

THE WEST KOONTENAYS



HUGH NELSON, the fourth Lieutenant Governor of British Columbia and for whom the City of Nelson was named, arrived in the province at the height of the gold rush and became engaged in freighting to the goldfields with partner George Dietz. He later became a partner in the Moodyville Sawmill [North Vancouver] with Sewell Prescott Moody and Dietz. The freighting firm was sold to Francis Jones Barnard and morphed into the B.X. Express. Nelson filled the capacity of Governor from 1889 until 1892 when he resigned to return to England where he died the following year of kidney failure. The City of Nelson was named by Gilbert Malcolm Sproat, a stipendiary judge and a gold commissioner who later became known as the 'Father of the Kootenay'. Sproat presided over the sale of the first town lots.

BRITISH COLUMBIA PROVINCIAL ARCHIVES HISTORICAL PHOTO#004367

Who founded the Oregon Navigation Company, had mineral interests on the western side of Kootenay Lake at a small community that was soon to take his name. The town was known for both its silver deposits and its warm hot springs. In 1885 Ainsworth and Gustavus Blinn Wright, the Cariboo wagon road builder of 25-years earlier, made a deposit of \$25,000 and secured a charter from the government in Victoria to build a narrow-gauge railroad 21-miles between the Columbia River and Kootenay Lake. For the deposit and the completed railroad, the entrepreneurs were to receive 750,000 acres but unfortunately were not able to complete the railway.

In the late summer of 1886, a 15-man party left Colville, Washington, on a gold prospecting trip on the Salmon [Salmo River] just north of the Canada-US border. Winslow Hall wanted to investigate a tributary of that stream. William V. Brown, pioneer merchant, ferryman and prospector, agreed to grubstake the expedition. The Hall party included Winslow Hall, known as Bill, and his five sons—Robert, Charles, William Jr., Thomas and Albert; William's brother Osner, and three cousins, William Oakes, Melvin Oakes and Henry Oakes. In addition to this large family there was William White, son of Captain Lenard White, who had built and commanded the first steamboat on the upper Columbia River. Narcisse Downing and Dauncey Williams, two Colville First Nations youths, provided the party with fresh meat.

'The Nelson and the Kootenays A History in Pictures' booklet's 1971 article 'History of Nelson' by Michael Jessen provides more insight into the founding of the City of Nelson. "By autumn, with the snow level creeping down the mountains the weary Hall group found nothing for all their effort and were discouraged. They decided to pack up and head for home. Tommy Hall, Willie Hall and Willie White were sent to fetch the pack and saddle horses, while the hunters were sent to get meat for the return trip. Even at these tasks the two groups had little luck and when the five of them met late in the afternoon they sat down to rest on a small outcropping of rock. According to an account by Van B. Putnam, the boys vented their frustration by digging their heels in the ground and kicking away the vegetation. Suddenly a pine squirrel scooted by and one of the boys licked up a loosened rock to throw at it. Where the rock had been, lay the copper-silver deposit which to this day, was to be famous on two accounts.

The following year, the Halls returned to their secret area after

receiving financial assistance from their Scottish neighbour, John McDonald. In one of his first official acts upon becoming a partner, McDonald bought out Narcisse Downey and Dauncey Williams, the First Nations meat hunters, with a bonus of \$250. The wily Scotsman told the two youths that they were only paid employees of the prospecting partners, and, as such, they were not entitled into the partnership. The hunters assumed they would share equally in the find since they had shared in all the work and the accident of the discovery, in addition to both having miner's permits. But, believing they had no alternative, they took the bonus money and retired from the partnership.

The Halls staked four claims in the Silver King group—the Silver King, the Kootenay Bonanza, the American Flag, and the Kohinoor. The mountain was not named at this time and the property was described as being on the divide between Cottonwood Smith Creek and the Salmon River. On 27 July 1887 Charles Townsend was sitting on a log half a mile from the Silver King Group of Mines writing its location notice when a big toad hopped out from under a log—giving rise to the name of 'Toad Mountain'.

In the summer of 1888, Gilbert Malcolm Sproat, a stipendiary judge and gold commissioner who was soon to become known as the 'Father of the Kootenay', began visiting the various mining camps. Sproat found a western arm of Kootenay Lake and decided to name the place after Hugh Nelson, the fourth Lieutenant Governor of British Columbia. Sproat presided at the sale of town lots in little log shack in October 1888. Constable John Kirkup served as auctioneer. Colonel Eugene Topping—whose name later became inextricably linked with Trail—continued to sell lots during the winter of 1888-89. By the following year lots were bringing in as much as \$295 for a single lot and \$9,515 for a block of 32 lots. Newlin Hoover became one of the major property holders in Nelson.



A CARYATID OR SCULPTED FEMALE FIGURE

This figure serves as an architectural support in the Hume Hotel in downtown Nelson. Opened in 1898, the hotel was designed by Alexander Charles Ewart for owners J. Fred and Lydia

PROMOTION OF MINES

"A mine is a hole in the ground with a liar on top."

— Anonymous

Promotion of mines often had little to do with their actual value.

In 1935, the notorious Major E.R.K. Waite appeared in Nelson promoting his Gold Cup Mining claim.

He had a chauffeured Rolls Royce and invited wealthy Nelsonites to dine with him at the Hume Hotel where specular mineral samples were displayed.

Waite left Nelson soon after the investors' cheques were cashed. The claim was virtually



A VIEW OF NELSON IN 1896

This panorama view of Nelson with Toad Mountain in the background features the Hall Smelter with smoke stack in the centre of the photograph. The wagon road is shown coming down from mountain from the Silver King Mine. Also visible on the left hand side just above the townsite are the electric utility poles and the tranway poles from the mine. The tranway was powered by gravity. Baker Street with its boardwalks is the main through fare in the town centre.

COURTESY TOUCHSTONES NELSON MUSEUM OF ART AND HISTORY
#66.2.82 - QUEEN STUDIO, NELSON



The Residents of Nelson, some 10,000 strong, line both sides of Baker Street to watch a horse race as part of the 1 July 1898 Dominion Day Celebrations.

The 1/4 mile race took place at 1:30 p.m., had a first prize of \$100 and \$25 for second prize. The winning horse was Jack, owned by G.R. Wilson of Northport, Washington, winning two heats at 24 and 24 1/2 seconds respectively. Most of the riders were using riding crops to make their animals go faster. Standing on boardwalk, the cheering spectators are held back by a rope. Horse dung, politely referred to as road apples, litter Nelson's main street. Two policemen with truncheons, one with a badge on his chest, stand beneath the Vienna Bakery & Restaurant. The photograph was a donation: For the Archives of the City of Nelson With Happy Memories, 1892 visit to Paradise Mine, Judge J.A. Fortin, Resident Judge, 1896 - 1928.

TOUCHSTONE NELSON MUSEUM AND HISTORY #57.1.36

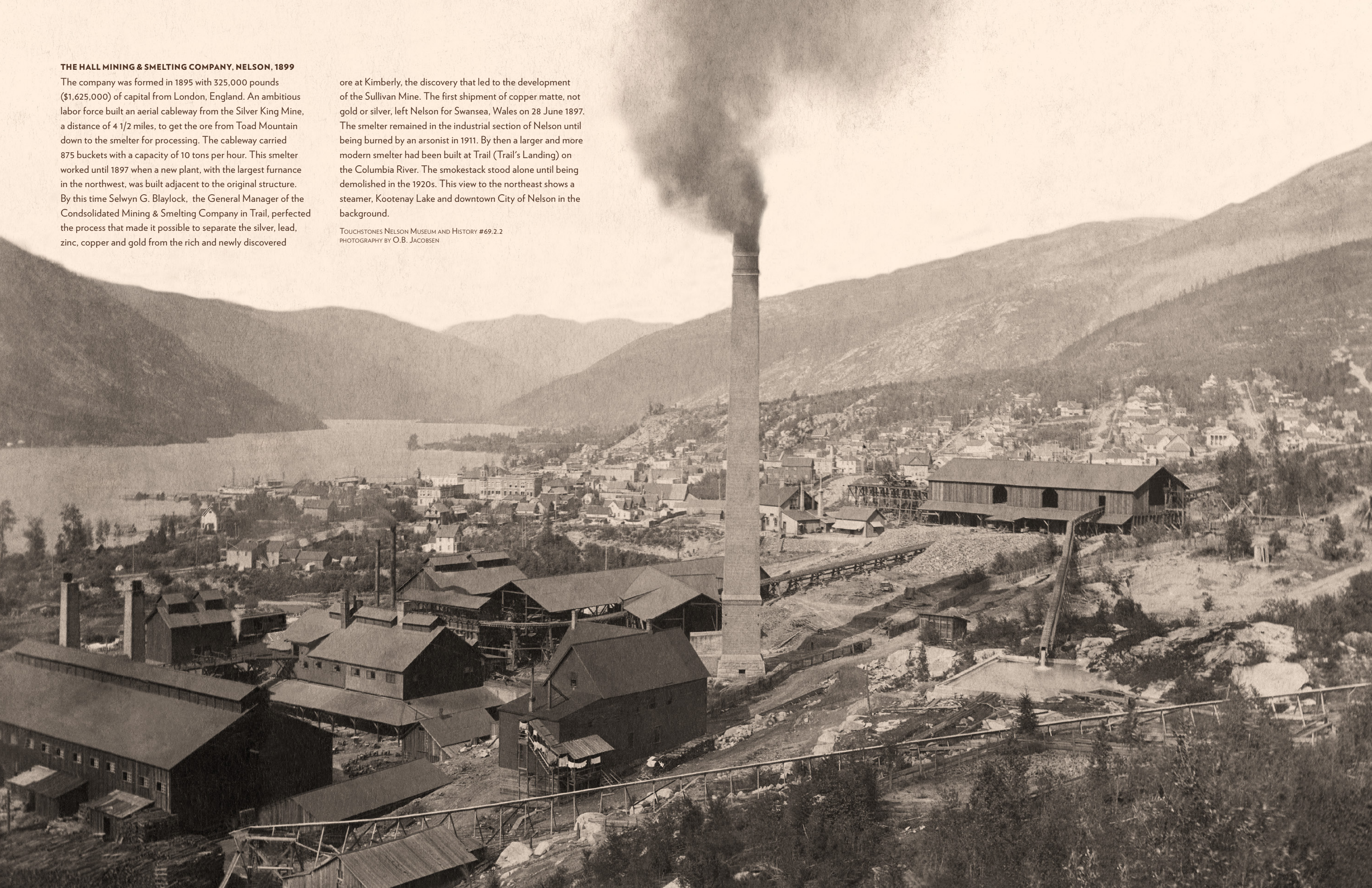
PHOTOGRAPHY BY WADDS BROTHERS, VANCOUVER AND NELSON

THE HALL MINING & SMELTING COMPANY, NELSON, 1899

The company was formed in 1895 with 325,000 pounds (\$1,625,000) of capital from London, England. An ambitious labor force built an aerial cableway from the Silver King Mine, a distance of 4 1/2 miles, to get the ore from Toad Mountain down to the smelter for processing. The cableway carried 875 buckets with a capacity of 10 tons per hour. This smelter worked until 1897 when a new plant, with the largest furnace in the northwest, was built adjacent to the original structure. By this time Selwyn G. Blaylock, the General Manager of the Consolidated Mining & Smelting Company in Trail, perfected the process that made it possible to separate the silver, lead, zinc, copper and gold from the rich and newly discovered

ore at Kimberly, the discovery that led to the development of the Sullivan Mine. The first shipment of copper matte, not gold or silver, left Nelson for Swansea, Wales on 28 June 1897. The smelter remained in the industrial section of Nelson until being burned by an arsonist in 1911. By then a larger and more modern smelter had been built at Trail (Trail's Landing) on the Columbia River. The smokestack stood alone until being demolished in the 1920s. This view to the northeast shows a steamer, Kootenay Lake and downtown City of Nelson in the background.

TOUCHSTONES NELSON MUSEUM AND HISTORY #69.2.2
PHOTOGRAPHY BY O.B. JACOBSEN



ROSSLAND – THE GOLDEN CITY

The completion of the Dewdney Trail from Wild Horse Creek to Hope in 1865 fell into disuse for many years and was little used except for a few berry gathering First Nations families. By the early 1880s a few Argonauts began using the overgrown trail to travel to the coast from Wild Horse. American gold hunters, venturing north across the border, also intercepted the old trail. Ironically, none of the original Argonauts gave a second look at a red mountain a short distance off Dewdney's trail. George Bohman and George Leyson discovered the first interesting outcroppings of ore not far off the trail and named their discovery the Lily May claim in 1887. They allowed the claim to lapse. Two years later Oliver Bordeau of Colville and Newlin Hoover of Nelson restaked the claim. In March 1890 Bordeau left to do assessment work on the claim. It was a painstaking task according to his employee Joseph Moris: "...We left Colville on the 17 March 1890 and went as far as the Little Dalles by sleigh and there Mr. Bordeau hired a boat and two men to help us up the river to the mouth of Trail Creek. Here Mr. Bordeau expected to have horses to do the packing from the river to the claim but we found too much snow on the trail so we could not use horses for the packing. So Mr. Bordeau and I had to pack everything on our backs and as I remember it now, it was very hard work as we had to travel over 5-feet of snow and in the afternoon it was impossible to get over it at all. It was not until we were very near through with the assessment work that the snow had gone off enough so I could see some bare patches of ground on the south slope of Red Mountain which showed the surface to be very red and which attracted my attention at once."

Moris endured pure hell putting in an entrance to an underground mine with a sledgehammer, drill rods and a few sticks of dynamite. Work was painstakingly slow as he had to sharpen his drill bits nightly in readiness for the next day's work.

It was only after the completion of the assessment work that Bordeau informed Moris that he didn't have the money on his person to pay for his labours. Bordeau told Moris that he did have money in Nelson. On his way to Nelson Moris found an interesting looking cropping and located the Homestake claim. Unfortunately for Moris, money seemed to elude him for Bordeau reneged on making any payment even after the pair reached Nelson. To get some quick money for supplies, Moris decided to go and work in the Silver King Mine on Toad Mountain above the town of Nelson for a few weeks. Upon being

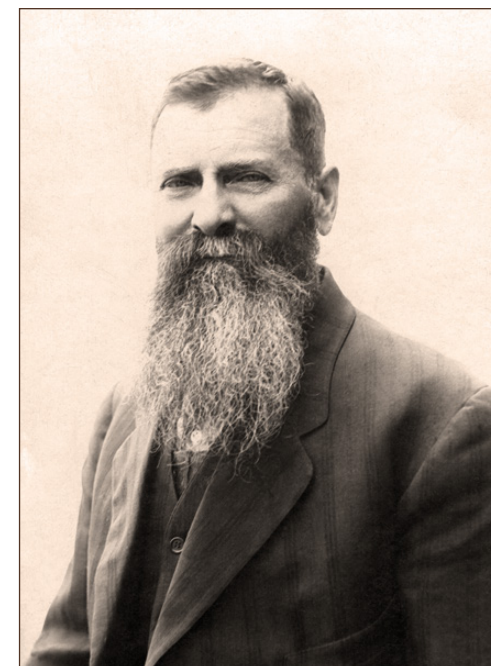
paid, he bought supplies and headed back to the Homestake claim to do assessment work when he chanced a meeting with George 'Bushway' Bourgeois. An experienced miner, Bourgeois persuaded Moris to abandon his discovery and go with him to explore the side of a mountain that had been burned over by a brush fire leaving a red scar. They dubbed the height of land Red Mountain. On 2 July 1890 the two men discovered the following five claims: Centre Star, War Eagle, Idaho, Virginia and Le Wise. Since the two men were only allowed two claims each, Moris put two stakes on the extension of the Centre Star and called it the Le Wise.

The next morning, 3 July, the two men departed for Nelson and arrived on the 4 July. They had their 10 samples assayed. Since the results were not that promising, Bourgeois, although he had \$700 in the bank, was not interested in having the claims put on record for \$6.25 each. Moris, the inexperienced miner, was almost broke with only \$18, disagreed. Bourgeois suggested they discuss their discovery with Eugene Sayre Topping, the Deputy Mining Recorder at Nelson. They told Topping about their find and offered him the Le Wise if he'd pay the \$37.50 recording fees on all six claims.

The two men left Nelson on the 17 July and were joined by Topping 3 days later. Topping examined the Centre Star extension and finally remarked to his companions: "I'll keep it. We'll call it the Le Roi and next month I will go down to Spokane and raise money to work it." Thus did Topping purchase what would become one of the richest mines in the world and earn him the name of "The Father of Trail". Born in New York State in 1842, Topping changed occupations frequently. He was a sailor, railway builder, trapper, scout, miner and newspaper reporter. In 1883, he wrote 'Chronicles of Yellowstone'.

True to his word, Topping left for Spokane with ore samples from his claim on the Spokane Falls and Northern Railway. This rail line, built by Daniel Chase Corbin, ran north from Spokane Falls to Colville. On the train or while overnighing at Colville, Topping chanced to meet Colonel William W. Ridpath and lawyer George Forster.

Both Ridpath and Forster were influential businessmen from Spokane and they were most interested in Topping's ore samples.



NEWLIN HOOVER

Hoover came to Nelson in 1887 and was at one time owner of the Nelson townsite south of Hoover Street. He located the Lily May Mine at Rossland before the discovery of the famous Le Roi Mine.

TOUCHSTONE NELSON MUSEUM OF ART AND HISTORY #69.4.13

AN ORE CAR SITS ON DISPLAY IN FRONT OF THE PRINCETON MUSEUM.



QUARTZ SAMPLES CONTAINING GOLD TAKEN FROM IN AND AROUND ROSSLAND.

They told 6 associates about their chance meeting with Topping and a deal was struck that was acceptable to everyone. The 6 newcomers were brothers George and W. W. Turner, Oliver Durant, Alexander Tarbet, F. Graves and Isaac N. Peyton. Topping would sell a 16/30th interest in his mine to the 8 Spokane businessmen. The new partners would each get a 1/15th interest in the mine for \$2,000 and Topping would retain a \$14,000 interest. The new syndicate agreed to do assessment work in the amount of \$3,000 by 1 June 1891. William J. Harris, owner of a hostelry in Spokane, became a member of the group by accepting shares in payment of debts owned to him by members of the syndicate. Payton later purchased Topping's remaining shares and sold them to friends in Spokane. The new owners wasted little time and registered their purchase as the Le Roi Mining and Smelting Company

of Spokane. The new owners now decided to issue 500,000 shares at a par value of \$5 providing there were buyers. There would soon be a glitch. The company was registered in the State of Washington but the mine was on Canadian soil!

In the spring of 1891 Topping took Durant and Harris to the Le Roi claim and before long they had 3 men build a cabin and put in an inclined shaft for 60 feet on the property. By that fall the men at the Le Roi had 7 tons of high grade ore ready to be packed down the 7-miles of trail from their camp to the Columbia River where it was unloaded onto a boat for transportation south to the Little Dalles. From here the ore was prepared for transshipment to a far off smelter belonging to American copper king Marcus Daly in Butte, Montana. The ore ran 5 to 20 % copper. It also



A VIEW SOUTH OF THE LE ROI MINE.

COURTESY ROSSLAND MUSEUM #45-746 PHOTOGRAPHY BY CARPENTER & MILLAR

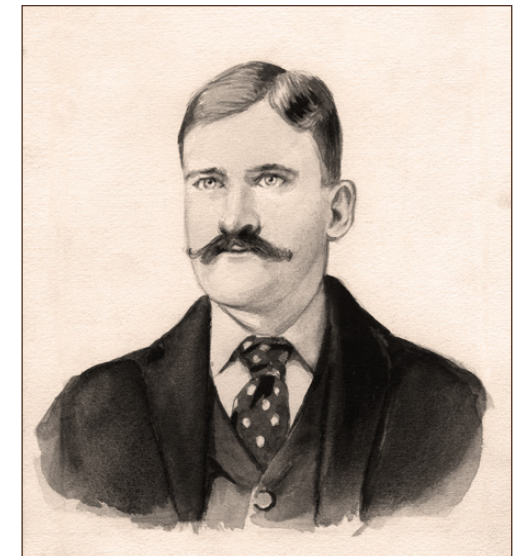
yielded 3 to 10 ounces of silver and from 2 to 20 ounces in gold to the ton. Although the lengthy freight and costly smelting charges ate up all the profits, the ore was incredibly rich. The entrepreneurs quickly realized that they would need a smelter much closer to the mine site to be profitable. By now the word was out that a rich ore body had been discovered in the Kootenay district of British Columbia and the local inhabitants prepared for the inevitable rush.

Topping invested his money and with Frank Hannah, a blacksmith-pro prospector, and laid out a town site at confluence of where the trail from the mining camp connected with the Columbia River. The pair called the place Trail Creek Landing. In January 1892 Ross Thompson, although only 27-years old, had a vision for the future and decided to pre-empt a 160-acre town site a short distance from the discoveries. He wanted to call the place Thompson but since a town by that name already existed ending up settling on the name of Rossland.

Joe Moris sold his Centre Star claim to Oliver Durant of the Le Roi syndicate while Joe Bourgeois allowed his War Eagle to be bonded to Durant and Tarbet.

Two big moneyed Americans cast their sights on Rossland's mines. One of the first was Fritz Augustus Heinze. He had heard rumours that David C. Corbin, the American railroad magnate and the owner of the Spokane Falls and Northern Railway and the Nelson and Fort Shepherd Railway was considering building a smelter in northern Washington at Northport.

Heinze became one of British Columbia's most flamboyant industrial pioneers. He was born in Brooklyn, New York, in 1869. His father was a German Jew. His mother was Irish. He graduated from the School of Mines of Columbia University in his birth state and with both brawn and brains at age 20 went to work as an engineer with the Boston and Montana Copper Company in the wide-open town of Butte. He studied American mining laws and his shrewd mind began to find loopholes in the system. Heinze was not long with his employer before being let go to make room for the relative of a large shareholder. Now he held a grudge. He raised the necessary capital to purchase an abandoned water-filled mine adjacent to a rich Boston and Montana property and built an onsite smelter. He began doing underground raids on rich copper bearing neighbouring mines and bringing the ore out through shafts on his own mine. To hide his thievery, he dynamited the shafts once the ore was brought to the surface and smelted. The big players went after him but because he had powerful friends in high places, he was able to keep his enemies at bay.



ROSS THOMPSON

The founder of Rossland, Thompson initially wanted to name the town Thompson but a town by that name already existed—hence the name of Rossland.

COURTESY ROSSLAND MINING MUSEUM



MINING COMPETITION

Two brawny miners compete in a drillers' competition at the 4 July 1897 celebrations in Rossland. There were two methods of hand drilling in the mine shafts and adits. One was called the "single jack" and involved a single miner using a four-or-five pound hammer to strike the drill steel that was turned after each blow to keep the hole round. The other method was the "double jack" and it involved two miners. In this case the hammer weighted eight pounds and had a longer handle than the single jack. The two men worked as a team with one wielding the sledge hammer that struck the steel as the other partner turned the bit to keep the hole round. The miners would drill the holes into the rock to provide a place for a stick of dynamite prior to blasting. It was dangerous work.

HISTORICAL PHOTO #061680
ROYAL BC MUSEUM & ARCHIVES

FOLLOWING PAGES

A map showing the many claims at Rossland.

UNIVERSITY OF BRITISH COLUMBIA RARE BOOKS AND SPECIAL COLLECTIONS G.3512-K65-1897-C680





11.

COLUMBIA AND
KOOTENAY LAND GRANT

L 367

COLUMBIA

Wagon Road
AND
WESTERN

Dewdney
R.R.

TRAIL

31.

Violin Creek

32

STEMWINDER
BRIBE
IMPERIAL FRY
EMMA
G.P. SOVEREIGN
ST CHARLES
JOKER
APRIL FOOL
ORIENTAL

29.

VICTORIA
MAGNOLIA
BEECHWOOD

Stony Creek

COLUMBIA
Dewdney Trail
Trail Creek

L. 931

L 535

ROSSLAND
LATEST TOWN

3.

YOUNG AMERICA

RED MOUNTAIN
R.R.

GIANT

GOOD FRIDAY

ST. LOUIS

ISABELLA No 2

MAY

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It was during this turbulent time that Heinze heard about the Le Roi Mine at Rossland. Now 26 and a self-made millionaire, Heinze sent emissaries to Rossland and they reported back that he could make big money honestly by building a smelter. The provincial government offered inducements and Topping offered 1/3 of his townsite for a smelter. He quickly agreed and immediately built a tramway from the mine down the long hill to Trail. Heinze's men had concluded a contract with the Le Roi management to treat 75,000 tons of ore. The first half of the ore was to be treated for \$11 a ton and the remainder at a lower price if possible.

On 13 September 1895 ground was broken for his new smelter just above Trail on the Columbia River. Two hundred men worked on the buildings resulting in the smelter being ready for the first ore on the 1 February 1896. The growing success of the smelter led Heinze to replace the tramway with a 7-mile long narrow-gauge railroad from the mine down to Rossland. It was during this time that two of his smelter managers at Trail defected from his employment and built a smelter in competition at Northport in Washington.



AN ORE CAR SITS ON DISPLAY NEAR THE ENTRANCE INTO THE PRINCETON MUSEUM.



Three heavily loaded ore wagons cut deep grooves into the road upon leaving Rossland around 1895.

VANCOUVER CITY ARCHIVES #137-38
STEPHEN JOSEPH THOMPSON PHOTOGRAPHY





FRITZ AUGUSTUS HEINZE (1864 - 1914)

Unscrupulous, this fast living American was known as the copper king of Butte, Montana, before venturing north across the Canadian border to do battle with the directors of the Canadian Pacific Railway. Heinze went from being a super wealthy citizen to one that was broke very quickly.

HISTORICAL PHOTO#057107 ROYAL BC MUSEUM & ARCHIVES

Heinze soon learned that the Canadian Pacific Railway's executives had decided to run a spur line towards Trail. Now railroad conscious, Heinze built his Columbia and Western Railway to bring ore from Kootenay Lake to Trail. With copper ore being found in Phoenix Mountain near Grand Forks, the alert developer saw a new opportunity. The American went to Victoria to lobby for a charter to extend his railroad west to Penticton. The 30-year old Jewish genius made the error of biting off more than he could chew. He became tangled up in legal battles with Marcus Daly, owner of the Aconda Mines in Butte, Montana, and with John D. Rockefeller, another Montana copper king and the President of Standard Oil.

Thomas Shaughnessy, the second president of the Canadian Pacific Railroad turned to a friend to help him select a suitable man to look after his interests in Trail. The close associate suggested Walter Hull Aldridge. Shaughnessy was impressed with the young man's impeccable credentials and knowledge of mining. Aldridge had gone to the School of Mines at Columbia University and had graduated with Heinze. He was the perfect man for the job for he knew Heinze's idiosyncrasies. Shaughnessy was lucky to get the young graduate engineer as he'd just been offered a job with the Guggenheim brothers of New York, one of the wealthiest families in the United States. After some deliberation, Hull accepted the C.P.R.'s offer to assist in the purchase of the Trail smelter and then to stay on and manage the newly formed Canadian Smelting Works. Rumours that the company was ready to sell began circulating in 1897 when owners started to disagree on the management of the mine. The values of the mines escalated when the Honourable Charles H. MacIntosh, the Lieutenant Governor of the Northwest Territories (later the Province of Alberta) travelled to London, England, looking for wealthy Englishmen to invest in Canadian ventures. McIntosh met with school chum J. Whittaker Wright, the top figure in the London and Globe Finance Company. A true gambler with other peoples' money, Wright didn't hesitate to launch a new company with MacIntosh to acquire mining properties throughout British Columbia and Alaska. It was to be known as the British America Corporation. As the managing director in Canada for the new company, MacIntosh left London and very quickly was in Rossland buying up property around the Le Roi Mine. At the same time Colonel Peyton and Judge Turner were in London for the express purpose of selling the Le Roi. Peyton met with Wright contacts in London and arranged the sale of the Le Roi for \$3,000,000. Unfortunately, his price was \$2,000,000 short of what some of the mine owners wanted for their

gold mine. The case ended up in a Spokane courtroom. The position of the State of Washington was that no alien could hold property within the state. Ironically, the property in question was in Canada. As a result the lawyer representing English interests gathered together as many documents as possible and fled across the border back into British Columbia.

American Heinze was also having problems with his Trail smelter. He wanted to charge higher rates to process than originally negotiated with the result that other smelters

began to be built on both sides of the border. Heintz heard that Shaughnessy was interested in purchasing his smelter. Heintz bought a newspaper and told the publisher to write derogatory editorials about the greedy railroad magnate. Heinze had hoped to get \$1,000,000 for his smelter but in the end sold out to the CPR for only \$300,000.

Some of the major players in the Rossland mines came to tragic ends.

London-based swindler Whittaker Wright was convicted



These giant compressors for the Le Roi Mine, were built by the Ingersoll Rock Drill Company, Montreal, and shipped by rail across Canada to Rossland. A Red Mountain Railroad spur line transported the heavy equipment to the entrance to the mine.

COURTESY ROSSLAND MUSEUM #45-1853

THE DUFFERIN COACH



Lord Dufferin in 1873, mistakenly identified in this archival portrait, became a well known figure following the publication of a best-selling account of his travels in North America. In 1872 he became the third Governor General of Canada, a position that he held until 1878. By a strange twist of fate, Lord Dufferin's downfall came when he gave both moral and financial support to the London and Globe Financial Corporation—headed by England's financial wizard Whitaker Wright—the man who was persuaded him into heavily investing in a mine in British Columbia. The mine, located in Rossland, eventually became the largest lead, zinc, gold and silver mine in the British Empire, that morphed into Cominco (Consolidated Mining and Smelting Company).

BOTH COURTESY NEW WESTMINSTER MUSEUM & ARCHIVES

The following information was gleaned from notes in the New Westminster Museum opposite the Dufferin Coach:

This coach was built in San Francisco in 1876, shipped to this area, and used to carry Lord and Lady Dufferin, Governor General of Canada, on a tour of British Columbia. A four to six horse team pulled the coach.

The coach was built in 1876 by N.H. Black and Company of San Francisco, especially for the purpose of carrying Lord and Lady Dufferin on their trip to the Cariboo gold fields. The splendid Dufferin Coach, its specially chosen horses, and the accompanying coach, attracted much attention on their journey.

The springs are made of 16-ply leather and the body is solid oak. The iron tires on the wheels were so made and shrunk and the only way to get them off is to break the spokes out of them. The seating capacity of the coach is 9-6 inside and 3 on the box including the driver. The total cost of such superior quality construction came to \$1,200, a very high price. After the coach was built it was transported to Yale on a steamer ahead of Lord and Lady Dufferin to await their arrival.



of fraud in 1904 and given a seven-year sentence. Before being taken away he managed to swallow cyanide pills and died in the courtroom.

In 1907 Heinze moved back to his birthplace of New York and with his two brothers became major players in the financial arena. Their company caused a financial collapse that came to be known as the "Panic of 1907". He died in 1914 at the age of 44 from cirrhosis of the liver.



THE WAR EAGLE MINE IN ROSSLAND BEFORE THE WIDESPREAD USE OF HARD HATS, 1913.

COURTESY ROSSLAND HERITAGE MUSEUM & ARCHIVES #50-1762

THE LEGEND OF THE SPANISH MOUND

By Stan Copp,

Ph.D. Simon Fraser University (Archaeology)

According to this old legend, the Spanish Mound is a grassy hill in which the armour, weapons and remains of an ill-fated Spanish expedition are buried.

The legend relates the story of a heavily armed expedition that came into the Similkameen Valley long before the Hudson's Bay Company of 'King George' men came to the region looking for furs. One version of the legend indicates that a Spanish ship came to grief on the sand bars of the Columbia River. The conquistadors abandoned the ship and commenced a trek up the Columbia River before turning north into the Similkameen watershed. Oddly, if as the legend suggests, the Spaniards, with a nose for gold, were looking for an 'Eldorado' or 'Lost City of Gold' passed a fortune as they proceeded up the Similkameen river as a latter gold rush would prove.

The First Nations version, according to oral history, states that a band of men with white faces and much hair and wearing 'metal clothes' marched into the Similkameen Valley from the south and camped near the Keremeos Indian village. The sight of the conquistadors must have been both puzzling and terrifying since never before had the Similkameen First Nations ever seen anyone riding atop an 'elk dog'. The Spaniards remained at Keremeos until an altercation erupted between a Similkameen brave and a soldier. The quarrel quickly escalated into a no contest battle between the heavily armed Spaniards, professional soldiers all, and the First Nations braves. After this bloody affray in which the Similkameen suffered heavy losses, the Spanish took several First Nations braves captive and used them as carriers as they retreated up the valley of Keremeos Creek. Continuing

up that stream, the Spanish crossed over the divide and marched down the Shingle Creek draw. At the foot of Okanagan Lake they crossed to the eastern side near present day Penticton and followed the old eastside Indian trail to Nxokastan and established a camp close to a little creek a few miles north of the present day site of Kelowna. There they threw up a large log building to house both the men and the horses through the winter.

The following spring, for reasons unknown, although probably because their numbers had been cut by either disease or First Nations hostility, they left their outpost and retraced their steps southward. At any rate, the group with numbers considerably reduced, made their appearance near the upper reaches of Keremeos Creek.

Several days later, so the story goes, they marched out of the hills and camped on a small flat overlooking Keremeos Creek evidently close to the area where the stream enters the valley proper. Forewarned, the vengeful Similkameens kept close watch on the column. Finally, the Spaniards struck camp and moved off down the valley and somewhere between Keremeos and Olalla they were ambushed by overwhelming numbers of Similkameen braves. A sharp and vicious battle ensued in which the weakened and outnumbered Spaniards were annihilated.

After this epic struggle, according to legend, the Similkameen then buried the despised white strangers with all their armour and weapons on a low grassy mound somewhere between the last Spanish camping place and the Indian village called Keremye'us. And there, so they claim, they remain to this day in the long



OPPOSITE

A visit to the 'prisoner pictographs' east of Hedley.

DAVID GREGORY PHOTOS

lost and unmarked burial place.

The legend is intriguing because there is considerable evidence that tends to corroborate the story. Old steel weapons have been recovered in various parts of the valley and especially in the areas close to Keremeos. They could have been trade items that were brought to the Similkameen but why were they concentrated almost exclusively around Keremeos.

The pictographs in the valley also provide other clues, especially the 'Prisoner paintings' that seem to depict four Indian warriors roped or chained together and surrounded by quadrupeds, seemingly dogs. It was a common Spanish custom to chain their captives together and guard them with vicious dogs. It is an interesting theory.

The discovery of rare Indian armour: hammered copper plate in an old Indian burial near Keremeos also lends credence to the Spanish story. The armour is perforated and amazingly similar to old Spanish mail. Where did the Similkameen First Nations get the idea of armour plate? It was singular to the Keremeos region and some historians contend that the First Nations simply copied the Spanish mail that they had seen which was nearly impenetrable to arrows during the battles.

Finally, in 1863, a large building that had been constructed for both horses and men was discovered in the Kelowna area. The size of the massive structure, estimated at around 35 by 75 feet, indicated that it had once been a wintering quarters and even in 1863 was very old. Was this the building used by the Spanish when they purportedly wintered in Kelowna?

Although the smallest, another piece of evidence is perhaps the most impressive of all. Several decades ago a pendant of highly polished and beautifully worked turquoise was recovered from a very old Indian burial site at Okanagan Falls. Archaeologists state that this is the only documented instance of turquoise being found in an Indian grave in the province. Was this precious stone originally in the possession of one of the Spaniards in the ill-fated expedition of the 17th century?

The clues are fascinating but by no means conclusive and the mystery of the 'Spanish Mound' remains unsolved and only the discovery of this long lost burial place would solve this centuries old puzzle.



A pictograph of a helmeted Spanish conquistador mounted on a horse?



A pictograph of a pair of swords?

DAVID GREGORY PHOTOS



GRANITE CREEK

By Gino Del-Ciotto

Once regarded as British Columbia's third largest town (sometimes mistakenly referred to as city), Granite Creek was quite literally born out of chance! Although there is one conflicting account of when Granite Creek was found the legend of the gold boom town starts with a horse rustler with a reputation for laziness and his chance discovery of gold on Granite Creek. His name was Johnny Chance and in the summer of 1885 he was herding horses across the border through the Similkameen Valley. He made a short stop at the Allison Ranch. From there Johnny Chance made the odd decision to head through the Tulameen Valley towards the Coquihalla trail rather than the more often travelled Dewdney Trail. This chance decision led to the birth of a bustling gold rush town.

Stopping in a quiet little valley delta formed at the confluence of what are now known as Granite Creek and the Tulameen river Johnny

TULAMEEN CANYON & THE SIMILKAMEEN RIVER



GOLD IN QUARTZ SAMPLES FOUND ON GRANITE CREEK.

COURTESY GINO DEL-CIOTTO

EUREKA GOLDSANDS.COM

NUGGET VALLEY GOLD PROSPECTING ADVENTURES.COM



PLATINUM SAMPLES FOUND ON A TRIBUTARY OF THE TULAMEEN RIVER.

COURTESY GINNO DEL-CIOTTO



GOLD SAMPLE FOUND ON A TRIBUTARY OF THE TULAMEEN RIVER.

COURTESY GINNO DEL-CIOTTO

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Chance was with the other men in his herding crew when he chose to beat the July heat and head over to a meandering creek. While lazing the afternoon away there the sun shifted position creating a golden glimmer at the creek bottom. The lazy rustler filled his pouch with coarse gold nuggets and upon bragging of his discovery to his friends and co-workers he went from lazy zero to hero. Word about gold discoveries spread fast in those days and by the time the snow flew in the winter the now Granite City gold rush was in full gear with over 2200 souls gathered to reap the little creeks golden harvest in 5 short months British Columbia's third largest city. Of note, the saying "Found By Chance" was coined on the shores of Granite Creek due to the dubious name of the discoverer.

With over forty homes, six saloons and hotels as well as 8 stores in its first five months the town was well on its way to being established. There were 62 known mining companies plying the shores of the creek and surrounding area. Over 500,000 dollars at 18 dollars per ounce of gold were found in this little creek along with a strange grey metal that was unfamiliar to the prospectors, it sat heavy with the



ABOVE & OPPOSITE

The ruins of an original cabin on Granite Creek. In the 1970s seekers of gold, platinum and artifacts visited the site with excavating equipment and dug up the area around the buildings.





GOLD SAMPLES FOUND ON GRANITE CREEK ENLARGED 5 TIMES.

COURTESY GINNO DEL-CIOTTO



gold and was difficult to separate, it was gathered and thrown away by many prospectors and cached for later recovery by many Chinese miners. The metal was platinum, the Tulameen river and surrounding creeks is one of only two river systems on earth that carry placer platinum nuggets!

Alas it was not to last as the inscription says on a memorial that stands on the former gold rush towns remains now known as a ghost town. As is the story with many towns of the era another gold discovery was made many left to chase their dreams those that remained stayed in the area until fire decimated what was left of the town in 1907. It is rumored that a man by the name of Johannson buried a large cache of platinum within sight of his cabin and many treasure seekers have attempted to locate this valuable cache with no reports of its recovery. Although gone the town is not forgotten. The Granite Creek town site is where 100 people live to this day.



THE GRANITE CREEK GRAVEYARD OF THE 1880S OVERLOOKS THE MINING COMMUNITY DIRECTLY BELOW

Nestled in the jackpine the graves of unknown souls, surrounded by rock cairns, lie interspersed with the names of the known dead that are contained in the white picketed fences.

SINGLE & DOUBLE JACKING

The main tools used in the early days of shaft or tunnel sinking were hand drills and black powder. This work was carried out underground with the only available light coming from candles. Holes were cut in rock by “single-jacking” or “double-jacking.” When “single-jacking” alone a miner held a drill bit in one hand and swung a four-pound sledgehammer with the other. He would turn his bit about 1/8” inch between blows of the sledge. “Double-jacking” involved two and sometimes even three miners. Usually one man held the drill bit or “steel” while another man took turns pounding on the drill bit with an eight-pound sledge. On rare occasions one man held the steel while two men alternated their blows on the end of the steel bit. It was tiring work and the men changed positions frequently. The drill bit was constantly rotated in an effort to prevent jamming or “fitchering”. Jamming was often caused because a blacksmith had not properly forged the bit. Not only did the blacksmith have to sharpen the tips of the bit, he also had to heat them to a glowing red and then douse them into cold water to turn them a steel blue. Bits that were not tempered correctly often bent and got stuck in the drill holes.

First the drill bit was forged back to its proper shape and given new edges. The hammering would give the sharp edge before the finishing touches were accomplished with a grindstone. When the degree of sharpness was obtained, the point of the bit would be heated to a glowing red before being plunged into a bucket of cold water. The color would then be checked to ensure that it was a dark blue. If the proper colour weren’t achieved, the blacksmith would repeat the process until the proper blue was visible. After tempering in the cold water, the bit would be left to cool.

According to “The Miners’ a Time Life series” “the man on the steel would rotate the bit frequently to prevent jamming. A good team of double-jack men could deliver as many as 60 blows a minute and drill two inches into solid granite in that time for short periods of time. Ordinarily it took an hour or so to make a 30-inch hole.

Miners’ drills—usually called steels—were made of round or octagonal rods sharpened to plain chisel tips that had a slight flare as a further insurance against fitchering. The starter drill, or bull steel, was about a foot long with a 1 1/4 –inch tip. After a hole had been well begun, the bull steel was removed and replaced by a “change” drill that was six inches longer and 1/32 inches narrower, so that it would follow easily in the hole. The changing was repeated until, at the usual maximum, the last steel was three feet long with a 1-inch tip. “Down” holes were considerably easier to make than “up” or “flat” (horizontal) ones, but up holes had an advantage: the rock dust fell out of them, whereas it had to be scraped out of the others with long, thin miners’ spoons made of copper. The “down” holes required water to turn the fine dust that was produced into a kind of slurry that was removed from the hole with the copper spoon.

After a drill had cut about six inches of hole, it had to be once more sharpened by one of the busiest men in the mine, the blacksmith.”

When cutting a hole the miners ordinarily used a pattern of seven holes and charges. In the centre of the face to be blasted, they drilled three holes about two feet apart, arranged in a rough triangle to meet at the apex of a pyramid within the rock. Then they drilled a “reliever” hole at the top of the face, “edger” holes at each side, and a “lifter” at the bottom. With proper timing, the centre charges exploded first, making a cavity into which the slightly later blasts from top and sides squeezed the surrounding rock. Finally the lifter blew the rubble out into the tunnel where it could be mucked into hopper cars. In some mines, where the rock was particularly resistant, a 16-charge pattern replaced the usual seven charges.

In the earliest days the blaster used black powder but in the 1870’s dynamite became the explosive of choice. The blaster in a frontier mine had to be a man of skill and good judgment if he proposed to enjoy a long career. He would use a measured amount of black powder and with the aid

of wooden or copper tools to avoid the danger of a spark being produced, made it up into paper cartridges and fitted them with carefully measured lengths of fuse. When the cartridges were inserted into the holes, the fuses dangled out like rattails.

The earliest miners used a safety fuse invented and patented by William Bickman, an Englishman, in 1831. Originally it consisted of a “tube” of gunpowder surrounded by waterproofed varnished jute “rope”. This safety fuse burned at a rate of about 30 seconds per foot and gave miners ample time to get far away from the blast. It was flexible enough to be wound and carried on a big spool, and consisted of a core of powder surrounded by twisted strands of jute, wrapped with a layer of twine and then wrapped again with a layer of twine and then wrapped again on the outside with waterproof tape.

To ignite the rattails the blaster cut a fuse called a spitter, shorter than all the rest. Then he shouted his traditional warning, “Fire in the hole!” lit the spitter and speedily applied its sparkling end to the rattails in the desired sequence. When the spitters singed his fingers he knew it was time to depart. When the blast came, it advanced the tunnel by about three feet.

In the 1870s, dynamite replaced black powder in the Western mines and was greeted with mixed feelings by the men that used it. The explosive element was nitroglycerine, so hypersensitive that it would detonate if a man so much as spoke harshly in its presence. Pure nitroglycerine, known as blasting oil, had been used experimentally in a few mines, but had proved so risky to handle that few men would touch it. The Swedish scientist Alfred Nobel housebroke it by combining it with inert substances, including chalk that turned it into a stiff gelatin-like substance. Nobel’s dynamite sticks were so docile, relatively, that they could be sliced like bananas, molded into charges shaped for special needs, or tamped down with a certain amount of vigor. To explode, dynamite required a heavy jolt that was usually provided by a small, tubular copper

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The Life of a Hard Rock Miner

There were two methods of hand drilling in the mine shafts and adits. One was called the “single jack” and involved a single miner using a four-or-five pound hammer to strike the drill steel that was turned after each blow to keep the hole round. The other method was the “double jack” and it involved two miners. In this case the hammer weighted eight pounds and had a longer handle than the single jack. The two men worked as a team with one wielding the sledge hammer that struck the steel as the other partner turned the bit to keep the hole round. The miners would drill the holes into the rock to provide a place for a stick of dynamite prior to blasting. It was dangerous work.

At 1 July and 4 July celebrations contests were held to see which team of miners could drill the deepest hole in 15 minutes. One miner would hold the sharpened hand drills of various lengths to be driven into the rock by the other miner. The driller twisted the drill to create a cutting action from the sharp edges of the drill rods. The objective of the contest was to see who could drill the deepest hole in 15 minutes. The drillers would change positions after the first and second minute and in 30-second intervals thereafter. A Rossland team competing in Spokane, Washington, in the fall of 1901

broke the record before 3,000 spectators by drilling 51 inches. The names of the two winners were W.M. Ross and George S. McLeod.



AN EIGHT-POUND SLEDGE HAMMER.

COURTESY PENTICTON MUSEUM & ARCHIVES

DRILLERS' ROCK

This historic rock received its large boreholes when used in a drillers' competition in Princeton



OSOYOOS' DIVIDEND MINE

By *Kenneth C. Favrholt*,

Executive Director of the Osoyoos & District Museum and Archives



PATRICK BURNS, a self-made man who built one of the world's largest meat packing empires before envolving himself in other interests such as mining. A Calgarian from Alberta, Burns married a daughter of Thomas Ellis, one of the great cattlemen of the Okanagan Valley. His P. Burns & Co. provided many of the mining towns in British Columbia with fresh meat and even bull hides for the transportation of ores by horse from the mines to the smelters. Burns was honoured as one of the big four western cattle kings that started the Calgary Stampede. It was his Northern Syndicate Company of Calgary that formed the Osoyoos Mines Limited in 1933. William John 'Blake' Wilson, President of Coalmont Colliers Limited, named the coal town of Blakeburn after himself and Burns.

GLENBOW MUSEUM NB-11-4

A feature of Osoyoos that attracts a lot of interest is the Lakeview-Dividend Minesite at the foot of Kruger Mountain. Gold was originally discovered here by George Nadin in 1898. According to another report the ore was first located by Jack and George Bowerman of Oroville before 1910. But it was not until 1912 that interest in the property by an American company resulted in mining on a commercial scale. The ore was hauled to Oroville in a 5-ton Studebaker truck and shipped circuitously to the nearest smelter in Greenwood, B.C., by way of the Great Northern and Canadian Pacific Railways.

In 1931 the Northern Syndicate of Calgary bought the mine and formed Osoyoos Mines Limited in 1933. The syndicate of seven prominent businessmen included Richard B. Bennett, former Prime Minister of Canada. Between 1937 and 1940 the Dividend Mine, as it became known was a full-fledged 24 hour-a-day operation with 65 employees, a payroll of \$8,500 a month, under the supervision of Professor Jenkin Owen Howells, a Welsh geologist and assayer—one who tests the metal or ore to determine the ingredients and quality—who arrived in Osoyoos in 1936.

During its peak four years, the Dividend Mine yielded \$50,000 in gold. The first brick of gold the size of a pound of butter weighed almost 29 pounds, at \$30 an ounce. During the mine's heyday, the gold was transported to Haynes Siding between Osoyoos and Oliver by Dawson and Plaskett trucking for shipment by the CPR to the coast and to the smelter in Tacoma, Washington. Two bricks of gold bullion were sent to the Canadian Mint each month.

The mine boasted a twelve-inch rock crusher, a ten-stamp mill (another type of crusher) left over from the Fairview mining camp near Oliver, and two ball mills, also grinding devices for crushing the ore. About 250 tons of ore were being processed daily. A cyanide recovery plant was erected to handle a daily capacity of 200 tons of concentrates, the residue metal after most of the waste rock has been removed. Cyanide was used as a leaching ingredient to extract the gold from the low-grade ore by converting the gold to a water soluble mixture.

The gold-bearing quartz became exhausted and the mine closed in March 1940. According to one source it is suggested that restrictions

caused by the war forced the closure. However, the mine contributed significantly to the local economy during its halcyon years.

Exploration on adjacent sites was carried out in later years by Osoyoosites Perley Simpson and Ken Butler. Although the mountains around Osoyoos have recorded some very high assays, Osoyoos Mines Limited never ventured beyond the Dividend claim. The Lakeview claim lies undeveloped.

The Osoyoos Golf Course and the adjacent subdivision have erased the site of the mine camp. In 2007 and 2008 the mine site was stabilized, reclaimed, and revegetated with native plants. The remaining tunnel infrastructure has been protected as an important bat habitat.

PRICES OF GOLD IN US \$

1833-1919	18.93-19.95	1990	383.51
1920-1929	20.58-21.32	1991	362.11
1930-1939	17.06-34.87	1992	343.82
1940-	31.69-34.71	1993	359.77
1949		1994	384.00
1950-1959	34.60-35.10	1995	384.17
1960-	35.09-41.28	1996	387.77
1969		1997	331.02
1970	35.94	1998	294.24
1971	40.80	1999	278.98
1972	58.16	2000	279.11
1973	97.32	2001	271.04
1974	159.26	2002	309.73
1975	161.02	2003	363.38
1976	124.84	2004	409.72
1977	147.71	2005	444.74
1978	193.22	2006	603.46
1979	306.68	2007	695.39
1980	612.56	2008	871.96
1981	460.03	2009	972.34
1982	375.67	2010	\$1224.53
1983	424.35	2011	\$1568.10
1984	360.48	2012	\$1668.85
1985	317.26	2013	\$1530.88
1986	367.66	2014	\$1264.00
1987	446.46		
1988	436.94		
1989	381.44		

THE BIG BEND GOLD RUSH

These goldfields were located on tributaries of the Columbia River in an area known as the Big Bend Country so named for the huge hairpin bend a few hundred miles long in eastern British Columbia formed by the Columbia River as it curves around the Selkirk Mountains from the river's source to the southeast in the Rocky Mountain Trench and turns southward toward the Arrow Lakes and eventually the United States. The main finds were in the middle of the southward leg of the river's journey out of the Big Bend proper where the towns of Mica Creek and Big Bend marked the northward focus of the rush. The main part of the rush was nearer the Arrow Lakes, on creek tributary to the Goldstream River and Downie Creek, which lay respectively immediately above and below the infamous Dalles des Morts or "Death Rapids" of the Columbia, which had been the scene of horrendous tragedies twice, in 1817 and 1838. The main town centres of the rush were at La Porte, British Columbia, at the foot of the rapids, and Downie Creek, nearby at that stream's confluence with the Columbia just downstream from La Porte.

The rush was a spin-off of the Fraser Canyon Gold Rush, the first of the major gold rushes which dominate the colony's history, out from which the huge influx of miners from California on the Fraser fanned out into other regions of the colony in search of gold. Other rushes found in the same years were the Rock Creek, Wild Horse Creek, Cariboo, Omineca, and Stikine Gold Rushes, as well as the Colville and Colorado Gold Rushes which were manned by many who had been on the Fraser and such rushes as Big Bend. The story of the Big Bend Gold Rush is as much about the effort to get there - as with all British Columbia gold rushes - as it is about the rush itself, which was modest in terms of earnings in comparison to the Fraser and Cariboo, or to the later silver and galena rushes just south in the Slokan, West Kootenay and Boundary Districts. When the rush was discovered, the upper Columbia was extremely remote from any form of non-First Nations civilization in that period, although some who reached the Big Bend rush came overland up the Rocky Mountain Trench from what is now Montana, or via Washington Territory up the Columbia River itself. Impossibly far from the Fraser, which was itself very remote and difficult to get to from Victoria, or from the rest of the world.

There were various routes into this area, as men had fanned out over the whole of British Columbia and adjoining US territories in the

wake of the Fraser Gold Rush and had heard news of the rush from all directions. The Columbia route was mostly navigable and many came via that route. Regular steamboat service to La Porte, the head of navigation from Marcus, Washington Territory began in 1866. Most, however, came via a water route from the foot of Kamloops Lake, just east of Cache Creek and so near the main trails associated with the Fraser rush and the new goldfields being found north in the Cariboo. From there, steamer services travelled from Kamloops Lake via Fort Kamloops and up the South Thompson to reach Little Shuswap Lake and via the Little River to Shuswap Lake (also called, especially in the old days, Big Shuswap Lake). Shuswap Lake is one of the largest lakes in southern British Columbia, effectively an H-shaped series of four freshwater inlets, the northeast arm leading to the mouth of the short but powerful Seymour River. From there, a few passes including Pettipiece Pass led over wide cols in the Monashee Mountains to reach the Columbia, where other steamer services operated to the boomtown of Big Bend and to the mouths of the Goldstream River and Downie Creek.

The first steamer service to the Big Bend operated from that location was owned by an Italian settler from Californian named Savona, and so the location became quickly known as Savona's Ferry (later Savona).

In later years, once the rush was over, the Big Bend became the route of the first road connecting what is now the province of Alberta to British Columbia, which remained in use until the building of the Trans-Canada Highway through the Rogers Pass. Most of the goldfields and what remained of their boomtowns and old mining camps and workings is now beneath the waters of the reservoirs of Mica Dam or Revelstoke Canyon Dam (the Mica Dam is one of the Columbia River Treaty dams).

THE CASSIAR GOLD RUSH OF 1874

Two miners named Choquette and Carpenter started interest in this area with the discovery of placer gold in the gravel bars on the Stikine River in 1861. When this news reached Victoria the next winter it excited a few parties who prepared and headed up the next spring. It was Captain William Moore and his small steamboat that brought them up to the Stikine from the Wrangell. However, most of the deposits on the Stikine proved to be quite small, and most of the men returned south in the fall. Choquette continued on prospecting and also operated a small trading post on the Stikine for some years.

It was this rush of activity which caused the Stikine territory to be defined in 1862. The area was put under control of Governor Douglas. Due to the Western Union or Collins Overland Telegraph Company extending northward in this area in 1866, explorations were made. At this time Telegraph Creek was named for the intended crossing of the telegraph line. This work was stopped, though, when the laying of the transatlantic cable was successfully laid in 1867. The Dominion Government took over the telegraph system in 1871 when British Columbia became a province. What then happened was that the telegraph system was only maintained as far north as Quesnel and the rest was left to fall apart.

A second wave of gold interest was created in 1873 by the discovery of gold on Thibert Creek (close to Dease Lake) by Thibert and McCullough. This was called the Cassiar Gold Rush of 1874. Riverboats brought prospectors as far as Glenora, and then they headed overland to Dease Lake. It was at this time that the Hudson's Bay Company and John C. Calbraith set up trading stores in Glenora. Captain Moore then obtained a contract from the Provincial Government to build a road from Glenora to Dease Lake along the aboriginal trail that had been followed by Campbell 36 years earlier.

This new rush of gold prospectors was to prove negative to the Tahltan way of life. Large quantities of liquor and diseases such as measles were introduced. This helped to create hostility and conflict between the white settlers and the Tahltan people. Ultimately, the result was a loss in the Tahltan population.

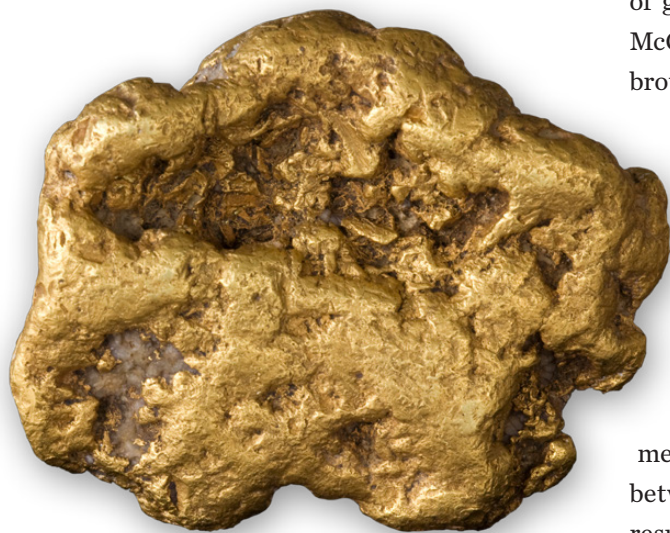
This strain caused all the Tahltan clans to gather together in one communal village close to where the Tahltan and Stikine Rivers

joined, a place not far from the trading stores at Glenora. Although the Tlingit continued to come into the area and fish until the turn of the century, the trade monopoly of the Tlingit was broken down and traditional trading patterns between the Tlingit and the Tahltan were destroyed.

All of this was followed by a third wave of gold seekers: the Klondyke Gold Rush. The Stikine was the first leg of the journey north, and during the winter of 1897-98 between 3,000 and 3,500 men camped at Glenora. This occupation was the largest and briefest the area has ever seen. Due to this influx of movement, Telegraph Creek became an important centre as the head of navigation on the Stikine as it was only twelve miles upstream. In 1897 the Telegraph Trail, which ran from Telegraph Creek north to Atlin, was established and used as a major transportation route north to the Yukon. In 1899 the Dominion Government began to connect the Yukon telegraph line with the British Columbia system that had previously ended in Quesnel. In 1901 the line was completed.

Further destruction of the Tahltan traditional way of life occurred when foodstuffs became more readily available. Previously, the Tahltans had been dependent on hunting and fishing as their primary means of survival. Now, however, furs could be traded for food.

On top of the economic boom for the Tahltans with the trading of furs came the employment for young men acting as packers and hunters for the trading stores. Because of the previous drop in population, the Tahltan people allowed their traditional marriage regulations to be relaxed in order to encourage intermarriage and population growth. This development caused many non-natives to stay in the area after the gold rush, as well as led to the introduction of missionaries.



Cassiar gold nugget with small amount of quartz.