not unbelievable stories. One of these stories was about a delivery of a couple of double decker buses to a city in West Africa. As the city had no port and the water level was very shallow a long way out, it was decided that the only way to get these buses to the city was to build a raft. Dad was telling this story at a pub when I was older and I remember a guy there saying it wasn't possible and was a BS story. Remember the box with the logbook and the multitude of pictures? Dad went back to the pub with the picture of a double decker bus being offloaded onto a hastily built raft of trees lashed together. Probably another reason

to take pictures of everything that you find unusual as you never know when someone is going to say, "Pictures or it didn't happen."

My whole point in that story was when I asked my Dad the difference between a boat and a ship I got the standard Navy answer which every person who has ever sailed anywhere in uniform will give you. You can put a boat on a ship and a ship on a ship but you can never put a ship on a boat. In the old days ships where the vessels that had three or more sails but that distinction stopped when other forms of propulsion were invented. The only exception to that rule would be submarines. They are and always will be called boats even though they fit into the size category. The main reason is that the first submarines were small and launched from ships or tender ships they called then. The name is traditional and will never change.

Changing gears a little and looking at the Viking side of my family with ships and boats on both sides, people might find it strange that I didn't end up in the Navy. Well in fact I was in the Canadian Navy at the start of my career and after about six months I made some career decisions. You make different decisions at 18 than you would at any other time in your life. I wanted a career like my dad had. I wanted to see the world. At the time the Canadian Navy consisted of a small fleet on both coasts of older vessels and the farthest deployment was the odd cruise to California and once in a while to Hawaii. I looked at the army and saw new toys. New vehicles and weapons and deployments all over the world. Guess who is changing careers based on boy logic and criteria. Years later



we saw many upgrades and some embarrassments (submarines) to our naval fleet and actually to all our armed forces.

Now as I get older I love my travel to be on a boat and a ship. A few things I've knocked off the bucket list are a cruise up the Nile and the Yangtze rivers on a boat and the Mediterranean and Caribbean in a ship. Both vessels had their pluses and minuses but I loved every minute. I fully believe we were meant to sail and don't think it was just my heritages that come into play. There is nothing more calming than being on a boat gently rocking to the movement of the water. If you don't believe me try it yourself, I'm sure you'll agree within minutes.



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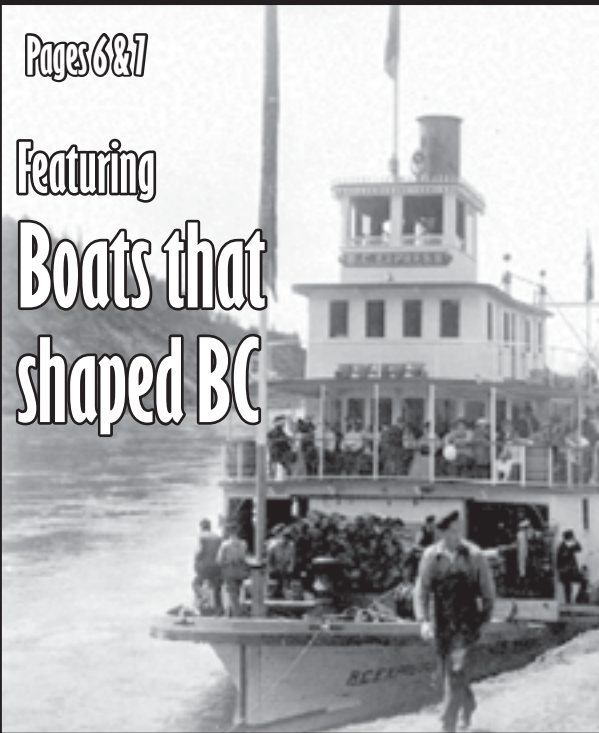
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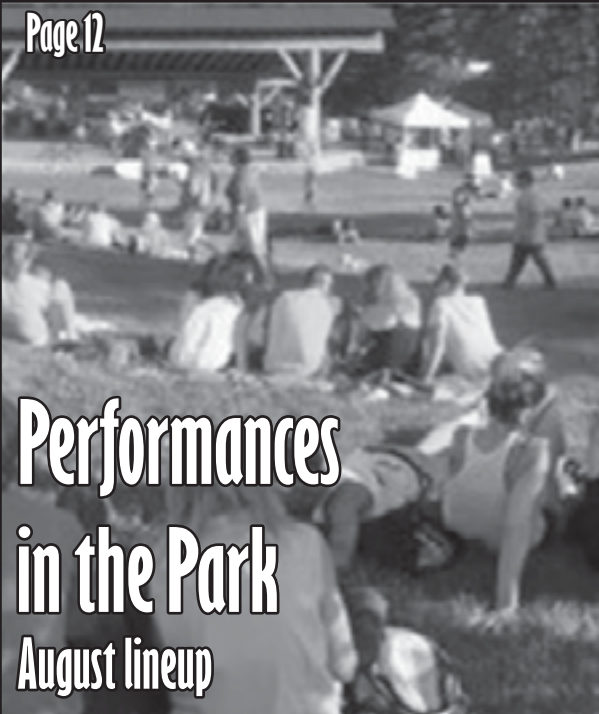
ingredients

Pages 6&7

Featuring
**Boats that
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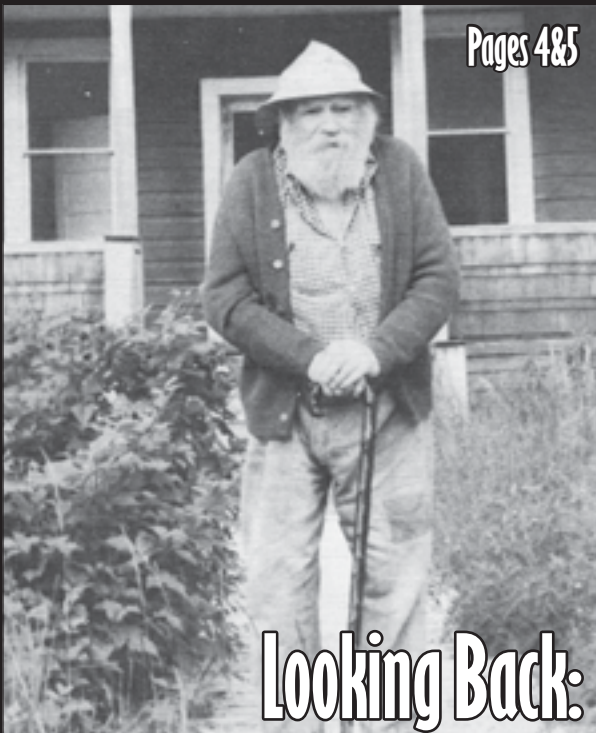


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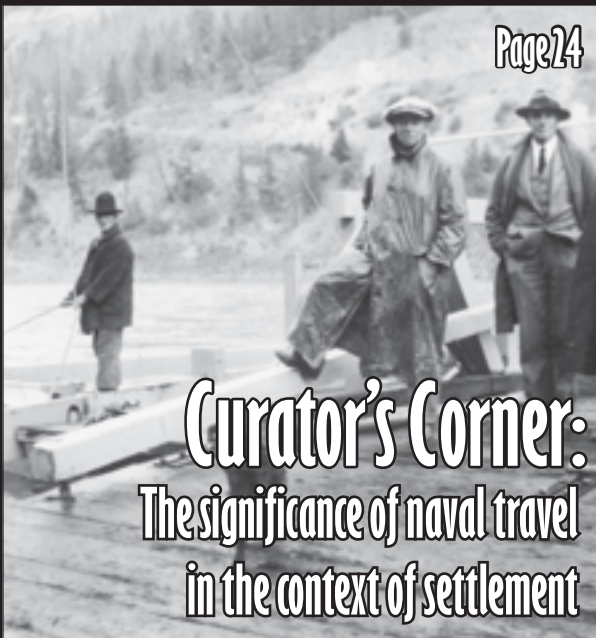
**Performances
in the Park**
August lineup

Pages 4&5



Looking Back:
Edwards family conclusion, part 6

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Curator's Corner:
The significance of naval travel
in the context of settlement

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“The sea, the great unifier, is man’s only hope. Now, as never before, the old phrase has a literal meaning: we are all in the same boat.”
~Jacques Yves Cousteau

Edwards family conclusion, pt. 6



Just as horses proved essential to homesteading at Lonesome Lake in the 1920s, the Taylorcraft airplane purchased by Trudy in 1953, became equally vital to the Edwards family for more than a dozen years. Soon they had a hard time imagining life without it.

Besides delivering fresh produce and farm products to customers on the Chilcotin Plateau and to coastal logging and fishing camps, Ralph and Trudy used the plane to haul food and sup-

plies into Lonesome Lake. This included grain for the swans, livestock (calves, young horses and chickens), and even a tractor taken apart into its component parts then reassembled at Lonesome Lake.

Trudy married Jack Turner in January, 1957, and two years later their daughter Susan was born.

The Turners built their own farm along the Atnarko River three miles upstream from Lonesome Lake, and named it Arbordale. Trudy originally

called the place Fogswamp Farm reflecting an earlier tragedy where she fell a tree on her beloved dog killing it instantly. In her remorse she gave it the most dreary and mournful name she could think of. When Jack arrived they started creating happy memories. Thus was born Arbordale.

Much to Trudy’s chagrin Ralph took over exclusive piloting of the Taylorcraft after getting his pilot’s licence in 1954 at age 62. She said it was too difficult to share the use of the plane with her strong-willed father.

Ralph had his share of adventures and near tragedies during his 13-year flying career. After several hard landings and other scrapes in the rugged landscape, Ralph flew the Taylorcraft to Vancouver to repair a bent cross member on the bottom of the fuselage. When mechanic

Gordy Peters examined the plane he had bad news.

“Look at this,” he said, poking his pocket knife through the corroded steel tubing in several places. “You will need \$1,800 for a new fuselage.”

This was money Ralph didn’t have, but he gave the go-ahead for the repairs and returned to Lonesome Lake. Ralph and Ethel decided to mortgage their cattle herd.

When he got word that repairs to the Taylorcraft were complete, Ralph took the steamship to Vancouver. He was shocked that rebuild job had exceeded the work they agreed upon. A radio had been installed as well as new upholstery, a windscreen and a door. No way could Ralph afford the \$5,000 bill.

Then in front of a group of aviators who had gathered for the occasion, pilot Roy Moulton tore up the stack of invoices and his

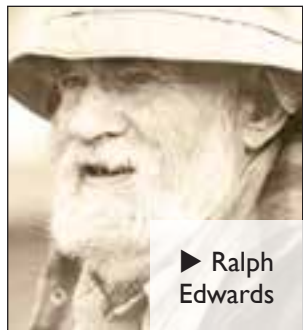
friends all applauded.

“The expenses are all taken care of,” Moulton told a surprised Ralph Edwards. “The guys here all donated their services, and Grant McConnachie and other airlines brass threw in a few hundred bucks to pay for the radio, seat and door and other stuff.”

Ralph was overwhelmed. With a radio installed for the first time he felt he had joined the modern age.

Ralph turned 69 in 1960 and the notoriety of Leeland Stowe’s 1957 book *Crusoe of Lonesome Lake*, and a surprise television appearance in Hollywood the following year, brought international fame to the reclusive family of Lonesome Lake. Every mail day there was a gunny sack of correspondence from people curious about escaping to the wilds of British Columbia.

On top of that more and more tourist lodges and cottages were getting established on lakes in the West



Chilcotin. “Our magnificent isolation was ending,” Ralph observed. “Hardly a day went by without planes circling overhead. I was beginning to feel hemmed in.”

Ralph approached Ethel about the idea of selling out and starting again somewhere else, but Ethel was determined to remain with her beloved cattle herd and home she had known since she was 19 years old. She said he could do what he wanted but she wasn’t leaving.

Ralph put the Lonesome Lake property up for sale and set out in the Taylorcraft in search of a new home. With provisions and extra gas he headed north

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"For the ocean is big and my boat is small. Find the courage." ~Alanis Morissette



► Ethel & Ralph

...continued from page 4

to Kispiox then on to Dease Lake. Landing on various lakes he made inquiries about available land and was told that nothing was available. This was the same message he received 50 years earlier when he first arrived in Bella Coola.

Undaunted Ralph flew to the Yukon where the government agent in Whitehorse said there were only two arable farms in the whole territory. He said dozens of attempts had been made to establish others but all had failed.

Ralph turned 70 years old before he arrived back to Lonesome Lake to put up the hay for the winter.

In October he headed out again, this time for Haida Gwaii and Prince Rupert. When he landed in the isolated community of Oona River on Porcher Island at the mouth of the Skeena River, he figured he found what he was looking for.

On a hunch that Ethel would go for this remote settlement 42 kilometres south of Prince Rupert, Ralph bought a house there, with a big garden, running water and inside plumbing. "The price was right so I decided to buy it. I hoped Ethel would like it too."

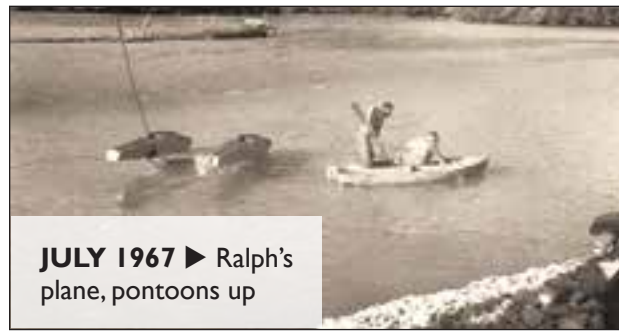
But Ethel wasn't impressed. Her heart wasn't won and she wanted to remain at Lonesome Lake close to their daughter Trudy, husband Jack, and three-year-old granddaughter Susan, only three miles away.

Ralph felt stunned and hurt that his wife wouldn't simply follow his lead, but he made his move to Oona River anyway. He settled into community life and became a local celebrity as the Crusoe of Lonesome Lake, and bought a gillnetter and went commercial fishing.

Ralph still loved Ethel and would fly home to Lonesome Lake every month or so to deliver the mail and bring in supplies.

When he sold the Lonesome Lake homestead to Americans from California, Ralph made the stipulation that Ethel could remain there the rest of her life. Their son Stanley moved back home to help his mother.

On July 21, 1967 life changed forever for Ralph Edwards who was now 76 years old. He was flying the Taylorcraft up the Bella Coola Valley to Lonesome Lake attempting to gain altitude to cross 9,000-foot Mount Defiance and



JULY 1967 ► Ralph's plane, pontoons up

9,200-foot Mount Stupendous when his plane lost power. Fortunately he had enough altitude to swing around and make an emergency landing in the Bella Coola River.

He was 12 miles upstream from the Wilderness Airlines seaplane base at the mouth of the river when he touched down on the turbulent waters. He managed to poke his way downriver through the "floating impedimenta", gravel bars and log jams despite one of his floats starting to take on water. He said the plane was starting to "droop like a sad seagull" when he finally drifted abreast of the floatplane dock, but the Taylorcraft didn't have enough engine power to cross the river through the current.

A rescue boat came to help just as Ralph stepped off the pontoon into the river. Then a sudden gust of wind grabbed the wing of the listing plane and flipped it upside down in the shallow water. The plane came to rest against the rocks of a small islet in the river and Ralph's flying days were done.

For the last decade of his life Ralph used commercial aircraft to commute between Oona River and Lonesome Lake to visit

Ethel.

He had one final hurrah in 1972 when he was invited to Ottawa to receive the Order of Canada for his work preserving the trumpeter swans. He insisted that Ethel be invited too, and after some persuasion she agreed to accompany him. His Excellency, Governor General Roland Michener bestowed the Medal of Service, and they were introduced to Prime Minister Pierre Elliot Trudeau.

Five years later Ralph Edwards died in Prince Rupert at the age of 86. Ethel died two years later in Bella Coola.

Their children, Stanley Edwards, John Edwards and Trudy Turner continued to maintain the family legacy at Lonesome Lake for many years afterwards.

Trudy and Jack remained at Arbordale until the late 1980s when the sold out and moved to the sunny Salloomt near Hagensborg.

Stanley made his home at Stillwater Lake and was quite noticeable with his signature yellow hard hat, rubber gumboots and long white beard when he made shopping visits to Hagensborg and Bella Coola. He later died at his cabin on the Stillwater.

John rented canoes to tourists on Turner Lake



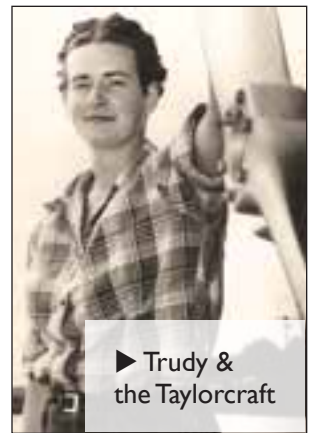
► Ralph at Oona River

for many years, where he was famous for his fresh cinnamon buns – a delight to paddlers and pilots alike who visited his cabin beside the lake. He also managed to acquire ownership of the old family homestead on Lonesome Lake and was in the process of restoring as a heritage site when it was destroyed by a forest fire in 2004.

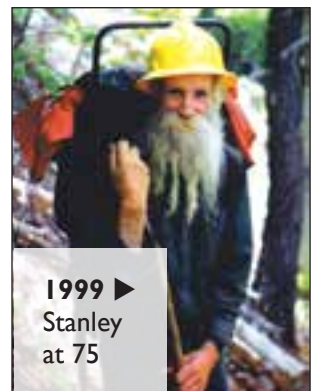
Undaunted, John constructed a small cabin at the old home site with the help of friends and neighbours and continued to live there until his death in 2007.

After the death of her husband, Jack Turner, Trudy left Bella Coola Valley with her daughter Susan and son-in-law Tom Loosmore. They relocated to Falkland where Trudy figured the drier climate would be easier on her arthritis.

I happened to meet them on this exodus at the Tsi Deldel Gas Bar at Redstone. They were riding



► Trudy & the Taylorcraft



1999 ► Stanley at 75

in two vehicles with various cats, dogs, chickens and horses, and maybe a goat. It was an iconic moment, like running into the Beverly Hillbillies on Route 66. I made a point of greeting Trudy and wishing her well.

Much has been written about this family of Lonesome Lake beginning with Leland Stowe's *Crusoe of Lonesome Lake* (Random House 1957), followed by Trudy's *Fog Swamp, Living with Swans in the Wilderness* co-authored with Ruth M. McVeigh (Hancock 1977); Ralph's post-humus memoir *Ralph Edwards of Lonesome Lake* as told to Ed Gould (Hancock House 1979); Isabel Edwards' *Ruffles on my Longjohns* (Hancock House 1980); and finally Trudy's second book *Packtrains & Airplanes* (Hancock 2012).

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flavour of the month

“The boat is safer anchored at the port; but that’s not the aim of boats.” ~Paulo Coelho



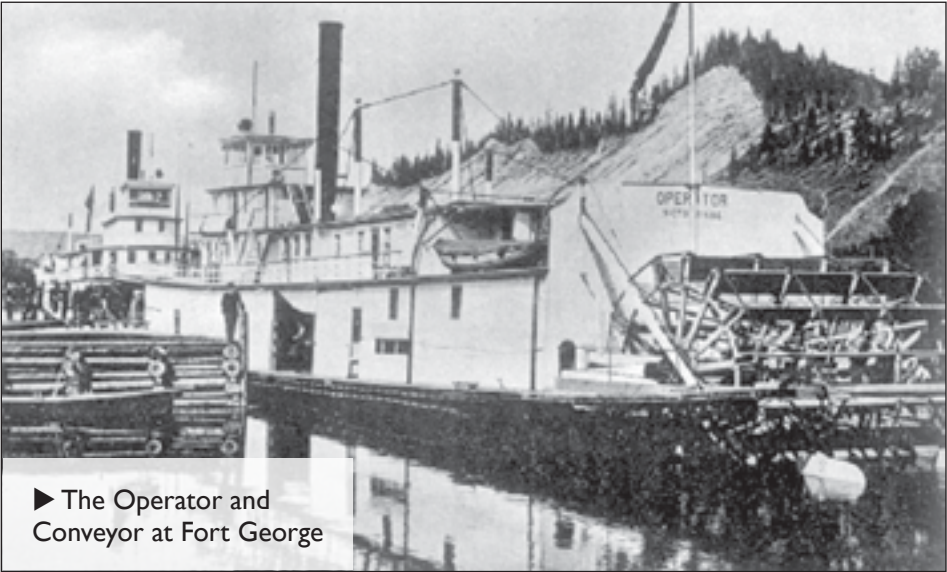
► The BC Express



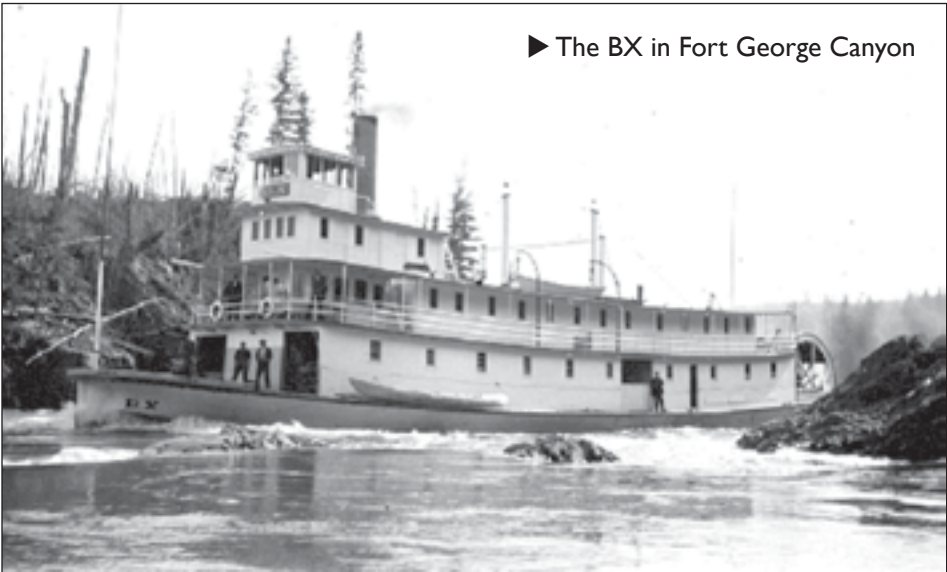
► The Fort Fraser on Nechako River



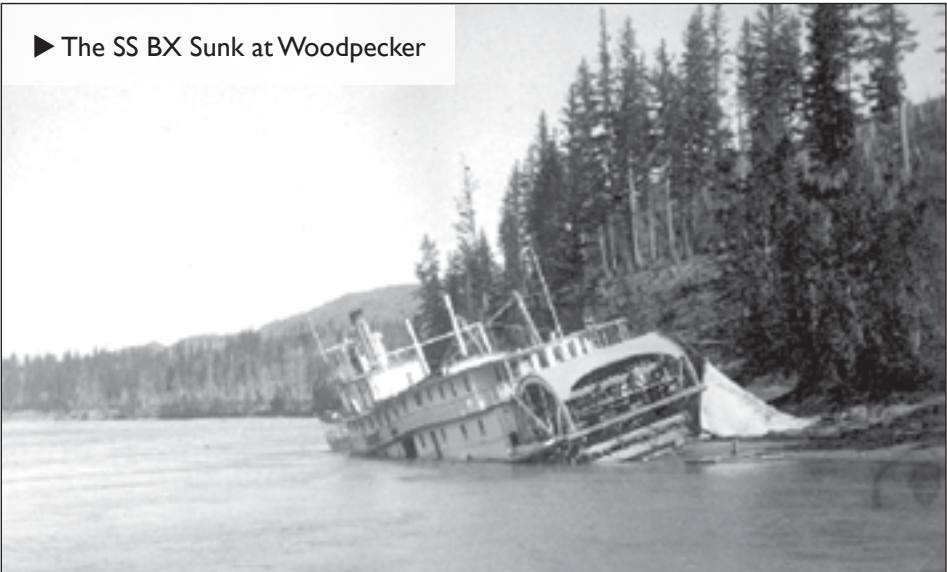
► The Robert C Hammond



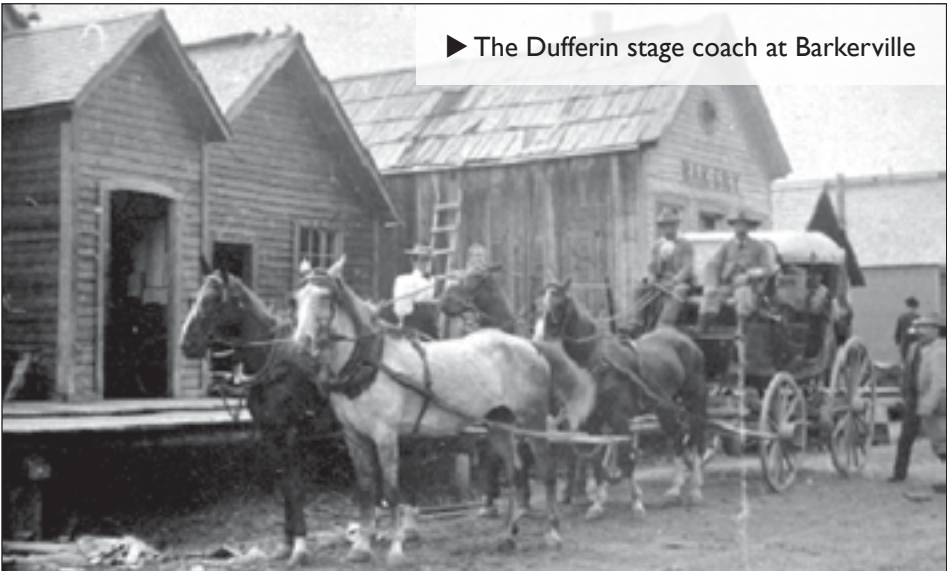
► The Operator and Conveyor at Fort George



► The BX in Fort George Canyon



► The SS BX Sunk at Woodpecker



► The Dufferin stage coach at Barkerville

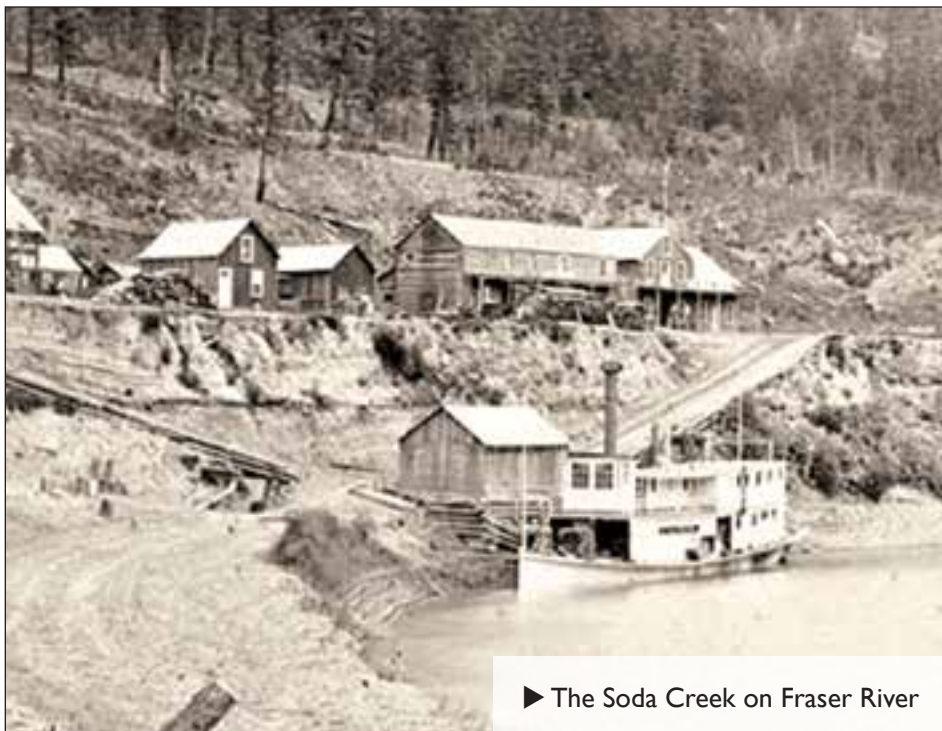


► The BC Express stage coach at Ashcroft

flavour of the month



► The Charlotte at Quesnel Wharf



► The Soda Creek on Fraser River



► The Chilco

Boats that shaped BC

BY CRAIG SMITH

This month's feature is going to be more of a 'what' than a 'who.' I wanted this issue to be about boats and after some thought I came up with the idea of making the historical boats of our area the feature.

Our area was serviced by riverboats and stern-wheelers from about 1863-1921 basically the time of the goldrush. It was the easiest way of moving people and goods up and down the upper Fraser river until the roads that now exist were built. Twelve of these steamboats worked our

part of the Fraser river until the railroad was pushed through and the need for them stopped.

The first steamer in the area, built in Alexandria in 1862, was named the Enterprise. She sailed between Alexandria and Quesnel bringing mail, transporting people and goods for 8 years. She was then moved up to Takla landing to help with the Omenica Gold Rush. The next steamboat was the Victoria, built in Quesnel in 1869. She ran the river for 17 years then was abandoned at Steamboat Landing at Alexandria. Stage coaches were used between the end of the

Cariboo Wagon Road at Soda Creek and Quesnel. The final 54 mile run up to Barkerville had no steamboat on it for 10 years until the Charlotte started her service in 1896. The Charlotte was built by the North British Columbia Navigation Company. This company had the owner of the BX Express Company as one of its partners. A little later the Quesnel stern-wheeler was launched and became the last of the four steamboats to work the river between Soda Creek and Quesnel.

In the Area north of Quesnel to Prince George and beyond the other

8 steamboats had their routes. The Nechacco later renamed the Chilco was built in 1909 and was the first to make the journey from Quesnel to Fort George. In the fall of 1910 she was damaged by ice and left for the winter. In the spring the crew returned to her and made enough repairs to get her to Quesnel but in their rush to move the boat they did not realize that the river still had ice at Cottonwood Canyon and the Chilco was torn apart with out one piece of her ever being recovered.

This was the time that the railroads were being pushed through everywhere and the big freight company at the time was the BX express. To aug-

ment their stagecoach and freight business they decided to add steamboats. In 1910 the BX was launched so far the largest paddle wheeler in the area as she had staterooms for 70 and another 60 on her decks. She would take about a day and a half going upstream from Soda Creek to Fort George and about 10 hours on the downstream voyage. The BX company built a smaller vessel the BX Express a year later and both worked on the construction of the Pacific Great Eastern Railway after the BX Express spent the first few years traveling the route past Fort George. The BX sank in 1919 in the Fort George Canyon

and never sailed again after she was salvaged. The Express was retired and abandoned on the riverbank in Fort George in 1920.

Anyone that knows me, knows I love history. I have done the research but if my article has any inaccuracies, send me an email. These boats can be seen throughout BC. Some are rotting, some are museums and some are restored. These boats have had a huge influence in shaping our Province in their short existence. If you have time this summer see if you can find one to visit or even take a ride on and marvel at how people traveled a hundred years ago.

read

"Life without a defined purpose is similar to a boat without a crew in the middle of the ocean." ~Debasish Mridha

On the S.S. New World

BY LINDA PURJUE,
WL WRITERS' GROUP

Jessie stood in the middle of the diminutive cabin she shared with her husband gazing out of the porthole. There was nothing but black to be seen, deep black without so much as the twinkle of a single star to relieve it. She sighed and frowned, wondering as she had so many times since she stepped aboard this ship if they were doing the right thing.

"It will be wonderful!" Micheal had declared. "A new life in a new world. We can leave all this wretchedness behind. We will be able to have a good life, you and me together, and as many children as we please."

“

*...there was
silence as the
passengers of the
Star Ship New*

*World looked upon their new
home for the first time...*

He had clung onto both of her shoulders while he said all this for the umpteenth time, his eyes pleading with her to believe what he was trying so hard to believe himself.

They certainly were leaving a lot of wretchedness behind, filth and disease that filled the streets and reached into the very corners of the houses and gardens, joblessness and poverty, hunger,

violence, and the total lack of hope for anything to improve.

"Of course we'll have problems and difficulties," Father-in-law had said. "Life doesn't exist without them, but at least we'll have room and scope to overcome them. We can do it, Peaches. You just wait and see. We just got to work together and think positive." He had draped one of his arms around Jessie, and the

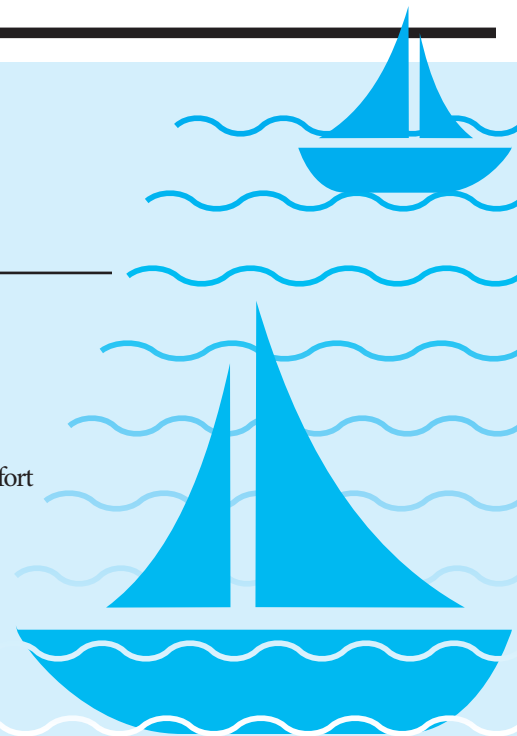
Adrift

BY MARIANNE SWANSON,
FRASER RIVER WRITING GROUP

I fell asleep in the shallows
And woke up at sea
What the Ocean swallows
Is flotsam- jetsam- me

What happened to drowsing in comfort
To drifting along the shore?
The sea is a ravenous consort –
Always wanting more

There is nothing left in the marrow
My bones are white to the sky
The way to the stars is narrow
And I must learn to fly



other around his new, young, pregnant wife. If Micheal's mother had lived, she and Father-in-law would never have been able to find a berth on the S.S. New World. Only women young enough to bear children were welcome on this journey.

The door to the cabin suddenly opened revealing an excited Micheal fairly dancing with joy and anticipation.

"We're almost there!" he said. "Come on. Everyone is going to the forward lounge so we can see our new home as soon as we are close enough." He impatiently gestured to her. She smiled at his eagerness and optimism and followed him out.

"Did you check on the livestock yet?" Jessie asked.

"Yes. I spent most of the morning with them. The goat, Lily, will kid soon, maybe before we land."

"I hope she'll be alright," concern wrinkled Jessie's brow.

"Don't worry, Love. She'll be fine."

They came to the forward lounge and found it already packed with eager, curious people, people Jessie had lived cheek-by-jowl with for what seemed like half of



forever. There were a lot of young women among them, several of whom she had become close friends with during the journey. Jessie caught the eye of one of them, who grinned broadly in excitement back at her. Micheal pushed his way gently into the crowd, pushing Jessie in front of him so she could see the viewing portal in front.

There was a sudden downshift in the thrumming of the ship's engines and a momentary odd sensation of vertigo and giddiness swept like a wave over the crowd. The viewing portal that had been as black as the sight outside the cabin porthole at once became filled with stars twinkling in vibrant beauty. In the centre of the screen was a single yellow star that rapidly grew in size as the S.S. New World continued its approach, and held everyone in rapt atten-

tion.

The ship slowed and changed course slightly.

There it was.

There were a few oh's and ah's, but mostly there was silence as the passengers of the Star Ship New World looked upon their new home for the first time.

It was a water world, like Old Earth, with several largish continents dotted on its surface dividing its water into oceans and seas.

As the ship settled into orbit around the planet, its star suddenly emerged from the new world's shadow, shining in golden splendour like a diamond mounted wedding ring glistening with hope and promise.

"We'll do a better job with this world," Micheal said quietly in Jessie's ear as he hugged her with one arm.

And she believed him.



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BY LEIGH SANDERSON,
FRASER RIVER WRITING GROUP

Have you ever had a dream? Of course you have, so let's rephrase that – have you ever had a dream that came true? Well, my father did.

He loved boats, so he bought one. It was a fibreglass motor boat we used for skiing. But when the wind blew you couldn't ski, so my father built a wooden/fibreglass catamaran sail boat to accommodate the wind – until the wind stopped blowing and the ski's came back out. We trekked around many lakes in the summer months hauling the ski boat behind, and the sail boat strapped to the top of our Chevy Biscayne station wagon.

Later, he purchased a 12 foot sailboat from the local Sea Scouts and sailed around the Glenmore Dam in Calgary which gave him a bigger itch for sailing the open seas. That inspired him to rent a big tin sloop out of Vancouver to sail around the Gulf Islands giving him more fuel to live the dream...

That's when the dream of sailing around the world seemed possible.

He must have thumbed through dozens of yachting magazines to decide on size, style and where to find this boat, but nothing was going to stop him. He quit his job, sold the house and said "we are all going to sail around the world – should be back in a year!"

I didn't know much about sailing, boats, sea currents or navigating, but I trusted my father. Hummmm

I was pulled out of my tenth year at school, my brother and sister quit their jobs and we jumped aboard my father's dream.

My father, Roy, traveled to Taiwan to oversee the transporting of our new 45 foot ketch to Shaukeiwan ship yard on Hong Kong Island where it would be rigged up. The rest of us arrived a month later to discover the boat was nowhere near ready to load up and sail away. In fact, there were no masts; no engine and the crew of five Chinese workmen were living aboard carving murals on any of the teak doors that opened. Beautiful workmanship, but let's get a move on! We ate the best Chinese food ever, were the only people on the beaches (coming into winter) and the Chinese workmen were more interested in us teaching them English than they were working on the boat.

"Ok kids, we are moving onto the boat tomorrow" my father advised.

"But is it finished?" I asked.

"Not yet, but almost" replied my father. "I think that if we move onto the boat, it will give them more incentive to get it done".

From the street you wouldn't know there was a ship yard. We pushed open the heavy eight-foot-high solid gate into this massive shipyard where our boat was moored. Behind our beautiful brand-new yacht was a village of Chinese Junks. Our boat was secured with thick heavy ropes with rub-

ber O rings around the ropes to keep the rats from walking along them and onto the vessel. Lovely.

This didn't make the work crew work harder; in fact it slowed them down because we were in the way. Thanks dad!

Meanwhile to entertain ourselves, my brother, sister and I would paddle our dinghy around the harbour making sure we didn't paddle under the overhang of any of the Junks. The harbour was disgustingly filthy, debris floating everywhere; easy to guess what the debris was. At night we would lie back on the stern of our lovely boat and stare up at the million eyes staring down at us from the thirty story apartment building across the street. It was time to move on.

That day finally came. Our Cantonese wasn't the best, but our goodbyes were heartfelt when we cast the heavy ropes ashore, started the engine and slowly traversed through the junks out of the harbour to open water. The air was fresh and the China Sea was clean.

You could feel the wind picking up as our now Captain Dad hollered "raise the sails we are coming about!" There wasn't a photo of that moment, but I will always remember the smile on his face, Roy standing behind the helm of his newly registered SS Wapiti, Vancouver Canada sailing vessel entering a new adventure; his dream.

To be continued...

"There are a lot of mysterious things about boats, such as why anyone would get on one voluntarily." ~P. J. O'Rourke

Emergency expense planning



Almost half of Canadian homeowners don't have enough money set aside to deal with a financial emergency. Also disturbing is that four out of ten have difficulty managing their normal monthly expenses associated with owning a home.

Without picking on the millennial homeowners again (aged 20-34), this group reports the lowest amount of emergency funds available at any given time. Approximately 38% of homeowners in Canada report that they have difficulty in just being able to pay

their mortgage, utilities and maintenance.

Needless to say, there are many Canadians under a great deal of stress trying to live paycheque to paycheque. One issue with this group is that they also don't have a budget – they have never sat down and written out how much income comes in on a monthly basis and what goes out. The ideal situation is to have from 3 to 6 months' worth of mortgage payments set aside in the event of an emergency – anything from losing your job to a serious illness or accident.

While most individuals reading this would say that this isn't even possible because every dollar that comes in, goes out in the same week, nevermind the same month. Sit down with an advisor to talk about budgeting and take a hard look at where you are financially – there is hope! There is a way to start putting away a little bit each month – you may start very small but at least start with your advisor.

This suggestion to sit with your advisor and talk about money and your budget and so on may seem very daunting and terrifying, but it's necessary to both yours, and your children's financial future. If you can involve your children in the running of your household, you will be giving them a priceless gift – teach them now about money and how they can have their money work for them. This will be one of the best gifts you could ever give them.

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Rescue gone wrong



I hit up the Farmer's Market every Friday. It's my favourite way to end the work week and nom down some cupcakes without the kid or significant other finding out. I come home with a bag of veggies that neither are overly excited about, and a couple of great stories.

While there this morning I heard a great story about a funny boating rescue gone wrong (no-body was hurt and laughs were had) but it reminded me of one of our adventures a few years back.

My other half wanted to take us out to his family's cabin and I'd never been there before. How much do you pack when you're a family of 3 for a long weekend? A surprising amount!

So when we showed up and I realized he forgot to mention a few details - like not telling me we can't get there by anything with wheels and would have to row all of our gear over the lake and onto the island - I was a little shocked when I saw the small paddle boat and his

kayak.

6 loads. 6 loads of camping gear back and forth on a tiny little paddle boat. Do you know how difficult it is when one person in the boat is 150lbs and the other is 60lbs? It took us a trip across and back to get the hang of going in a straight line instead of paddling ourselves in circles with coolers full of hot dogs and hamburgers. All while trying not to sweat buckets that I was on the water.

I feel he neglected to mention the boats on purpose.

At 12 years old I was out testing a speed boat my dad was rebuilding when we turned a little too sharp and the boat

decided it would rather be sideways in the water than flat on its belly. Since I was buckled in this wouldn't have been too bad, except that he hadn't finished the rebuild and the seats themselves were not. Attached. To. The. Boat.

So out I flew, seat strapped to me, and into the water.

I'm not a huge fan of boats.

Despite that, the kidlet and I made fairly short work of the camping gear and eventually paddled our hearts out enough that we were set up and comfy on the island. After that, we just had to deal with the family of mice, and all their expended family and friends, that had taken over the cabin.

Suddenly the boat didn't seem too bad.

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“Water in the boat is the ruin of the boat, but water under the boat is its support.” ~Rumi

Performances in the Park August line up

BY ANGELA SOMMER

Great entertainment and food continues Thursday evenings throughout August in Boitanio Park in Williams Lake.

Performances in the Park continues on August 2. From 6-8 pm a Children's Art Corner will entertain the little ones, food vendors and the recycling cart will make sure there is lots to do, all while fantastic music is playing at the Gwen Ringwood Theatre in Boitanio Park. If you haven't come out to a concert don't put it off any longer.

August 2nd will feature The Alkemist, a kick driven, rattle shakin', boot stompin', one-man music machine based within the hidden valleys of Northern British Columbia and

This Way North an alt-pop, rock duo continues to blow perceptions out of the water with their honest songs about everyday life paired with a colourful and powerful live show.

On **August 9th**, Katie Nicol, who only sings for you to hear my lyrics followed by Madeline Tasquin and Sarabande, from whom you can expect delicious harmonies, infectious grooves and a whole lot of soul from this dynamic trio of women on tour from California.

Arty the Artwalker and ArtWalk 2018 will present on this night as well.

On **August 16th**, the High Quadra Ramblers, from whom you can expect high-energy hillbilly hoedowns to droning, middle-eastern inspired instrumentals

will take the stage, followed by local favorites Red Monkey Black King who will bring rock music back home.

The final performance night on **August 23rd** will feature locals Bernadette Ducharme, a small town, multi genre, singer/songwriter that wants to move you; followed by another local favorite, Borderband, who play a great mix of cover songs and original music.

The business community in Williams Lake has once again been more than generous in sponsoring the performances. We couldn't do it without them, so please take note of our wonderful sponsors and be sure to thank them for their support. Our 2018 Gold Sponsors for Performances in the Park are

Lake City Ford, Collision and Auto Glass, United Concrete and Gravel and the West Fraser Truckers.

Silver sponsors are the the Rotary Club Williams Lake, Williams Lake Optometry, Monster Industries Ltd and PMT Chartered Professional Accountants LLP.

Bronze Sponsors are Chaps Fix Auto, Arty the Artwalker, Johnston Meier Insurance, Atlantic Power, Retirement Concepts, West Fraser Mills, Tolko Industries, Investor's Group and Love Williams Lake.

The Goat / Cariboo Country radio stations are our proud radio sponsors, the Williams Lake Tribune is providing weekly updates in print, the Stew Magazine and The Green Gazette will feature articles and a schedule that can



be put up on the fridge. Caribooradio.com will update online.

Food is available from Taylor Made Cakes and Sweets, the Fennel Cup and Cody's Bannock at the performances. Taylor Made offers sandwiches and pizza as well as cupcakes and sweets and Cody will fry up mouth-watering bannock. The Fennel Cup offers mouth watering East Indian Food and Burgers.

Angela Sommer, the event coordinator and the Central Cariboo Arts and Culture Society, with the support of the Cariboo Regional District and City of Williams Lake are thankful to all our sponsors, supporters, vendors and faithful audiences who are making this event special every summer in Williams Lake. We will see you again in July 2019.



Performances in the Park

is a summer-long concert series presented by the **Central Cariboo Arts & Culture Society** & funded by the **Cariboo Regional District** & the **City of Williams Lake**.

Every **Thursday at 6pm**, at the **Gwen Ringwood Theatre** in **Boitanio Park**, Williams Lake.

Taylor Made Cakes & Sweets, Cody's Bannock, Fennel Cup, the Recycling Cart, and Art In The Park will be in attendance.

2018 Performance Schedule

July 5 One Below *with* Miss White Spider

July 12 Kym Gouchie & Northern Lights *with* Colin Easthope

July 19 Samson's Delilah *with* Sarah Beattie

July 26 Melody Maker *with* Laura Kelsey

Aug 2 This Way North *with* The Alkemist

Aug 9 Madeline Tasquin & Sarabande *with* Katie Nicol

Aug 16 Red Monkey Black King *with* High Quadra Ramblers

Aug 23 Borderband *with* Bernadette Ducharme



For more information, visit facebook.com/performancesinthepark



**Your guide to
where to go and
what to do for
the month of
August**

play

"Boat is nothing without water and man without his dreams!" ~ Mehmet Murat ildan

WILLIAMS LAKE & AREA

August 1-31 Station House Gallery presents: (Main Gallery) Gabor Gasztonyi "Chilcotin Rodeo," and (Upper Gallery) Tiki Mulvihill "Ancestral Drift," Monday to Saturday 10am-5pm

August 1,8,15,22,29 Free Gibraltar Mine Tour, long pants, close-toed shoes & long sleeve shirts are mandatory, adults or ages 13-15 accompanied by an adult only, Wednesdays, departs from Tourism Discovery Centre 10am sharp, pre-register: 250-392-5025

August 1,8,15,22,29 Wednesday Night Ride, mountain bike XC/DH free group trail ride & social, Barkling Spider, Wednesdays 6pm

August 2 Garden Club Meeting, Arts Centre 90 4th Ave N, 7pm, info: 250-392-2769

August 2 BC Barrel Racing Association Finals, Stampede Grounds 9am-4pm

August 2,9,16,23,30 Cattle & Horse Auction, Thursdays during spring & summer, Stock Yards on Cattle Drive

August 2,9,16,23,30 Tales and Trails, free for ages 0-5yrs with caregiver, Scout Island 10:30

August 3-5 BCBRA Barrel Racing finals, Stampede grounds, info: www.bcbra.com

August 3,10,17,24,31 Farmers Market, Fridays until Oct 5, Kiwanis Park 9am-2pm

August 3,10,17,24,31 Jumps and Jugs, mountain bike DH free group ride & social, Fridays, Red Shreds 6pm

August 7,14,21,28 Story Time for Preschoolers with puppet show, free, Tuesdays, Library 10:30am

August 7,14,21,28 Free Fitness in the Park, a variety of activities, Tuesdays during the summer subject to weather, Boitanio Park 6pm, info: 250-398-7665

August 7,14,21,28 Ladies Group Ride, mountain bike free group ride, all abilities welcome, rain or shine, Red Shreds, Tuesdays 6pm

August 7,9,14,16,21,23,28,30 Playgroup in the Park, Tues/Thurs, Kiwanis Park 10am-noon, info: 250-392-4118

August 7-10 Summer Day Camps, ages 5-11 or 12-14 years, St Andrew's United Church 1000 Huckvale Pl, register: www.campspirit.ca 778-980-1374

August 8 WL Studio Theatre Producing in the Puddle Workshop, 7-9pm, pre-register: Open Book 247 Oliver St

August 8-13 4H Show & Sale, dog demos etc, Stockyards 9am-6:30pm

August 9 Live music: Performances in the Park: 6pm Katy Nicol, 7pm Madeline Tasquin & Sarabande, Gwen Ringwood Theatre Boitanio Park

August 10 West Coast Vintage Racing, Thunder Mountain Speedway 6pm

August 11 1st Annual Chamber of Commerce Golf Tournament, prizes, dinner, WL Golf & Tennis Club 9am, register: 250-392-5025

August 11 Plato Island Musik Fest, outdoor live music & BBQ, Quesnel Lake, info: 250-620-0037

August 11 WL Studio Theatre Clean-Up, starts at 2pm & BBQ 5-9pm, Glendale Theatre

August 10-Sept8 Art Walk, daily Downtown, buskers Thursdays 12-4pm, info: www.facebook.com/williamslakeartwalk/

August 13 FREE Seniors Bingo & Refreshments, Boitanio Mall 1pm

August 15 RCMP Charity Golf Tournament, supporting local charities, WL Golf & Tennis Club, info/register: Sgt. Hacker 250-392-8705

August 15 WL Studio Theatre Find Your Voice Workshop, learn projection & voice saving techniques, 7-9pm, pre-register: Open Book 247 Oliver St

August 18 43rd Annual Horsefly Fall Fair, 11am-3pm, Horsefly BC, info: Linda 250-620-3350

August 18-19 Little Britches Rodeo, Stampede Grounds, Sat 10am, Sun 9am, info: Allison 250-296-4778

August 18-19 Redstone Rodeo, ¼ mile flat race, mountain race, concession, dance, Rodeo Grounds, Redstone BC

August 19 Live music: Strickly Blue Grass, 3rd Sunday of the month, Alley Katz Bistro

August 20 Good Food Box distribution day, Elks Hall 1-3pm, purchase your box prior to distribution day every 3rd Monday of the month: \$15/large box 250-392-4118

August 22 Death Café, discuss what death and dying can teach us about living, Hobbit House 5:30-7:30pm, RSVP: nicola@deathtalk.ca

August 22 Annual Street Party, activities, hot dogs, RCMP water fight, Boys and Girls Club 6-8pm

August 25 WL Studio Theatre Dress For Success Workshop, costume design & planning, pre-register: Open Book 247 Oliver St

August 25 Barn Dance & BBQ, Cariboo Foundation Hospital Trust fundraiser, happy hour 5pm, dinner 6pm, dancing 8pm, Green Water Ranch 810 Jacobson Rd, tickets: ReMax, info: Richard 250-398-0101

August 25 Memorial Race, Thunder Mountain Speedway

August 25-26 Whole Shabang Tourney, WL Golf & Tennis Club

August 26 Comic & Nerdy Paraphernalia Community Garage Sale, Arts Centre 90 4th Ave N 12-4pm

August 26 Block Party, free kids activities, SDA Church 782 N 9th Ave

August 31-Sept3 Cariboo's Rock Stock Festival, live music,

camping, games, Whispering Willows Campsite, \$80/weekend camping pass

QUESNEL & AREA

August 3-6 ArtsWells Festival, live music all weekend, Wells/Barkerville BC, info: www.artswells.com

August 5,12,19,26 Farmers Market, Sundays during the summer, McLeese Lake BC

August 7,14,21 Free Yoga by the Creek, Baker Creek Park 6:30-7:30pm

August 9 Live music: Corwin Fox, Long Table 7-10pm

August 10-12 6th Annual Metis Jamboree, McLeese Lake BC, info: 250-392-4428

August 10-12 Horse Eventing Camp with Vicki Davies, for all levels, day1 flat/jumping, day2 show jumping/x-country, day3 x-country, First Equestrian Horse Ranch 2343 Reiersen Road, 9am-5pm

August 10-12 Cariboo Lodge No. 4 Annual Reunion, hall tours & church parade on Sun., Barkerville BC

August 11 6th Annual Dangerous Curves Motorcycle Ride, meet A&W North, register 9am, kickstands up 10am, destination 7 Nations Store & Café in Nazko

August 11 Sweet Dreams, aerial arts show, poll/hoop/silks & vocal talent, rain or shine, Robert's Roost RV Park & Campground 6:30pm, tickets: at Robert's Roost or TNT Nitro Fitness

August 14 Live music: The High Quadra Ramblers, Occidental 228 Front St 7-9pm

August 15 Live music: Cat Leahy & special guest, Occidental 228 Front St 7-8pm

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play

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August 15 Live music:
This Way North, Occidental
228 Front St 8-11pm

August 18 Beginner
Quilting Class, bring sewing
machine, 2pcs fabric, rotary
cutter, pins & accessories,
R&R Sewing Center 12-
4pm

August 18 Mid-Autumn
Moon Festival, tradi-
tional Chinese celebration,
activities, entertainment,
lantern parade & fireworks,
Barkerville BC, info: www.barkerville.ca

August 22 Sunset Caba-
ret, all ages welcome but
be aware of possible risqué
content or coarse language,
Sunset Theatre 2357 Pooley
St Wells BC, 7:30pm, tick-
ets: www.sunset-theatre.com/sunset-cabaret.htm

August 24-26 Prospec-
tors Club Car Show, cruise,
dinner, dance, show &
shine, Lebourdais Park

August 25 BCFC Field
Day, presentations, trade
show, dinner & social, Rod-
die Creek Ranch 38 Roddie
Rd 8:30am

August 27 Live music:
Shred Kelly, Occidental 228
Front St 8-11pm

August 31 Spirit of Cari-
boo Cameron, Methodist
Church Barkerville BC,
info: www.barkerville.ca

August 31 Comin' Home
Wells Reunion, music, food,
auctions, theatre, Barker-
ville/Wells BC 10am-9pm

100 MILE HOUSE & AREA

August 1,8,15,22,29
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nity Choir rehearsals,
Wednesdays 7-9pm, info:
eclectica@100milearts.com

August 1,8,15,22,29
Bingo, g-ball, loonie ball &
progressive, Wednesdays,
doors 5:45pm, starts 7pm,
Lac La Hache Hall

August 1,8,15,22,29
Story Walk, different story
reading each week, Wednes-
days 10:30am, Parkside Art
Gallery Garden

August 1-Sept8 Park-
side Art Gallery presents:
Cariboo Artists' Guild 38th
Annual Fine Arts Show And
Sale: Reflection, Tues-Fri
10am-4pm, Sat 10am-3pm,
401 Cedar Ave

August 3,10,17,24,31
South Cariboo Farmers'
Market, locally made and
grown products, produce,
arts & crafts etc, Commu-
nity Hall, Fridays 9am-2pm

August 4 Sulphurous
Lake District VFD Fishing
Derby, McGregors' Wharf
Sulphurous Lake, Moose-
haven Resort Hathaway
Lake, prizes Sulphurous Fire
Hall 3pm, 5:30am-2:30pm

August 4,11,18,25
Heritage Market, Saturdays
10am-3pm, Heritage Site 108
Mile BC

August 4,11,18,25 Loon
Bay Craft Fair, Saturdays
10am-3pm, Loon Bay Resort
Sheridan Lake BC

August 4,11,18,25
Interlakes Farmers Market,
Saturdays 10am-2pm, Inter-
lakes Service Ctr

August 5 Music at the
Lakes, Interlakes Service Ctr
6-7:30pm, info: 250-593-
4114

August 7 Live music:
Bobby Dove w/Tyler Allen,
country/roots, Red Crow
Café 8-11pm

August 7,21 Photo
Group, 1st & 3rd Tuesday
of the month, Bridge Lake
School, info: Larry 250-593-
4362

August 7,14,21,28 Carpet
Bowling Club, Tuesdays
1-4pm, info: Kitty 250-593-
4780

August 7,14,21,28 Com-
munity Band, all ages and
experience welcome, practice
Tuesdays 7pm, info: Dave
778-485-5560

August 11-12 South
Cariboo Summer Festival,
skydivers, clown, dog & horse
agility, pancake breakfast,
Beatles Experience Tribute
Band 5-8pm, Rec Ctr 10am

August 11,25 108 Mile
Ghost Tours, 108 Heritage
Site 7:45pm

August 12 Live music:
Danny Bell & Saltwater
Hank, Red Crow Café
7-10pm

August 13,20,27 Bingo,
Mondays, doors 6pm,
starts 7pm, super star
8:30pm, Community Hall

August 18 Live music:
Tribute to David Bowie
featuring Ziggy and the
Stardust with Franco Ross,
no cover charge, Red
Crow Café, Lac la Hache,
9pm

August 19 Bridge Lake
Fall Fair, concession, ven-
dors, displays, auctions,
games, entertainment,
Bridge Lake BC

August 19 5th An-
nual Interlakes Show &
Shine, free entry, prizes,
Interlakes Service Ctr
10am-3pm, register: 250-
593-4144

August 23 Chemo
Quilts, 4th Thursday of
each month, Interlakes
Hall, info: 250-593-4456

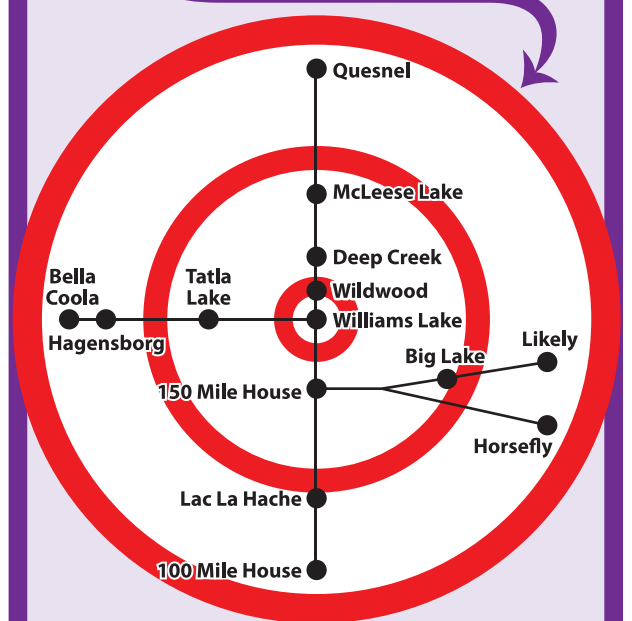
August 25-26 Garlic
Festival, entertainment &
vendors, live music: John
Michael Lind Sun. 2-3pm
& Farmer The Band Sun.
2-3pm, just north of Lac la
Hache, 9am-4pm



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August 10 to September 8



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The main poster features a collage of images. On the left, a man in a red beret and a white lab coat with colorful paint splatters stands in front of a brick wall. In the center, there are three historical figures: a man in a brown suit, a man in a white jacket with a fur collar, and a man in a brown suit. The background is a brick wall. The text "2018 ART WALK AND Sale" is written in a large, stylized font. Below it, the dates "August 10 - September 8" and the subtitle "One Year After - The Wildfire Edition" are written. The "DOWNTOWN WILLIAMS LAKE" logo is in the bottom right corner, along with the "LAKETOWN FURNISHINGS LTD." logo.

2018 ART WALK AND Sale
August 10 - September 8
One Year After - The Wildfire Edition

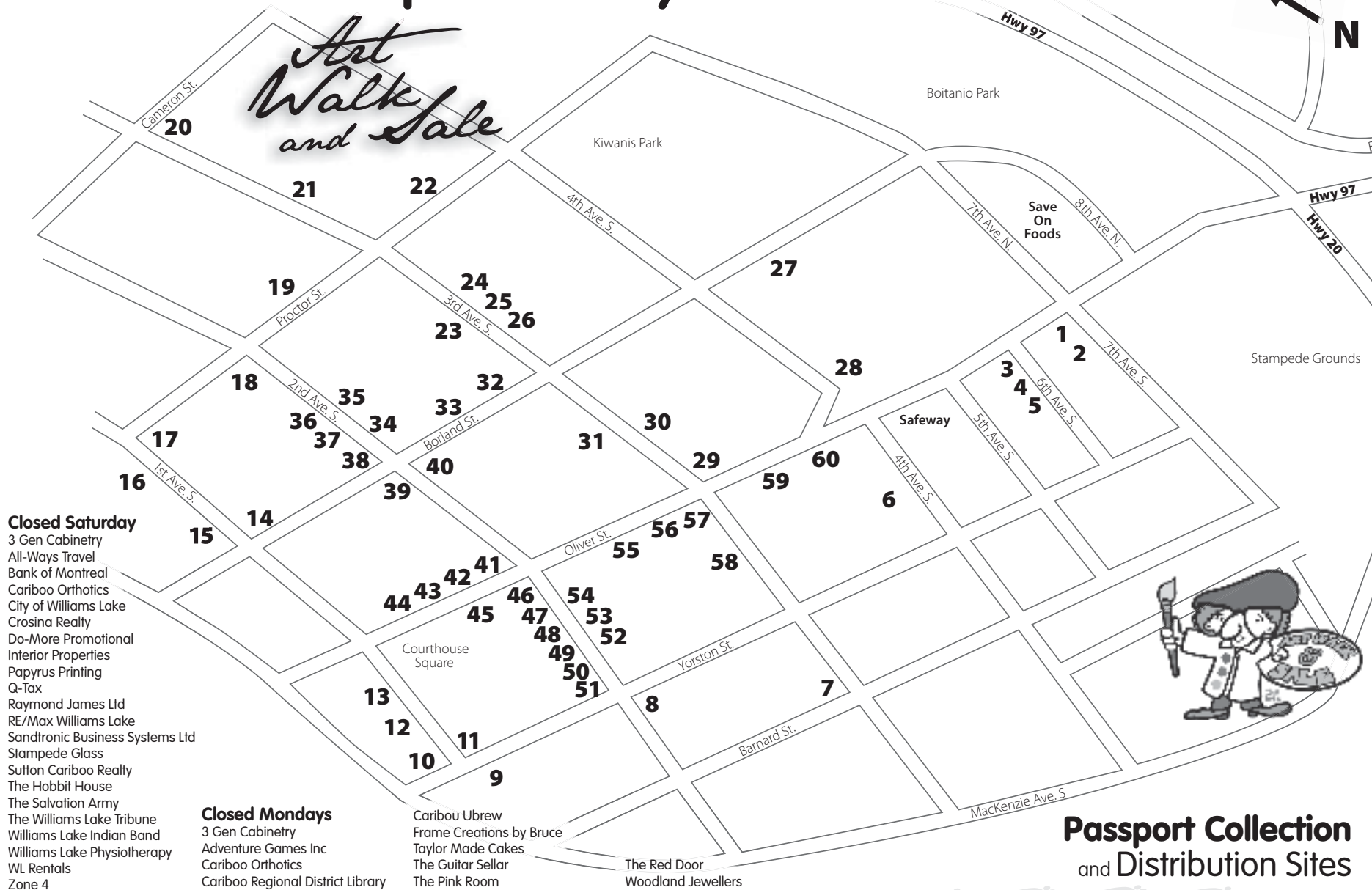
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do

"There was a great difference in boats, of course. For a long time I was on a boat that was so slow we used to forget what year it was we left port in." ~Mark Twain

Buying waterfront: 4 things to know

Anyone who knows me well, knows my dream of owning my own boat. I've wanted one since I was a kid. Anyone who knows me well, knows too my dream of being able to dock said boat in my own private moorage on the waterfront of my 4,500 square foot waterfront home. I've

wanted that since I was a kid too. I'm a believer in the fact that dreams come true, so lately I've been preparing by researching what's involved in owning waterfront properties in Canada. Recently, I discovered an informative article from Sotheby's regarding the topic. So, I thought I'd take this

opportunity to share four considerations you should be aware of if you're thinking of buying waterfront property.

Did you know that you won't actually own the water? In fact, when you buy waterfront property, you own only the upland and aquatic land at what's called a normal high water mark (or high tide mark for coastal properties). That means that little slice of land between the high water mark and the water isn't yours. It's public. The same goes for the water even two inches away from your shoreline. The lesson for us is: if you're going to buy waterfront, hire a surveyor to determine the precise perimeter of your property prior to buying. Also, if you're looking for seclusion, you might be better off buy-

ing water view rather than waterfront.

Did you know a little dock might not do you? In short, if you plan to have a dock or private moorage, there are a ton of rules and protocols to follow when building, and often require approvals necessary from both provincial and federal agencies. The lesson for us is: know what you're getting into and do your homework before building and launching that floaty log thing you dreamt up over beers with the boys.

Did you know water is a home's worst enemy? For waterfront properties, it's water, weather, and salt. When considering a waterfront property, wind, rain, snow, sun and (for coastal areas, salt) are very important variables that need to be factored in when build-



ing, renovating, or buying. The way a property is constructed and the materials used are extremely important on the waterfront. The lesson: know what's best for building and maintaining a waterfront property.

Did you know that maintaining the grounds of a waterfront property can be much more than that of an average property? Because of the many reasons I mentioned in the previous paragraph, the grounds too can take a beating, and thus require extra TLC. The

learning point: consider your time commitment.

So those are a few things worth considering before buying waterfront. To me, these ideas are not scary at all. Dreams require hard work, and a dream of owning waterfront is most certainly worth it. The important point is that before buying waterfront, or any property for that matter, we should certainly be aware of all the facts. Perhaps this little tidbit will help you and I both move one step closer to our dreams.

Art Gecko

SHOWING AUGUST 1 TO 31 AT THE GECKO TREE, THE ART OF KATHRYN STEEN

Kathryn Steen moved with her two children to Williams Lake in 1982 to accept a teaching position at Marie Sharpe Elementary. She subsequently taught at Cataline and Nesika Elementary Schools, retiring in 2007 when working got in the way of doing other things she wanted to do. Shortly after retirement she met and married Ordell Steen and began a whole new phase of her life.

Playing around with art has been a long time passion for her. While teaching, she enjoyed sharing what she knew with children and sometimes, through the Art Society, offered beginners classes for adults. She continued to take workshops and for about five years, became the art teacher at Cataline, facilitating art for grades kindergarten to seven. For a few years she offered children's summer art classes through the Station House Gallery. Now she continues to play at art using a variety of materials, focusing mainly with chalk pastels, graphite and acrylics. She still enjoys sharing ideas with others and has offered classes for adults through the Station House Gallery, Elder College and the Central Cariboo Arts and Culture Centre.

Kathryn's subjects focus mainly on landscape of the area around Williams Lake. Through her husband she learned to appreciate the subtle beauty of the grasslands and the character of various species of trees. She is working towards being able to portray ideas more abstractly and using a more multi-media approach in her finished pieces.



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"The goal is not to sail the boat, but rather to help the boat sail herself." ~John Rousmaniere

Director versus captain



BY STACEY POIRIER

"With a good captain, a rough ocean turns into a calm lake; with a bad captain, a calm lake turns into a rough ocean!"
—Mehmet Murat ildan

The Director of a show is quite like the Captain of a ship. The cast and crew look for the guidance and leadership of their person at the helm just as a crew of sailors are led by their overseer. And just as a ship cannot function without a

steadfast crew, a Director is lost without the support of the people around them.

The decision to become a Director is not made lightly. Speaking from experience, I was terrified at the mere thought for many years. I was happy to stay as an actor or a crew member, taking the Direction of many wondrous and talented individuals and learning from them all that they were able to give. I watched as each skipper navigated their

way through stormy seas in the shape of last minute set design changes, personal tragedies, broken lights, costume malfunctions, casting changes, and very cheeky theatre ghosts. With every obstacle, the entire company banded together to support each other and ensure our rocked ship stayed the course; after all, the show must go on!

After many years of learning and observing, I began to toy with the idea of Directing. Just as a Captain requires a map, I needed the right script in which to begin navigating me on this incredible journey. I spent months reading various plays, using my heart as a compass to discover the buried treasure that I had no doubt was out there waiting for me. While some peaked my interest, I had yet to find my vessel. Then

one day, all of a sudden, as though I had just realized what the clues on the map truly meant, I found the one that had been looking for me just as hard as I had been looking for it. As soon as I began reading Calendar Girls by Tim Firth, I knew that I had to, at the very least, try and bring this beautiful story to our stage. I had finally found my ship to captain.

The Williams Lake Studio Theatre is more than just a support net. Many of us have become like family and, on this new journey I was undertaking, I knew that I would be able to count on this amazing group of people to guide and assist me in my maiden voyage. There was not a moment that I felt alone at the helm nor was I in fear of mutiny. As a first time Director, I was spoiled and blessed with the individuals that trusted me to guide them in my vision of the script. I was also extremely lucky

"A smooth sea never made a good sailor." —Franklin D Roosevelt

to have a crew that took the rigging with knowledgeable hands, making sure that every turn and bout of wind was steered with perfection. While the experience was glorious, I also quickly learned that as difficult situations came to light, decisions had to be made that had the potential to disturb the balance that we had all worked so hard to create. However, the reality of life is that all of the adventures that are worth talking about and all of the stories that last through the trials of time rarely involve calm seas. I give the highest of

praises to every individual involved as they showed their steadfastness as well as the way we all banded together to press on. On a very personal note, I do not know if I will ever be able to thank all of these individuals enough for everything.

Yes, every ship must have its Captain and every show must have its Director; but it is the people who believe in the capability of these individuals that make a ship run as smoothly as it possibly can and a fabulous show as meaningful as it can be.

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Keeping your boat afloat

BY ALICIA FENN, BSC.
(KIN), C. PED (C), CARI-
BOO ORTHOTICS

We all know it – yet at times many of us have made excuses to avoid it: exercise.

The human body was made to move; we NEED to move. If we do not exercise in one shape or form, almost every aspect of our health will decline. Exercise improves our mental health, prevents diabetes and heart disease and rehabilitates injuries; our bodies will decline unless we keep active. Some people do have serious health conditions that may limit their ability to stay active but for most of us, we simply cannot deny the fact that exercise is key to vital-

ity. The biggest barrier a lot of us face is just finding the right exercise for our body, and setting up a fail-proof system to ensure we actually stick to a routine. We are very lucky that we have such easy access to trails, lakes and mountains – but it takes internal motivation and skill to get out hiking, paddle boarding, mountain biking, swimming etc.

If you live close to a community there is bound to be recreational classes available for all skill levels and ages. If you need more structure or motivation – join a group class. If you have a medical concern that should be monitored by a trained professional – join a group class! If you have financial concerns, reach out to your community rec-

reation center or city hall to help with brainstorming low-cost and easy access fitness programs.

If you live out of town – there are now lots of online (video) fitness programs and support systems available.

First, think about what your goals are. Is there a youngster in your life who is looking up to you as a role model? Do you have a friend who also needs to get in shape that you care about and want to support? Do you want to be happier, healthier and get more out of life? Do you have a disease or injury you need to treat or prevent from worsening? Find your motivation and then find someone to hold you accountable. There will be

people around you that want you to succeed with your fitness goals and just by asking them to check in on your weekly plans will help to hold you accountable. The time is now to start or re-start your fitness routine. Find an exercise regime that you can safely do, set goals and stay accountable. Remember – it is so much easier to stay in shape than it is to get back in shape so once you have been in a routine for a few weeks it only gets easier from there! Start silencing that voice in your head that says you're too tired or busy and make time to start paddling, rowing, walking, jumping, dancing, shaking, lifting, and moving; it will lead to a healthier, happier life.

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"We may have all come on different ships, but we're in the same boat now." ~Martin Luther King, Jr.



Curator's Corner:

The significance of naval travel in the context of settlement

BY JOE BORSATO,
MA, BA (HONS.), MUSEUM
COORDINATOR

Boats have played more than trivial roles in the history of settlement and expansion, including in local contexts. Boats are a form of technology that human societies have used to great effect and consequence for many millennia. Before 1492, the Phoenicians, Indians, Polynesians, Arabs, and Norse became some of the most accomplished sailors in the pre-modern world, expanding trade networks throughout the globe. The ongoing role of shipping in global commerce attests to the foundations set centuries and millennia ago.

Beyond commerce, naval technologies have also shaped travel for many millennia. Last summer while on evacuation from the forest fires, I had the opportunity to do a lot of light reading, including but not limited to Jim Bennett's *Navigation: A Very Short Introduction*, which is part of an excellent Oxford University Press publication series. Dr. Ben-

nett is the former director at the Museum of the History of Science in Oxford and former president of the Hakluyt Society, a British-based not-for-profit organization dedicated to the promotion of the history of voyages, travel, and geography. As a card carrying member of the Society, I was excited to delve into the publication. I was pleased to find that it detailed not only the mechanics of so many different navigational techniques from dead reckoning to modern satellite triangulation but also discussed their significance as effective technologies for their respective times. While navigational technologies have not been the determining factors in shaping travel and colonization, they have been significant contributors to the success of European and neo-European expansion in the past five hundred years.

In the context of the gold rush in the Cariboo region, nineteenth century naval technologies, mainly stern-wheelers, were significant because they carried miners north along the Fraser River

from Soda Creek to Quesnel at a time when land travel was both costly and dangerous. The Enterprise served the Cariboo in the 1860s, acting as a much quicker route for settlers to travel. Other sternwheeler ships came afterwards and boats remained important travel mechanisms for people in the Cariboo for over a century. Before Rudy Johnson bought a bridge for crossing the Fraser, the Soda Creek ferry (see image) was a key method for crossing the river between Sheep Creek and Quesnel. Well into the early twenty first century, the Marguerite Ferry remained a key crossing method for many people who lived on West Fraser Road, including the ?Esdilagh First Nation. While these methods of travel are no longer in operation, they clearly were vital technologies that shaped settlement throughout the region for over a century. Indeed, one only has to look at the public anticipation for the return of the ferry service in Bella Coola to see how naval travel remains a coveted mode of transportation in the Cariboo-Chilcotin.



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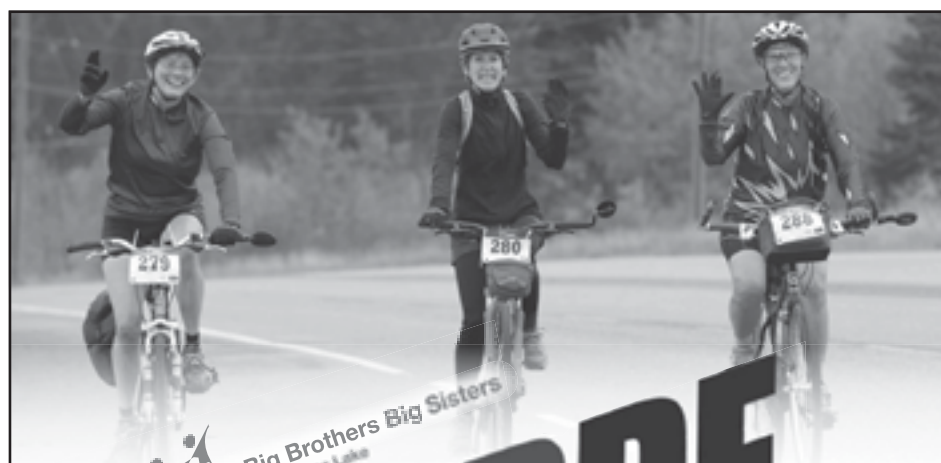
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"We are all in the same boat in a stormy sea, and we owe each other a terrible loyalty." ~G. K. Chesterton

Boats and business safety

BY ALEXIS FORSEILLE,
COMMUNITY FUTURES
CARIBOO CHILCOTIN

The first thing that comes to mind with boats is the fun summer days spent on the lake. Whether you are a passenger or the driver, preparation for an afternoon of boating begins early. Everyone thinks about the safety precautions that are necessary in case an emergency occurs while on the water. Unlike boating, there are no required exams to prove you know how to safely operate a business. Unless you choose to seek an education in business, there are no swimming lessons to

make sure you can keep your business afloat in deep waters. As the business owner, it is your sole responsibility to make sure your company has safety procedures in place.

By law, safety precautions should be taken at every workplace. In small businesses the owner is often also the employer and an employee of the company. The three roles have different responsibilities when it comes to health and safety in the workplace. As the owner you are responsible for creating and maintaining a safe and healthy workplace. This includes disclosing with employees the details of any potential hazard and

complying with occupational health and safety requirements. As the employer, you're responsible for providing employees with quick and accessible first aid treatment, and ensuring all employees are trained to do their work safely. The employer is also responsible for fixing any problems reported by employees, investigating incidents, and regularly inspecting the workplace for new hazards. As the employee, you are responsible for being alert to the hazards in the workplace, follow the procedures, and get treatment quickly if injury does occur.

The hazards on a construction site are much more easily spotted than

those in an office setting however, every workplace will have its own hazards. Loose cords are tripping hazards. Heavy boxes of paper are capable of injuring anyone that doesn't lift them properly. Slippery flooring or snowy sidewalks in the winter can cause havoc with employees and customers. If you think it's time for anyone in the workplace to brush up on their roles and responsibilities, take the time to explore www.worksafebc.com.

Beyond WorkSafe BC, the safety net falls into the owner's hands. What do you consider your business life jacket when it comes to natural and unexpected disasters?

It is important to begin preparing your business for any type of future disasters. Preparing a document for yourself and employees will help everyone understand their roles and responsibilities when disaster strikes. Start by asking yourself some vital questions.

Who will contact all other employees to inform everyone that an emergency procedure has been implemented? Do you have a phone-tree prepared for the contact of all employees? Who will be the primary contact/ spokesperson in an emergency? What circumstances will the business remain open/close? Who will remain as core staff? Be mindful when choosing core staff that each person has

their own lives to care for in the event of a natural disaster. If your business is planning to remain open with limited staffing, what core operations need to be completed and what operations can be placed on the shelf? Are there any outside stakeholders or suppliers that need to be made aware of the situation? How and when will operations return back to normal following a large disruption?

Owning a small business can sometimes feel like diving off the back of the boat into deep and open water. Prepare yourself for the swim by paying attention to the health and safety procedures in your workplace, and preparing your emergency situation plans.

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"The man who goes farthest is generally the one who is willing to do and dare. The sure thing boat never gets far from shore." ~Dale Carnegie



Go-go gadgets



Tech Talk
By Craig Smith

I started page 2 talking about my Dad and it led me to thinking that as we were growing up he was pretty tech savvy and not afraid when something new came out. In the early seventies I remember him paying, I think he told me, \$500 for a basic function Texas instruments red LED display calculator. Same one at Staples is now \$2 on sale. He helped me hook up my first video game Pong and when I wanted my first computer the commodore

64, no problem! My mom on the other hand, was always tech savvy as she needed to be for her job as a purchaser for the School District. So, this being the month of boats I wanted to see what kind of hi-tech gadgets we could get for our boat.

After a few failed attempts at googling new technology for boats I found some cool gadgets to add on. The first one that jumped out at me, as a dog owner, is a doggy ladder. It's basically a floating set

of stairs that allows your dog to come and go as she pleases without you having to awkwardly wrestle a wet dog back into the boat.

For a \$20 bill you can get an audible leak detector that will give you a loud whistle if it gets water on it. I would think this would be for bigger boats.

A Go Pro camera is, or should be, the standard for any boat as they are waterproof, shockproof and dustproof. It is limited in the fact that all it has is a wide-angle lens but the difference between that and a higher end camera is in the thousands of dollars instead of the \$500 a go pro will cost you.

For hot days like the last few, we have a cordless margarita mixer. Margarita for everyone but you if you're driving the boat. I guess it could be a virgin margarita for you.

For those of you, like my wife, who have a tendency to go off the beaten path a Spot Gen3 Tracker. I know this little gem is sold in the Cariboo and have heard of it being used many times. It's not too pricy at a couple hundred bucks and could save your life if for some reason you get turned around run aground or end up sitting somewhere that you have no idea where you are. Its not going to help you back but it will send people to come get you.

There are a multitude of wireless waterproof speakers out on the market and no boat would be complete without at least one.

The newest invention in locks is called a Tap-lock and you can set it to up to 500 fingerprints or open it from your phone. It's a little pricey in Canada we are looking at \$150 msrp. This would be awesome if

your boat is communal and you have it locked up somewhere.

No gadget column on boats would be complete without talking about fish finders. There are so many it would take twenty articles to talk about

just the big ones. Every fisherman has one, wants one or wants a new one so no boat is complete without one and until next month some hi-tech advice... wear sunscreen it's a scorcher.

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This month's crossword is brought to you by the fine people at Bob Paterson Homes.

X-Word Puzzle

ACROSS

1 Lawrence leads the French course producing one who'll know your mind (8)

5 One company is reported to declare commitment (6)

9 See 6

10 Race into pole in last place (6)

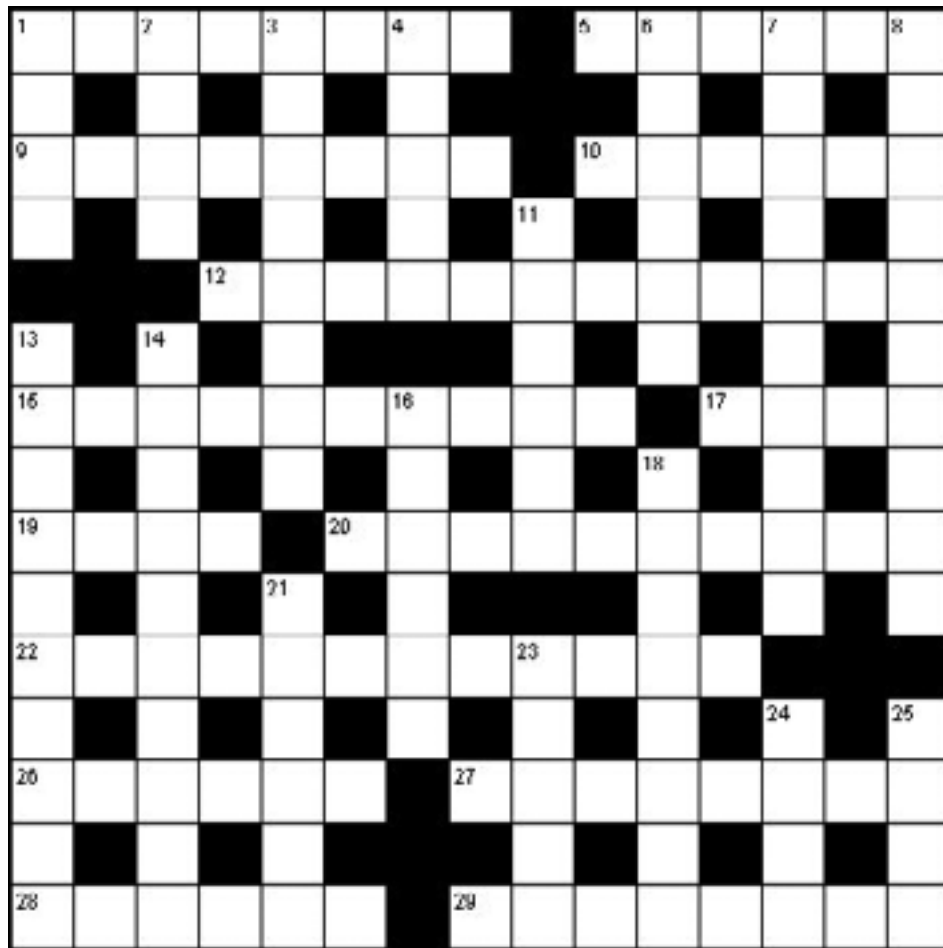
12 Capture the printer ink, capturing right one, speak badly about it (4,8)

15 See 6

17 A 24 under 18 maybe? (4)

19 Up to the point that you put the money in (4)

20 Underwear needing to be washed out of sight?



(5,5)

22 Captured land, ranch.

Met once to resolve (12)

26 Good German cap-

tures the Italian – axis is responsible (6)

27 Penalty for Vulcan taking kit for assembly (4,4)

28 Wanted to be born by wrong deed (6)

29 His pony's broken down and gets therapy? (8)

DOWN

1 Animals for hauling goods or producing meat? (4)

2 Boy with unknown dame (4)

3 Force out teardrop for the killer (8)

4 At that point you could add another to give words of comfort (5)

6,23,15,9 Potter's creations, painted clay p-pots, often or mostly broken? (6,5,10,3,5)

7 Locals surround temporary dwelling and a moon – are these their aims? (10)

8 The old road or the road

for the old? (6,4)

11 Unusual traits of the creative person (6)

13 Developed strange cut for killing ducks, possibly? (7,3)

14 Deranged cat is let at formation in cave (10)

16 The Yorkshire hag gives a shudder (6)

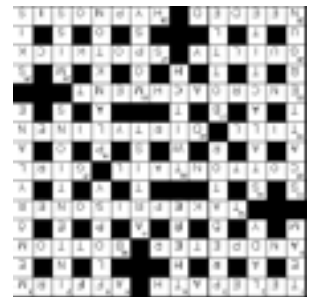
18 Little organisms plan to include tangled knot (8)

21 Bravery, when finished with, should be put in a bank! (6)

23 See 6

24 Yearn for a single 2 (4)

25 Goes downhill because of sloppy kiss (4)



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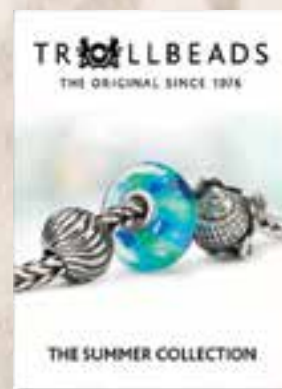


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