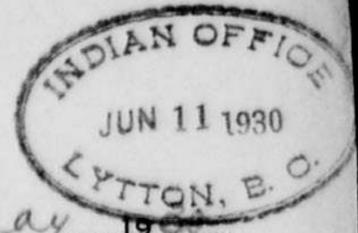


THE WORKMEN'S COMPENSATION BOARD
BRITISH COLUMBIA



Vancouver, B.C. 17th May 1930

To Dept. of Indian Affairs
Business Indian School at Lytton B.C.
Head Office Address Lytton
Person who accompanied Inspector S. F. Lepine Esq.

The following safety devices are required to be completed before 31st May 1930. Upon completion immediately report to THE WORKMEN'S COMPENSATION BOARD.

- 1 Ashes have to be hoisted from the boiler room floor level 7'-6" to the top of a concrete area which is 3'-8" x 4'-0". The chain blocks are worked by hand and the operator must stand in the above area and be underneath the load as ash can be hoisted. This is not safe and must be altered so that the chain blocks can be operated by a man well clear of the load.
- 2 Guard the crank shaft extension of lighting engine no 2
- 3 Guard the pulley on crank shaft extension on no 1 lighting engine and the drive belt.
- 4 Fit a locking device (off at time of inspection) rotary drier in laundry. *to: This broken at time of inspect but should be replaced.*
- Blacksmith shop
- 5 Guard the gears on small power drill
- 6 Guard emery wheel.

THE WORKMEN'S COMPENSATION BOARD.

J. A. Calderhead
INSPECTOR.

Indian Affairs (RG 10 Volume 6464, file 888-5, part 3)

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DEPARTMENT OF INDIAN AFFAIRS
CANADA

Ru

OFFICE OF
INDIAN AGENT

7754-06

[Handwritten signature]



Lytton, B.C.
June.12th. 1930

Sir.

Enclosed please find a letter from the Rev. Principal of St George's Indian Residential School together with a Workman's Compensation Board Order that certain alterations be done around the boiler room at the above named school.

Until these improvements are done, the Board refuses to recognise any accident that might occur.

I will be much obliged if the Department will give this matter their attention.

Your obedient servant.

[Handwritten signature: H. Graham]

(H. Graham)
Indian Agent.

The Secretary,
Dept. of Indian Affairs,
Ottawa, Ont.

Indian Affairs (RG 10 Volume 6464, file 888-5, part 3)

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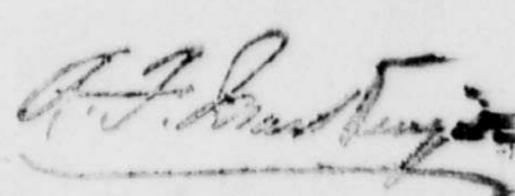
Archived

June 19, 1930.

Sir,-

Replying to your letter of the 12th instant with reference to the changes asked for in the boiler room and laundry of the Lytton School, I would ask you to kindly obtain and submit prices for the changes asked for.

Your obedient servant,



A. F. MacKenzie.
Acting, Asst. Deputy & Secretary.



H. Graham, Esq.,
Indian Agent,
Lytton, B. C.

Indian Affairs (RG 10 Volume 6464, file 888-5, part 3)

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EXTRACT
ORIGINAL ON
75-221

R

DEPT. OF INDIAN AFFAIRS
JUN 20 1930
RECORDED

REPORT OF J. D. CALDWELL, Indian
Agricultural Agent for 1930.

X X X

*noted
interests*

While at Lytton I visited the St George's Indian Residential School farm. The Rev. Mr. Lett showed me over the school farm and farm buildings. Mr. Lett appears to be a capable and practical farmer and his crops were looking well. Mr. Lett is working hard to get his lighter land in Alfalfa and with the outlook for water very good this year, it looks as though he was going to be successful. The farm buildings were neat and clean inside, but were in need of paint, the paint on the old buildings having peeled off. There are also three new buildings that have not been painted, a machine shed, granary and engine house.

*Vet Surgeon
is dealing
with this*

If the present cow herd is to be kept on this farm I should think that isolation quarters should be provided separate from the main building, at the present a portion of the main building being used for this purpose. This herd having contagious abortion. I would hardly think it safe to keep infected animals in the same stable with the other stock.

X X X

J. D. Caldwell.
Indian Agricultural Agent.

*I saw this letter
on Sept 13/30
J.D.C.*

Indian Affairs (RG 10 Volume 6464, file 888-5, part 3)

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COPY.

ST. GEORGE'S INDIAN RESIDENTIAL SCHOOL.

Lytton, B.C. June 12th, 1930.

E. Gardner-Smith Esq.
Building Inspector.
Department of Indian Affairs.
Gleichen, Alta.

Dear Mr. Gardner-Smith:

I have lately been wondering about the heating changes, and whether there is a possibility of this work being done during the coming vacation. I should like to make arrangements for the men who will be here for the work, if it is to be done during the months of July or August.

Will you kindly let me know promptly if anything definite has yet been arranged.

I trust by this time you have the Rev. Gibney and his large family safely housed in the new quarters, as very probably the fine new school is now about completed.

With kind personal regards from us all to yourself,

I am

Very sincerely yours

(Sgd) A.R. Lett.

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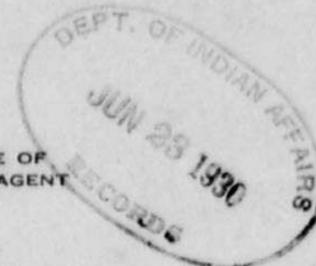
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DEPARTMENT OF INDIAN AFFAIRS
CANADA



R

OFFICE OF
INDIAN AGENT



Gleichen, Alta. June 16th, 1930.

Mr. R. Guerney Orr.
Architect.
Department of Indian Affairs.
OTTAWA.

Re- St. George's School, Lytton, B. C.

Dear Mr. Orr:

I enclose herewith a copy of a letter which I found awaiting me on my return from the East, in which Rev. Mr. Lett refers to the proposed changes in their heating services, and which he is desirous of having done during the school vacation period.

You already have in your file the Report from Mr. Alex. Walker, and his recommendations for overcoming the heating difficulties. The total cost of the proposed changes, including the placing of a separate boiler in the basement of the Utility Building in a deepened boiler room, and the connections to the heating ~~system~~ mains of the Chapel, and the building of a separate chimney from the proposed new boiler room, and the carrying of a separate main from the boiler room of the school to the residence, would probably run close to \$3000.00.

In a brief discussion of the subject, Dr. Scott seemed sympathetic towards the project, but was not sure that the money could be found at present. The matter was, therefore, left over until your return to Ottawa.

If it be found financially possible to carry out this work I would respectfully suggest that it be authorized as soon as possible, and if so desired, I should be pleased to make a trip to Lytton and make the necessary arrangements for carrying out Mr. Walker's recommendations. Mr. Crombie would be the logical man to install the additional heating service, and as much as possible of the existing lines to the Chapel and Utility Building should be salvaged and used again.

I shall await with interest your valued instructions in this matter.

Your obedient servant

E. Gardner Smith
Inspector of Construction.

Indian Affairs (RG 10 Volume 6464, file 888-5, part 3)

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DEPARTMENT OF INDIAN AFFAIRS
CANADA

IN YOUR REPLY REFER TO
No. 15/7/18273.
ALSO TO DATE OF THIS LETTER

COMMISSIONER'S OFFICE,
P. O. BOX 666

VICTORIA, B.C., July 11, 1930.

21

Dear Mr. Orr:

You have no doubt by this time received from the Director of the Dominion Water Power and Reclamation Branch the report of Engineer Tredcroft with respect to the electric lighting plant at the Lytton School. I have received two copies of this and have made a third to be furnished to R.A. Lister & Co. in Vancouver, as not having any knowledge of the working of this plant I felt it was the proper thing to let them have the views of an experienced engineer.

Both Engineer Tredcroft and the Lister Company agree that it is essential that a new set of batteries should be installed at once as the old ones have been bled to death. Engineer Tredcroft thinks this was due to over-loading the engine, but I recently received a report from Principal Lett stating that he has found something wrong with connections in the switch board, which he claims is responsible for the battery trouble, and if his opinion is correct then it would appear to me that the company should supply new batteries free. A copy of Principal Lett's report in this particular connection is furnished herewith, and I am forwarding a copy to the Lister Company in Vancouver also. Principal Lett Says:

"We have within the past few days discovered a defect in the switch board of the present plant which has evidently been responsible for the grief we have had and also for the present condition of the batteries. If this find, which has been made right, continues as it has for the past few days to keep the engines switching properly without continuing to run on the batteries it will bear out my continual contention that there has always been something not just as it should be and that the Co. is responsible for the present condition. Naturally I am rejoicing in the discovery as I have done everything I knew how to keep the plant in good order and felt that the Dept. would take the condition as sheer neglect on my part which is not due the supervision nor the man who is attending to the engines. The defect should have long ere this been discovered by the Co.'s mechanics who have visited the school."

In a report which I received some time ago from Mr. Day, the Vancouver representative of the company, he pointed out that as the plant at the Lytton school appeared to be very much over-loaded, he thought at least the 6 Kw. engine should be replaced by a 7½ Kw.

R. Gurney Orr, Esq.,
Architect, Dept. of Indian Affairs,
O T T A W A .

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replaced by a 7½ Kw. one, if not two 7½ Kws take the place of the present 3 and 6 Kw engines, and the idea struck me that it might be good business to have this change made in the present plant and have the old engines re-conditioned and sent to the Cranbrook school where the lighting plant is pretty old and for which repair parts are expensive as they must be purchased somewhere in the eastern States. Hereunder are the offers made by Mr. Day:

ESTIMATE NO. 1

NEW AUTOMATIC PLANTS FOR LYTTON, B.C.

2-Lister Automatic Radiator Cooled Lighting Plants
7½ K.W., 110 Volt, Speed 600 r.p.m., Less batteries.

Price, \$2,650.00 each	\$5,300.00
Paralleling Panel for above Plants ...	300.00
120 Amp. Battery, 110 volt.....	645.00
<u>PRICE:- Installed at Lytton, complete</u>	<u>\$6,245.00</u>
Freight Paid	

Delivery:- 6 weeks from notification of acceptance.

.....

ESTIMATE NO. 2

RECONDITIONING AND INSTALLING AT CRANBROOK 3 and
6 K.W. PLANTS. Now at Lytton.

108 Amp. Hour, 110 Volt Battery.....	\$ 522.50
14 H.P. Engine, installed on	695.00
large plant.	
New Radiator and Fittings on.....	150.00
both plants.	
Overhauling Complete Equipment	200.00
and replacing all parts necessary.	
Freight on Plant from Lytton to	162.50
Cranbrook @ \$2.13 cwt.	
Installation expenses at Cranbrook,.....	300.00
including cartage, labour, and	
material to connect up.	
Credit on present 12 H.P. Engine on	\$100.00
large plant.	
Credit on old battery at Lytton	50.00
	<u>150.00</u>
	\$2030.00
	\$150.00
	<u>\$1,880.00</u>

PRICE

Indian Affairs (RG 10 Volume 6464, file 888-5, part 3)

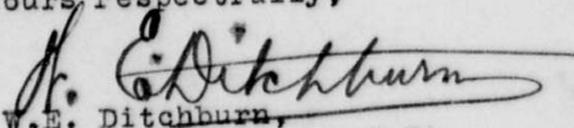
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According to Engineer Tredcroft's report the present plant appears to be large enough for the school if it is only run properly, and Reverend Mr. Lett confirmed this opinion to myself in an interview I had with him in this office yesterday.

However, another phase of the lighting question has just cropped up, for I have received correspondence from Mr. A.C.R. Yuill, R.P.E., a consulting engineer of Vancouver, intimating that he is negotiating with the town of Lytton for the installation of a lighting plant, and if these negotiations are carried out he could deliver current to the Lytton Indian school more economically than the school is doing at present through its own plant. Provided this can be done satisfactorily, I would then recommend that the present plant at the Lytton School be reconditioned and shipped to the Cranbrook School for installation. In the meantime a new battery set of 120 ampere hours, 100 volt, at a cost of \$645.00 must be installed without further delay, in view of the fact that the present batteries have no life whatever.

Yours respectfully,



W.E. Ditchburn,
Indian Commissioner for B.C.

WED/TH.

Indian Affairs (RG 10 Volume 6464, file 888-5, part 3)

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Ottawa.
July 18, 1930.

Dear Mr. Ditchburn,-

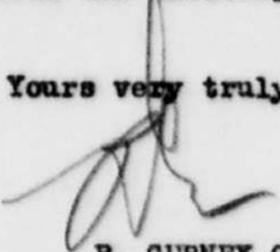
I wired you today authorizing the purchase of new batteries for the Lytton School.

I note what the Reverend Principal says about his latest discovery regarding the operating of this plant. I hope there is something in it and that everything will be satisfactory.

I do not think it necessary or advisable to instal a larger plant in this school. The existing one should be ample for all their requirements. In fact it is larger than some of the other schools have, where there is no difficulty in properly lighting the building.

If the scheme as mentioned in the last paragraph of your letter is carried out it will certainly be to advantage to connect up with the power system when arrangements can be made to instal the existing lighting plant at some other point.

Yours very truly,


R. GURNEY ORR.
Architect for the Department.

W. E. Ditchburn, Esq.,
Indian Commissioner,
Victoria, B.C.

Indian Affairs (RG 10 Volume 6464, file 888-5, part 3)

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Night Letter	

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W. G. BARBER, GENERAL MANAGER

RECEIVER'S NO.

TIME FILED

CHECK

Send the following message, subject to the terms on back hereof, which are hereby agreed to

July 28, 1930.

W. E. Ditchburn, Esq.,
Indian Commissioner,
VICTORIA, B.C.

Approve purchase new
batteries Lytton School.

A. F. MacKenzie.

Chg. DIA.

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J. C. DILL, MANAGER

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106-107, 319 PENDER ST. W.

VANCOUVER, B. C. July 23rd 1930.

Department of Indian Affairs,
Ottawa, Canada.

DEPT. OF INDIAN AFFAIRS
JUL 30 1930
RECORDS

Re St. George's Indian School, Lytton, B.C.

To account rendered\$819.30

Please give this account your immediate
attention and greatly oblige.

Indian Affairs (RG 10 Volume 6464, file 888-5, part 3)

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VANCOUVER, B.C.

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ELECTRIC GENERATORS
ELECTRIC WELDERS
AIRWAY LIGHTING
AIR COMPRESSORS
CENTRIFUGAL PUMPS

Your ref. No. 15/7/18274.

July 14, 1930.

Mr. W. E. Ditchburn,
Indian Commissioner for B. C.,
Department of Indian Affairs,
Victoria, B. C.

Dear Sir:-

Lytton Indian School.

Your esteemed letter of July 10th to hand re Lytton Indian School, with enclosed report on this plant by Mr. E. H. Tredcroft, of the Dominion Water Power and Reclamation Service.

Dealing first with the portion of your letter, which is an excerpt from a letter received from Mr. Lett, dated May 21st, I note his remarks that he has found a defect in the switchboard which has been responsible for the batteries running down, etc.....

The last time the writer visited Lytton, I arrived unexpected at the school, and, as pointed out in my previous report, found the large plant operating quite satisfactorily, driving the laundry. This plant was supposed to be entirely out of commission. Mr. Lett informed me that he had found the trouble -- namely, a small screw on the relay was holding the relay shut and causing the battery to run down. We went into it in detail and I proved to Mr. Lett's satisfaction that there was nothing in this, and his rejoicing was very short lived. However he is passing this along to you as the cause of the trouble. I can assure you that there was no trouble such as he outlined on that switchboard, and if the discovery which he made was causing all the trouble, both with the plants and the battery, as he states in his letter, then Mr. Tredcroft's report can be discarded - Mr. Lett contends the trouble was on the switchboard, while Mr. Tredcroft claims it was with the engine. You can, therefore, draw your own conclusions.

Dealing with your remarks that if this defect existed, we should replace these batteries free, I

MONTREAL
1100 CRAIG ST.

TORONTO
58 STEWART ST.

WINNIPEG
WALL ST.

REGINA
1353 ROSE ST.

EDMONTON
10487 JASPER AVE.

VANCOUVER
1216 HAMILTON ST.

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can assure you that the short life of the battery was caused by improper attention on the part of the attendants. This, I have told you before, and I still adhere to my previous opinion.

Dealing with Mr. Tredcroft's report there are some remarks which I would like to make. On page 2, Mr. Tredcroft states that he found the large plant, on his arrival, not working properly in that, it was only carrying a load of 35 to 40 amps. and the speed would drop to 360 r.p.m., and the engine would stop if the load was increased. He also found on removal of the flywheel, that the valve timing of the engine was out, due to the idler pinion being improperly meshed. He states that after making the proper adjustments, he found it necessary to enlarge the opening in the carburettor manifold by 40%. This engine then carried a 20% overload with no signs of faltering. Dealing with the above statement, I would point out that he found this plant out of adjustment on his arrival, which was only a few days after my visit. The writer on the occasion of his last visit, and on previous visits to the school, with Mr. Lett and Mr. Lepine in attendance had pulled a 15% overload on this particular engine, and I pointed this out in my report to Mr. R. G. Orr of April 22nd, a copy of which was sent to you. It certainly was not necessary to do any cutting as stated by Mr. Tredcroft in his report. Further, if it were necessary to do this cutting on this one particular engine, it would be necessary to do it on all the engines which our factory turn out, which you know would be absurd, owing to the fact that we have hundreds of these plants and engines in this particular size working satisfactorily.

There is one question which I would like to ask Mr. Tredcroft - considering that this plant is a constant potential system - that is - the voltage remains constant from no load to full load, and the load change is taken care of by a speed variation controlled by the magnetic governor coil, opening and closing the throttle opening, which Mr. Tredcroft altered, if the opening were enlarged to give more gas and more speed on full load what did he do with his excess speed on minimum load due to enlarging the size of the holes in this throttle, which means increased voltage.

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The most interesting portion of his report on this page, however, is the fact—that he found this engine so badly out of time, within such a short period after our visit to the plant which proves that somebody changed the adjustments after our visit. This verifies my contention in my previous reports, that the adjustments on the plants were not left as we made them, and consequently the plant could not function properly.

Mr. Tredcroft did not accomplish any greater results in getting capacity from this plant than we, ourselves, accomplished every time that we visited the school, as my previous reports to you will show. As far as adjustments are concerned on the brushes of the generator, there is only one place for these brushes, and that is at the neutral point, where you will get absence of sparking and good commutation. This has very little to do with the load of the engine.

On page 3, Mr. Tredcroft states that it would obviously appear that the whole trouble in the operation of this plant lay in the fact that the gas ports of the engine were too small, thereby preventing the engine getting sufficient fuel at high speed for heavy load, and on this point I take exception. He also states that there are too many sharp bends in the exhaust pipe between the engine and the mufflers, and that these mufflers in the engine room are noisy, and in his opinion are not the best type for a plant of this size, stating that a concrete exhaust box below ground level outside, properly equipped with a drain and outlet, would be far superior. I would point out to Mr. Tredcroft that if he had disconnected the exhaust line from the engine, while it was in operation he would have found that his power output would remain just the same, and thereby prove the exhaust equipment on this plant is correct.

The expansion pot is very close to the engines, thereby eliminating any back pressure and the pipe and bends which are on this equipment are of 2" diameter, whereas the minimum pipe diameter which we could use on this installation without detrimental results would be 1½". I am thoroughly satisfied that Mr. Tredcroft does not understand the exhaust end of this installation when he recommends an underground exhaust chamber, as this would endanger both life and property. I would advise that when these engines stop they do so by releasing the compression on the cylinder by holding one of the valves open. The

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engine still rotates for some time due to the momentum of the flywheels, and there is a certain amount of gas drawn in on each revolution of the engine which is not exploded but expelled from the exhaust line into free air. As the installation is at present it passes through the short exhaust line into the cast-iron exhaust pot, and then in turn into the outside air. At times, this gas becomes ignited with the result that there is a back-firing which is not detrimental in any way as the exhaust pot is small and being made out of heavy cast-iron, is exceptionally strong and no damage results. However, if you were to take an underground exhaust chamber, and expel this unburned gas into the chamber, and it then became ignited you would simply be minus a concrete exhaust chamber, and possibly kill someone in the process. I think that this is a point which Mr. Tredcroft has overlooked, and I warn your Department at this time to refrain from carrying out a plan of this description.

Re the operation of the 12 H.P. Engine on the laundry, I note Mr. Tredcroft states that there is a heavy side pull on the main bearing of the engine, causing undue wear in the bearings, and he recommends that a separate engine should be installed for this purpose. He also states that the operator reports that the generator on this plant becomes overheated when it is run $8\frac{1}{2}$ hrs. continuously. I think it would be better if Mr. Tredcroft had not brought this into his report. If a 10 to 15% load, used for battery charging while running the laundry is going to cause overheating, of this generator, what will 20% overload do to the machine, which he states he developed, in the previous part of his report?

In reference to the side draught on the bearings of the engine, driving the laundry, there is nothing in this as we absolutely guarantee these engines to operate on full capacity, belt load, driving in any direction, and we turn thousands of these engines out for belt drive purposes every year and you can therefore discount this portion of the report. In addition I would point out that on this particular engine the crankshaft is supported by a centre bearing, making three bearings in all.

I note he claims, when operating the engine for driving the laundry, and there being no lighting

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POOR-COPY

load on, the generator is delivering current to charge the battery and the battery can become very easily destroyed by overcharging. If Mr. Tredcroft is well acquainted with storage battery action, he will agree with me that there are certainly no signs of overcharging on this battery, and as a matter of fact one needs only to look at it to see that it has been starved and inadequately charged instead of being overcharged. Therefore when he makes the statement-that this battery has been overcharged, apparently due to the lack of experience on the part of previous operators and the fact that the battery was not out of circuit when the laundry was running- it appears to me that he is not very well acquainted with the battery business or he would not make such a statement.

For his information, I would advise that it is possible to operate the laundry machinery without generating any current whatever if it is deemed necessary to do so in this school. It is necessary, as it has been found in all other schools, to take advantage of laundry wash day to give the battery this over-charge, which you must give it to obtain long life, and which is the practise which is carried out in all the other schools, where the laundry is driven by the power plant machine. They all have been operating with exceptional satisfaction.

Mr. Tredcroft states that when the battery is replaced, cells with larger containers should be installed so that there will be more liquid surrounding the plates. On this point, I have nothing to say as I would not recommend the Exide Battery Co. on this point as I am convinced that they know more about this business than I do.

In the last paragraph on page 5, Mr. Tredcroft reports that "it is well to point out that several spare parts had been ordered and purchased by the previous operator, for which I understand the Department paid, which were not necessary, and in addition have never been used or where used have been installed incorrectly."

Dealing with this in my previous reports I pointed out that these parts were ordered by Mr. Lepine, which is the case as shown by our Invoice #18546, and the order was signed by Mr. Lepine as well as Mr. Lett in Sept. 1929.

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- 6 -

I have his original order for these parts in front of me at the time of writing and it was Mr. Lepine who ordered these parts and not the previous operator as intimated by Mr. Tredcroft. This proves that Mr. Tredcroft's report in this instance is one of protection and is given without having the proper information on hand other than that which he received from the school.

Since Mr. Tredcroft was asked by the Department to give a report on the exact condition of things as he found them, I do not think that verbal statements as given above by the operators of the plants should be taken into consideration.

Summarizing Mr. Tredcroft's whole report, you will observe that the main body of it agrees with my previous reports to your Department, in that he found the plants altered on his visit and not functioning properly, and that the plants will do their work when left properly adjusted, which bears out my contention that the trouble is more in the operation of the plants than in the plants themselves.

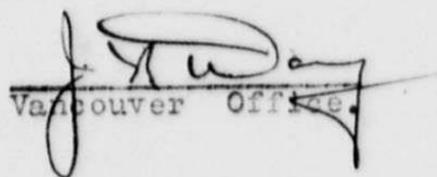
If any further information is required, or if you desire to enter into further details, I will be glad to discuss it on receipt of word from you.

Thanking you, and trusting that I may have the pleasure of hearing further from you, I am,

Yours respectfully,

R. A. LISTER & CO. (CANADA) LIMITED.

JRD/S


Vancouver Office.

Indian Affairs (RG 10 Volume 6464, file 888-5, part 3)

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FACTORY POWER TRUCKS

Ditchburn



1216 HAMILTON STREET
VANCOUVER, B.C.



ELECTRIC MOTORS
ELECTRIC GENERATORS
ELECTRIC WELDERS
AIRWAY LIGHTING
AIR COMPRESSORS
CENTRIFUGAL PUMPS

July 14, 1930.

Mr. R. G. Orr,
Department of Indian Affairs,
Ottawa, CANADA.

Dear Sir:-

Mr. Ditchburn of Victoria, has been kind enough to forward to me a copy of the Dominion Water Power and Reclamation Service report by Mr. E. H. Tredcroft on the Lytton Indian School, and in turn, I have written him to-day as per copy of letter attached wherein I outline this report on the points, which concern the school, your department, and ourselves. If there is anything in this report on which you would like further information, it will be gladly forthcoming on receipt of word from you.

Yours very truly,

R. A. LISTER & CO. (CANADA) LIMITED.

JRD/S
Encl. 1

J. R. Day
Vancouver Office.

MONTREAL
1100 CRAIG ST.

TORONTO
56 STEWART ST.

WINNIPEG
WALL ST.

REGINA
1353 ROSE ST.

EDMONTON
10457 JASPER AVE.

VANCOUVER
1216 HAMILTON ST.

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DUPLICATE

SCHOOLS.

Fiscal Year
1930-31.

Voucher No. 97-A.

Vote No. *Sch*

GOVERNMENT OF THE DOMINION OF CANADA

Department of Indian Affairs, British Columbia
Indian Commissioner's Office for

LYTTON AGENCY

To R.A. Lister & Co. (Canada) Ltd. 1216 Hamilton St., Vancouver, B.C.

DATE	Authority: wire from A.F. MacKenzie, dated July 19th, 1930. <small>DETAIL</small>	AMOUNT
	To 1 - 54 cell 108 Amp. Hr. Globelite Battery shipped by prepaid freight to St. George's Indian Residential School, Lytton, B.C., to be used on electric lighting plant.....	\$ 522 50
	To prepaid freight on above.....	54.00
		522.50
		\$ 576.50

W. Edgar
Registered Architect.

~~not 12-9-30~~
3854
sent 23-9-30
returned + cancelled 3/5/31
J.M.

I hereby certify that this Voucher is correct, that the material has been supplied, the work performed and that the charges are fair and just; also that all expenditure has been incurred legitimately and that each item of the same is a fair and just charge against the Government of Canada.

H. Editchburns
Indian Commissioner for B. C.

No. 11

A.W. Shore

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Works: DURSLEY, ENGLAND

No.

No. 480V

R. A. LISTER & CO. (CANADA) LIMITED

1216 Hamilton Street

VANCOUVER, B. C. July 31/30 19

Sold to Dept. of Indian Affairs,
Victoria, B. C.

Lister Electric Plants
and Engines
Marshall Crude Oil Engines
Lanz Crude Oil Tractors
Melotte Cream Separators

All goods at Purchaser's risk after shipment. No claims allowed unless made within 10 days from date of shipment

Ship ~~ex~~ by air Terms Interest charged after due date.

1	54 cell - 108 Amp. Hr. Globelite Battery shipped freight prepaid to Lytton School <i>repaid pt.</i>	\$522 50 5470 57660	
---	---	---	--

JMS



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POOR COPY



165-0-5

Letter No. 20/18656.

DEPT. OF INDIAN AFFAIRS
SEP 2 1930
RECORDS

Office of the Indian Commissioner for Indian Agency, British Columbia,

Victoria, B.C., Aug. 27. 19230.

Sir,

I enclose herewith Vouchers Nos. 97-A.....

amounting to \$ 576.60..... in favour

of R.A. Lister & Co. (Canada) Ltd. 1216 Hamilton St. Vancouver, B. C.,

for new battery for electric lighting plant at St. George's Indian School, Lytton, B. C.

This expenditure was authorized by Departmental

Letter No. wire dated July 19th, 1930.

Your obedient servant,

H. E. Ditchburn

H. E. Ditchburn.
Indian Commissioner for B. C. ~~Indian Agents~~

The Secretary,
Department of Indian Affairs,
Ottawa.

ACCOUNTANTS
SEP 10 1930

Form No. 101

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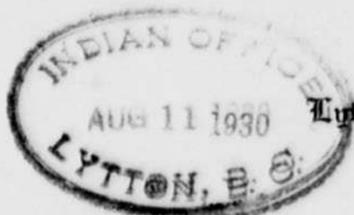
St. George's Indian Residential School

Originated by the New England Company

(The oldest English Missionary Society, founded 1649)

C. P. R. STATION
C. N. R. STATION
TELEGRAPH OFFICE
POST OFFICE

LYTTON 2 1/2 MILES



VISITORS { THE BISHOP OF CARIBOO
THE BISHOP OF NEW WESTMINSTER
PRINCIPAL: REV. A. R. LETT
BANKERS: BANK OF MONTREAL, VANCOUVER, B. C.

Lytton, B.C. Aug 11th /30

Mr. H. Graham,
Indian Agent, Lytton.

Dear Mr. Graham-

Included herewith you will find quotations for extension of ash hoist pit as requested by the Boiler Inspector.

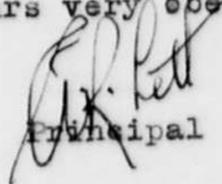
As I have now gathered together enough money to buy a Movie Projector I have taken the liberty of including an extension to this addition in order that I might be able to use the extension for a projecting room which I trust the Dept. will see fit to allow.

I have had quotation for brick and lumber. The former brick work will run into a very considerable expense and would suggest ~~that~~ the wood work construction with the Gyprock lining making the room fire proof so that in case of accident the port holes in the wall could be closed and no risk entailed.

The Laundry machine has already been repaired but I have not been able to have guards for the fly wheels and pulleys in the engine room. This seems to be a requirement not very often taken care of and special guards will have to be made up. I shall therefore have to wait until I can get same gone into by some one competent.

I trust you will find this satisfactory.

Yours very obediently


Principal

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DEPARTMENT OF INDIAN AFFAIRS
CANADA

8077-06

OFFICE OF
INDIAN AGENT

R

Lytton, B. C.,

Aug. 11, 1930.

DEPT. OF INDIAN AFFAIRS
AUG 16 1930
RECORDS

SCHOOLS BRANCH
SEP 18 1930

Sir:-

Having further reference to my letter of the 12th of June, and Department's reply of the 19th, asking prices for the changes asked for, I took this matter up with the Rev. Principal, and asked him to get prices according to the requirements needed.

He was anxious to add to the structure that required to be added to the boiler room, a projecting room for the moving picture machine, which really means raising the structure higher, which had to be added for the improvement called for in the boiler room.

I am now enclosing a letter from the Rev. Principal, and also a quotation from Mr. W. H. Stewart, which Mr. Lett has just handed me.

The improvements for the laundry have already been attended to by the resident carpenter.

I have the honor to be,
Sir,
Your obedient servant,

(H. Graham)
Indian Agent.

Assist. Deputy & Secretary,
Department of Indian Affairs,
Ottawa.

HG/MD

What do you think of this?
OK.

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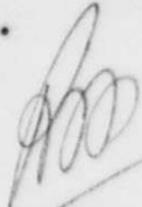
POOR COPY

Ottawa, September 13, 1930.

Sir:

I have your 8077-06 of the 11th ultimo, with reference to a projection room for the moving picture machine at the St. George's Indian Residential School. I am returning the letter of Mr. Stewart. I note that this improvement will cost approximately \$300. There are no funds in the Appropriation for Indian Education for the purpose; but, if the Rev. Mr. Lett is satisfied that he will not require any assistance from the New England Company grant for the time being, this improvement could be allowed. Please let me have an early reply.

ENCL.



Your obedient servant,



A. F. MacKenzie,
Secretary.

H. Graham, Esq.,
Indian Agent,
Lytton, B. C.

Indian Affairs (RG 10 Volume 6464, file 888-5, part 3)

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PERSONAL

DEPARTMENT OF INDIAN AFFAIRS
CANADA



R

DEPT. OF INDIAN AFFAIRS
AUG 18 1930
OFFICE OF INDIAN AGENT

R. Guernsey Orr Esq.
Architect.
Department of Indian Affairs.
OTTAWA.

P.O. Box 157.
St. Paul, Alta. Aug. 3rd, 1930.

SCHOOLS BRANCH
SEP 18 1930

Dear Mr. Orr:

Perhaps I am foolish for worrying myself unduly and in taking my duties so seriously, but I'm afraid I'm built that way, and cannot help it. Now after this little preamble I shall disclose the purpose of this letter, and let you know what is on my mind.

Are they found?

The beautiful Chapel which the Department provided for the new school at Lytton has to be abandoned during the winter months because of the inadequacy of the central heating plant to handle the added load. We built on a false premise when we assumed that the existing boilers could heat this building too at times of low temperatures. Theoretically they might do it, but last winter told a different tale. On the authority of the Department, Mr. Walker (Dunham's Alberta Engineer) made a Report on the conditions as he found them, and indicated what should be done to provide sufficient heat for the Chapel, Utility Building and Principal's Residence. You have Mr. Walker's Report and recommendations on file, and are fully conversant with the existing conditions, so I need not dwell on them.

The Rev. Mr. Lett wrote to me recently expressing his anxiety that the heating troubles be remedied before the coming winter. When in Ottawa I mentioned the matter to Dr. Scott, and he was sympathetic towards providing relief, but seemed in some doubt as to whether the money could be found. You were absent from the Capital at the time, and the matter was not discussed at any great length in your absence. I also mentioned the subject to you in Toronto, and if I remember rightly, you said you would see what could be done about it later.

I recognize, of course, that there may be no money available at present for this work, and that of sheer necessity it may have to be postponed. My immediate object in bringing the matter to your attention just now is to say that if there

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2.

is any chance of providing the good people at Lytton with the relief they desire, I shall be only too glad to cooperate. Mr. Crombie, of Vancouver, who put in the radiation and hook-up last summer, is the logical man to do the work, and he is conscientious and efficient, and is in full accord with Mr. Walker's recommendations.

I know you are exceptionally busy this summer, and perhaps I should ask your pardon for intruding this problem on your already overburdened mind, but I simply had to write this letter to ease my own conscience!

The work on the Blue Quills School is proceeding with almost mathematical precision, and I am finding the contractors capable and dependable, and they have abundant equipment. The erecting of basement steel, and the bricklaying, should start this week.

With kind personal regards,

Yours sincerely

E. Gardner Smith

Inspector of Construction.

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165-0-5.

DEPARTMENT OF INDIAN AFFAIRS
CANADA

M Orr

September 13, 1930.

Memorandum:

*approved
JCS*

DR. SCOTT

Mr. Orr recommends that an improvement be made in the heating system at the St. George's Indian Residential School, so that the chapel can be successfully heated. The cost will be nearly \$3,000. At the present time, there is over \$1,700 in the New England Company account for this institution and this will be doubled in a few days, when the September quarter grant is received from England. I have examined Mr. Lett's recent reports and I believe that he will not require any special help for current expenses for the time being. The New England Company grant could therefore be used for the heating improvement and I beg to recommend your approval to the proposal.

Russell K. Service

Supt. of Indian Education.

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ABLE ADDRESS "LISTACHE"

165-0-5C

TELEPHONE: SEYMOUR 7049

CODES "BENTLEYS"

R. A. Lister & Company (Canada) Limited



1216 HAMILTON STREET
VANCOUVER, B.C.

FULL DIESEL ENGINES
SEMI-DIESEL ENGINES
SEMI-DIESEL TRACTORS
GASOLINE ENGINES
GASOLINE LOCOMOTIVES
FACTORY POWER-TRUCKS

ELECTRIC MOTORS
ELECTRIC GENERATORS
ELECTRIC WELDERS
AIRWAY LIGHTING
AIR COMPRESSORS
CENTRIFUGAL PUMPS

Sept. 16th, 1930.

Secretary,
Department of Indian Affairs,
Ottawa, CANADA.

Dear Sir:-

This acknowledges your cheque #3670, dated Sept. 12th, covering our invoice 480V, of July 31st. We note that you made this cheque out for \$576.60., which is \$54.10 over-payment, and it is quite apparent that you have added the freight to the amount of our invoice, whereas the freight is already included in the invoice, and the cheque should be for \$522.50. In order to keep your records clear, we are herewith returning the cheque and would ask you to forward one for \$522.50.

Yours respectfully,
R. A. LISTER & CO. (CANADA) LIMITED.

per

JRD/S
Encl.

Refused
ck 3670 cancelled
paid \$522.50

Account
Mr. Orr

JMM

MONTREAL
1100 CRAIG ST.

TORONTO
58 STEWART ST.

WINNIPEG
WALL ST.

REGINA
1353 ROSE ST.

EDMONTON
10457 JASPER AVE.

VANCOUVER
1216 HAMILTON ST.

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St. George's Indian Residential School

165-0-5

Originated by the New England Company

(The oldest English Missionary Society, founded 1649)

C. P. R. ST
C. N. R. ST
TELEGRAPH OFF.
POST OFFICE

LYTTON 2 1/2 MILES

R

VISITORS { THE BISHOP OF CARIBOO
THE BISHOP OF NEW WESTMINSTER
PRINCIPAL: REV. A. R. LETT
BANKERS: BANK OF MONTREAL, VANCOUVER, B. C.

22nd. Sept., 1930.

Lytton, B.C.,

R. Ferrier
Mr. R. Ferrier,
Supt. of Indian Education,
Dept. of Indian Affairs,
Ottawa.



Dear Mr. Ferrier,

Mr. Indian Agent Graham handed me the letter from you regarding the building of a projecting room for the new machine that I have arranged to be installed in the School. I wish to point out that the lower part of this proposed addition is compulsory in order that the building used as ash-hoist may be standardised according to the Boiler Inspector's report. The extension necessary to be used as projecting room would therefore constitute perhaps a third of the cost of same. I trust you will find this explanation satisfactory as I felt after reading your letter stating that this building should be put up entirely from the New England Grant, that you had overlooked the Boiler Inspector's report. The extension in reality was asked for in order to measure up to the standard required through inspection.

Yours very obediently,

A. R. Lett

PRINCIPAL.

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