



*The OKANAGAN framed by the paddlewheel of the S.S. SiCAMOUS stands clear as dignitaries and guests aboard get set to view the launch of the SICAMOUS.* G.H.E. Hudson photo



*Dignitaries and guests with their wives and children mount the ramp to the SICAMOUS to be aboard as the vessel slides down the slipways into the waters of Okanagan Lake, July, 1914.* G.H.E. Hudson photo



*Kelowna was one of the first stops on the inaugural excursion down the lake on July 12, 1914. Admiring crowds gathered to view the latest addition to the C.P.R.'s B.C. Lake and River Service. Kelowna was referred to as wharf #6. Kelowna city park is in the background.*

*G.H.E. Hudson photo*

In charge on the lower deck were the engineers, who were responsible for the steam boiler and the smooth operation of the engines. The engineer translated bell signals from the captain into action for the speed and change of direction for the sternwheeler. This was accomplished by a set of four levers in front of the steam generator on the lower deck. The engineers were assisted in keeping the boiler hot, and a head of steam up, by two or three firemen, who kept the coal banked just so, anticipating a greater need for steam at various times of the journey.

The purser was in charge of the finances aboard ship, he made sure the fares were collected and maintained a record of the payroll for the crew. He also paid for any of the business transactions that involved the boat. The purser's position was one of much responsibility, he had to be alert and organized, as he was responsible for the money, valuables, and tickets sold on board. A freight clerk took care of the daily wharf deliveries and pickups, instructing the deck hands as to where and when to unload the freight. The cargo deck was his domain.

The chief steward was responsible for the comfort and relaxation of the passengers, and, depending on the number of guests, might have one or more stewards as helpers. The chief cook, usually Chinese, was in charge of the kitchen and the



*The dining room was unique! This photograph is looking forward; you can see a gallery running along the second deck, with cabins off the second deck and the dining room deck. This is where the bulk of the 37 state rooms were. An individual could get onboard this ship the previous night, rent his room, rather than stay in his hotel, because the ship left at about 6 o'clock in the morning. In the days when transportation was slow, it would certainly be a lot more convenient to go down to the wharf in the evening, buy your ticket, and, for up to \$4.75, rent a room. That included all the bells and whistles, plus private ensuite. Or you could be really cheap and just spend \$1.25 and use the public loo, which unfortunately emptied directly into the lake!*

*Charlie Verey photo*



*The SICAMOUS in Penticton in 1929. Lakeshore Drive in the foreground was at that time the main thoroughfare in and out of town. The railcar with the white wooden bottom is a cattle car waiting to be barged to a point up the lake.*

*George Allen photo*



The dining room had five tables which could accommodate 40 people at a sitting. In this photo the two stewards are beside the dumb waiter, which moved the food from the kitchen where Chinese cooks and helpers prepared the meals on a coal fire galley range. The Sicamous boasted C.P.R. service that included silver cutlery, linen tablecloths, napkins, cut glass, and the finest of food and service. Meals were usually 50 cents for lunch, suppers were usually 75 cents. Looking down in here we can see the dining room set up. It sat eight people to a table, the tables were set with linen, crystal, silver & china. Each table had its own double set of electric candelabra (there was a 32 volt electrical system on board) plus there are shelves that during the summertime would have electric fans on them to be able to keep passengers cool. There is also a pantry on this level. The two stewards in this picture, are standing in front of the pantry. The hot food would come up from below on a dumb waiter, then they would serve from the pantry, where knives, forks, spoons, pastries, coffee and tea, and other such drinks, would be kept. Any alcohol on board was the brown bag version, nothing indicated that there was liquor kept deliberately on board for resale.

Doug Elliot photo



The SICAMOUS and OKANAGAN overnighted in Penticton. The boats were often pulled alongside to make it easier and more economical for the night watchmen to supervise the two boats together. The fires for the boilers had to be banked and tended so the firemen could raise a full head of steam quickly in the morning.

Stocks family photo